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American Railroad Journal.

New York, Saturday, January 7, 1865.

The New Year.

The recurrence of a fresh anniversary is usually made the occasion of remark by newspapers that meet with success. Getting rid of the old year as good naturedly as possible, and rejoicing with the advent of its successor, they seem to "welcome the coming" and "speed the parting guest."

Bidding a friendly adieu therefore to 1864, we hail the arrival of 1865, and with more than ordinary satisfaction. For if all signs do not fail us it is a messenger of peace, and we see its bow in the clouds that are retiring from our view, although they still slightly obscure the vista.

The opinion is rapidly gaining ground that during the present year we shall be at peace even with those of our own household who have left the protection of its roof, and run after strange gods. It seems impossible under present appearances that they can much longer remain absent in their hopeless and helpless condition, and that they will come back to share the blessings of our common inheritance.

We may therefore look forward to a brilliant future, when our present difficulties are settled, and an advance in all our material interests, at a rate hitherto unknown. Strange as it may appear this war has completely stirred up the great powers of this nation. It did not know, it had not imagined what its resources are. We have commenced thinking about ourselves, and find we are strong and determined. The two greatest draughts on a people when engaged even its self-preservation, are men and money, and these have been given with an unheard of liberality. This remarkable spirit will now be turned into its wonted channels, but the latter will be too small for its current. We shall probably see everything hereafter which enterprise and industry attempt, carried forward on a large scale and in a confident manner. Commerce, manufuactures and internal improvements will be marked by a display of new skill and courage, and the grander their movements the more popular will they be.

One interest of the country is likely to be very much promoted in the change. We mean that of mining. There is no longer any doubt that our gold and silver bearing territories will be rapidly developed, by a large accession of labor from our disbanded armies. Our soldiers inured to hardship and pleased with adventure, will be very apt to turn their attention to the territories where ordinary labor may pay itself as it goes along. With this purpose we shall see them moving in large columns to the gold and silver mines of the West, and founding new towns and cities as they advance. We may confidently expect that our mines will be made to yield enormously within a few years from this cause. The population is already rapidly increasing in these territories, and will become still more rapid as the avenues to them shall be completed, and when the Eastern division of the Union Pacific Railroad shall have united with the Western, both making all the progress we could fairly have expected, and which peace will greatly accelerate, we shall be astonished even with our present sanguine calculations at the progress of population and the yield of gold and silver.

In connection with this we may anticipate a very extensive emigration from Europe to the United States. It is stated that even now whole communities in Germany are preparing to emigrate, induced to do so by the favorable reports constantly made to them by their friends already among us. Our foreign readers have no idea whatever of the results ordinary agricultural labor will produce in the territories alluded to. Take for example an official statement of Governor Evans of Colorado, embodied in a recent report of the Secretary of the Treasury. We may see from this what an industrious man may do with 25 acres of land in Colorado.

10 acres of corn, 40 bushels to the acre at $3 per bushel, will yield $1,200.

15 acres of wheat, 30 bushels to the acre at $3 per bushel, will produce $1,350.

Corn fodder from 10 acres at $10 per acre, will give $100.

Wheat straw from 15 acres 20 tons at $10 per ton, will give $200. Total, $2,850!

Is it possible when this fact is known abroad, that thousands on thousands will not hasten to such a field of labor, or that a large number of our own people will not emigrate, as soon as they can reach by an easy route so promising a locality?

With regard to our internal improvements we look to a large extension in the far west. The most fertile soil in the world invites their construction. The railway to the Pacific will be pressed forward with vigor. At the last session of Congress farther concessions were made to the project. And believing it is now in good hands, and its construction is eagerly demanded by the public, it may almost be set down as a thing accomplished. This great trunk line will unite the Atlantic and the Pacific, change the entire current of commerce, make New York the clearing house of the world, and turn the trade of Asia into American channels. We cannot too highly appreciate the future of this great work, an element in our strength which time will surely reveal in a most astonishing manner.

We may look therefore to this as one great source of our future commercial prosperity.

Our internal industries will also rapidly advance, with the extended area of our commerce and the increase of our population. At the end of this century as our statistians calculate, we shall have in this Union one hundred millions of people. Many of our readers will live to see the

day and to verify these predictions. It is not possible to realize the idea fully. Wonderfully as New York, Brooklyn, Philadelphia, Boston, Cincinnati, Chicago and the other like cities have increased, no one can imagine the consequences of the existence of one hundred millions of people, homogeneous, united, industrious, successful and happy. Certainly the new world will be far ahead of the old in every particular but antiquity.

Such are a few of the reflections which crowd upon us as we meditate on our future.

Let us accept our responsibilities therefore with cheerfulness, and above all with a deep sense of our obligations to that Providence which has made us "parts of this stupendous whole," and entering as we do on a new year, remember all our duties as men, citizens, neighbors, patriots and Christians.

Pittsburg and Connellsville Railroad.

We have been favored with a copy of the Twelfth Annual Report of this company. From this we learn that the earnings of the road during the fiscal year ending October 31, 1864, were:

From passengers		$145,410 71
" freight		160,939 52
" U. S. mail		3,650 00
" shop work, etc.		5,922 64
		$315,922 87

The total expenses were:

Mainten'e of motive power.	$69,583 46	
Conducting transportation.	50,123 36	
Maintenance of way	61,845 06	
Maintenance of cars	19,020 28	
		200,572 16
Net earnings		$115,350 71

The gross earnings of the road for the fiscal year ending October 31, 1863, were $215,587 49; the expenses, $110,251 34; and the net earnings $105,355 95—showing an increase in earnings of $100,335 38; in expenses of $90,340 62; and in net earnings of $9,994 76. The net earnings of the past year are 36.5 per cent. of the gross earnings (not including general expenses). The net earnings of 1863, were 48.4 of the gross earnings (not including general expenses.)

The gross revenue as stated above was $315,922 87; of which $205,944 were earned by the 49 miles of road between Connellsville and the Brinton junction with the Pennsylvania railroad; $89,142 by the 10.6 miles between Port Perry and Pittsburg; and $20,836 by the 12½ miles of the Fayette County Branch between Connellsville and Uniontown. The current expenses of maintenance and working during the same period have been $200,572 16; adding to which for salaries, insurance, legal expenses, stationery, printing, and miscellaneous, $13,781 99; there will be a total of $214,354 15—leaving a net revenue of $101,568 72. In 1863, the current expenses of working, maintenance and administration were $120,358 60—leaving $95,228 29 as the net revenue of the year; showing an improvement of $6,340 43.

The whole number of passengers carried during the year, irrespective of distance was 395,843, against 262,841 the previous year—showing an increase of 133,002, or 50½ per cent. The average distance traveled by passengers has been 11.6 miles. Equivalent number of passengers carried one mile, 4,615,024.

The freight transported all distances was 199,552 tons, against 143,972 tons in 1863—an increase of 55,580 tons, or 38½ per cent. The freight was carried an average distance of 28½ miles, equivalent to 79,346 tons over the whole road, or 5,712,879 tons one mile. Of the freight carried, 17,638 tons passed eastward and 181,913 westward.

The company have 12 engines, which have run 256,176 miles; 11 passenger, 24 house, 31 gondola, 17 coke and 10 dumping cars.

The total expenditures on construction account during the year, for road-bed, buildings, rolling stock, right of way and real estate, has been $74,214 62, of which $73,914 62 were spent on the western and $300 on the eastern division.

In the first attempted organization of the company in 1846, and in the preliminary surveys then made, the sum of $8,965 47 was expended. From the subsequent and effective re-organization, in 1853, up to October 1, 1864, the further amount of $2,265,387 70 was expended, of which $221,468 78 were spent upon the eastern and $2,043,918 92 upon the western division, and of the latter sum $441,348 34 on the Turtle Creek division. These totals do not embrace the general expenses or the profit and loss and interest accounts.

The floating debt of the company at the close of the past fiscal year was $69,533 58—an apparent reduction of $13,296 46, There were, however, in the hands of the treasurer and agents at the end of the year, $21,368 38, adding to which Allegheny County and Turtle Creek Division bonds, worth $7,730, and good accounts receivable, $8,481 11, making a total of $37,579 49, and deducting outstanding accounts payable, there is a balance of assets of $18,922 79, which taken from the amount of floating debt shown in the general account, leaves $50,310 79 as the true amount of liabilities at present unprovided for. The company have also $52,900 of the M'Keesport Borough bonds, on which a market value cannot at present be placed, although they should be made available at some time not far distant.

The principal of the Sinking Fund of the Baltimore Loan, amounting to $17,000 has now been entirely replaced, and only about $1,600 of interest remains to be paid, which will shortly be done, the company having fulfilled its engagements with the city in this matter, as promised in the last annual report.

The amount collected from defaulting stockholders during the year has been $3,040 40.

The net income of $101,568 72 as stated above is thus accounted for:

For construction and equipment	$62,348 77
U. S., State and city taxes	7,876 10
Baltimore loan sinking fund	7,800 00
Coupons construction bonds T. C. Div.	17,886 18
Real estate, ground rents, etc.	4,882 36
Right of way on T. C. Division	6,436 12
Engineer department	2,059 06
Interest on floating debt	2,280 13
Total, as above	$101,568 72

The expenditure for engineering was incurred in superintending works of construction, and preparing to place the road from Connellsville to Cumberland under contract.

The value of materials on hand at the close of the year was $2,882 04 more than at the end of the preceding year.

The company have leased the Fayette County railroad, 12½ miles in length, extending from Connellsville to Uniontown. The lease is for 99 years from Oct. 31, 1864. The rent, $9,000 per annum, payable monthly.

Condensed Balance Sheet.

Payments on capital stock		$1,770,413 93
Real estate bonds, due 1868 and 1883		100,000 00
Loan from city of Baltimore, 1886		1,000,000 00
First mortgage construction bonds on Turtle Creek Division		400,000 00
Bills payable		50,651 55
Sundry accounts payable		18,581 93
Receipts from transportation department	$528,930 58	
Payments	201,700 89	
		327,229 69
		$3,666,877 20
Preliminary surveys		$8,965 47
Graduation, masonry and bridging		912,935 74
Superstructure		655,485 20
Right of way		126,051 29
Real estate		209,731 32
Depot grounds and buildings		78,795 80
Rolling stock		163,004 04
Engineering		117,131 91
General expenses		145,341 45
Sinking Fund, Baltimore Loan		12,000 00
Discount on City and County bonds,		498,338 37
" bonds T. C. Division		16,525 00
Commissions on collections, etc		13,092 32
Interest account		483,072 63
Securities on hand and hypothecated		60,809 42
1st mort. bonds T. C. Division		3,800 00
Wm. Larimer, Jr., interest not added		152,904 65
Sundry accounts, including cash		8,893 19
		$3,666,877 20

President.—Wm. Oden Hughart.
Chief Engineer.—Benj. H. Latrobe.
Secretary and Treasurer.—Jno. B. Page, Jr.
Superintendent.—Wm. B. Stout.

Schuylkill Navigation Co.

The annual meeting of this Company was held in Philadelphia on the 2d inst. The following is an abstract of the report:

Tonnage—Anthracite coal, 1,000,500 tons; miscellaneous articles, 162,191 tons; to and from Union canal, 61,881 do., making a total of 1,224,572 tons, being 119,637 tons more than in the year 1863, of which the gain in the anthracite coal tonnage was 116,123 tons.

The income of the Company was as follows: Tolls on anthracite coal, $1,419,895 01; on miscellaneous articles, $70,077 43; on Union canal trade, $37,861 79; rents, $25,232; interest money received, $4,399 60; making a total of $1,557,165 83, being an increase of $635,409 07 over 1863.

The total expenses during the year amounted to $920,369 28, being $155,196 23 more than in 1863, and leaving a balance to be carried to the credit of the profit and loss account of $636,796 55.

☞ The bill for the payment of invalid and other pensions, reported from the Committee of Ways and Means, for the year ending with June 1866, provides $4,000,000 for invalid pensions; $7,000,000 for pensions to widows, mothers, children and sisters; and $230,000 for revolutionary pensions; an aggregate of $11,230,000.

City Passenger Railroad Fares.

A very important matter to come before the Legislature this winter, will be the settlement of the fares in the horse cars of this city. It is a question whether, as the law now stands, the companies have any legal right to exact the extra cent they are now charging. The Act of Congress which permitted the tax upon gross receipts to be added to the fares, did not certainly contemplate the addition of eight times the tax, and the utmost legal ingenuity we think would fail in establishing the right to add 20 per cent., when

the act expressly authorizes 2½ per cent. to be added and no more. We do not mean to be understood as opposing an increase of fares. On the contrary, there can be no question but that it is actually necessary, unless the people of this city can make up their minds to dispense entirely with the means of conveyance they now have, meagre as they are; but we desire to see the fares raised in a legitimate way, and by an authority that cannot be disputed. While nearly every item that is involved in operating a horse railway has doubled in cost, it cannot certainly be expected that the roads can carry passengers at the old rates.

The following table gives the operations of our horse railways for the past 10 years, reduced to a unit of a mile run and a passenger carried, all the roads being aggregated and averaged for each year:

Receipts and expenses of the horse railways of New York for the past 10 years, reduced to the unit of one mile run by a car, and one passenger carried:

Year.	Av. receipts per mile run by a car.	Av. expense of running a car one mile.	Average profit of every mile run by a car.	Cost for every passenger riding.	Av. net earnings per c. on cost.
	cts.	cts.	cts.	cts.	cts.
1855	27.5	20.6	6.9	3.8	6.7
1856	26.8	17.9	8.9	3.3	9.7
1857	29.7	19.9	9.8	3.4	10.7
1858	29.6	18.6	11.	3.1	12.5
1859	29.8	18.7	11.1	3.2	13.
1860	23.5	15.8	7.7	3.3	12.1
1861	20.9	15.4	5.5	3.7	8.8
1862	20.3	14.	6.3	3.5	9.9
1863	20.4	14.7	4.7	3.6	8.4
1864	24.1	21.5	2.6	4.5	3.16

The net earnings for each mile run by a car in 1855 were 6.9 cents, and these increased to 11.1 cents in 1859. For the year 1864 they are but 2.6 cents.

Down to 1862 the cost of running a car one mile had been reduced from 20.6 cents to 14 cents. In 1864 the cost was 21½ cents; and strangely enough the receipts per mile run show a diminution from 29.8 cents in 1859, to 20.3 cents in 1862. In 1864 they had increased to 24.1, but still they were not up to the mark of 1859 by 5.7 cents per mile. This result would at first sight indicate a falling off in the number of passengers carried per trip, but as we all know from sad experience that the cars are more and more crowded from year to year, it follows that passengers are carried a greater average distance now than formerly.

In other words, comparing 1864 with 1859, we find that while the receipts per mile run have decreased about 20 per cent., the expenses have increased over 50 per cent.—and notwithstanding the largely increased number of passengers carried, viz: 60,328,750 in 1864, against 32,889,000 in 1859, the cost for every passenger had increased from 3 2-10th cents to 4½ cents. In 1864, therefore, with a capital of about $10,000,000, the total profits were $301,664, while in 1859 with a capital of $5,000,000 they were $591,000.

This it must be borne in mind is the result of an average of all the roads. If we examine each one separately according to the returns for 1864, we find that while a portion show slightly better results, others show a much worse statement, and some of them an actual loss.

The following is a statement of the operation of each road for that year:

Names of Roads.	No. of pass. carried.	No. of miles run by cars.	Receipts from pass.	Expenses of operation.	Receipts p. m. p. run by cars.	Exp. p. m. run by cars.	Cost for pass. cents.	Av. net earnings per c. on cost.
2d Avenue	6,914,122	*1,800,000	$345,706	$330,584	19.	18.4	4.78	3.16
3d "	16,700,000	3,000,000	836,514	673,114	27.5	22.4	4.03	6.7
4th "	5,975,238	786,000	289,761	*235,800	36.8	*30.0	3.95	9.7
6th "	8,050,674	1,892,000	402,533	400,522	21.3	21.7	5.09	10.7
7th "	1,890,941	345,400	94,547	76,584	27.4	22.2	4.07	12.5
8th "	9,054,012	2,426,000	452,700	448,493	18.6	18.5	4.95	13.
9th "	1,802,160	802,000	90,108	108,221	11.2	13.4	6.00	12.1
Cent. Park	6,560,471	*988,400	325,805	296,521	33.	*30.	4.52	8.8
Grand st..	3,551,182	456,400	178,056	155,763	39.	34.	4.37	9.9
Totals....	60,328,750	12,496,200	$3,015,230	$2,764,602	†24.1	†21.5	†4.5	8.4

* Estimated.
† Average.

The Sixth Avenue road statement shows that where they received 5 cents they expended 5 1-10th cents; the 9th Avenue spent 6 cents for every 5 received; the 8th Avenue received but 1-20th of a cent profit on every passenger carried; the 2d Avenue less than a quarter of a cent.

If these increased expenses were the result of extravagant management, there would be good reason for opposing any increase of fare, but an examination of the first table given, shows that down to 1862, without any material change in the cost of horse feed or wages, the management of these roads had decreased the cost per mile of running their cars about 33⅓ per cent., and from the fact that the cost for each passenger carried had remained about the same, it is proved that they had been able to render increased service to the public by carrying a greater distance in consequence of this economy.

But during the past year all these conditions have changed.

Hay and grain have doubled in cost.

Wages have increased 50 per cent.

Horses have increased 50 per cent. in value.

Cars have doubled in price.

Iron and timber are only to be obtained at gold prices, and vary from two to two and one half times their normal values.

With all this appreciation of every expense which goes to make up the cost of operating our horse railways, the fact that the reports show an increase of only 50 per cent. cost for every mile run, is the best proof possible that the closest economy has been shown in the management. The public grumble and well they may at the manner in which they are crowded and jammed into these cars, but they should look to the other side of the question. If they do this they will see that even in this way they cannot be carried for the price they are paying. There is but one alternative; either to dispense entirely with our system of horse railways and go on foot, or to increase the fares to a remunerative mark. There is no service rendered to the public so cheap, and there never has been in the transportation of passengers so much return for the same amount of money as upon these roads. Our steam roads charge us 3 cents per mile. Our ferries from 2 to 3 cents for a half mile; but our much abused horse cars are expected to carry us 8 miles for 6 cents, and unless every passenger has a seat the whole system is called an imposition and a swindle.

Every reasonable person will concede that these fares should be increased. The question is to what extent. Even if prices of materials and labor remain the same during 1865 as in 1864, the cost of operation will be greater. The high prices of cars, horses, iron, timber, &c., during the past year have imposed upon many of these companies the necessity of running their old stock, and of postponing renewals that are becoming more and more exigent.

Another year and these items will come in to swell the expenses largely, and we believe that the reports for 1865 will show an increase of not less than 20 per cent. over 1864. The average number of passengers carried in each car during this year is 34. With this number it has been shown the receipts have been but 24 1-10th cents per mile run. To have paid a fair return upon the investment they should have been 30 cents, or about 6 cents from each passenger.

To have given each passenger fair accommodations they should not have averaged over 20 per trip. The cost of running the car does not vary materially whether the load be 20 or 40. It follows therefore, that if we restrict the cars to an average load of 20 passengers, this number should pay the same amount that 34 passengers should pay, viz., 30 cents, per mile.

If therefore, 34 passengers should pay 6 cents each, or say $2 for the trip, 20 passengers should pay 10 cents each.

Every calculation that can be made based upon the reports of the past year, must convince any unprejudiced person that even with the crowded and suffocating loads which are carried, the service cannot be rendered at less than six cents, and with any restrictions as to the average number allowed, the fare must be raised to 10c. Let this matter be thoroughly examined, and we believe that grumbling at the character and extent of the accommodations furnished will cease, and the necessary increase of fare be unopposed.

Let it be increased to 10 cents, and then hold the companies to the obligation to furnish every passenger a seat.

We do not believe that 6 cents will do more than compensate for the accommodations we now have, and that unless the fare be placed at a still higher rate we must be content with the same accommodations as heretofore.

A very simple plan will take away every possible cause of difference between these companies and the public.

Let there be the ordinary cars upon which the fares shall be 6 cents, and then permit special cars to be provided upon which the fares shall be 10 cents; the condition being that no more passengers shall be taken upon the latter than can be provided with seats. Passengers can then make their

choice, either to have a seat and pay its fair value, or to take their chances of the usual crowd in the cheaper vehicle.

We believe this to be the proper way in which to operate these railways, and that any Legislation which would bring this about would not only be an act of justice to the companies, but would put an end to the differences between them and the public, and enhance the public accommodation.

Steam Tonnage in our Foreign Trade.

The application of steam power for the propulsion of sea-going vessels is one of those great facts which has had its origin and accomplishment within so recent a period, that men still in the vigor of youth remember well the first passages made by the pioneers in the maritime revolution which succeeded their adventures.

To America must be conceded the honor of making the first voyage by steam across the Atlantic. The "Savannah" a steamer of 350 tons sailed from New York on the 19th June 1819, and arrived at Liverpool on the 15th July after a passage of 26 days. Nearly twenty years intervened without further trial, and hence we must conclude that the result of the Savannah's exploits had not been satisfactory.

On the 5th day of April 1838, the "Great Western" left Bristol and the "Sirius" left Cork for New York, at which port they arrived on the 23d having made their passage respectively in 18 days. The Great Western, on her second voyage from Bristol to New York, arrived after a passage of 14½ days on the 17th June 1838. The first steamer of the Cunard Line, the "Britannia," after a passage of 14 days and 8 hours arrived at Boston July 18, 1840.

It is from this last date that we must fix the period of the introduction of steam navigation into the foreign commerce of the United States. But steamships (we quote from the Treasury volume lately issued*) were of little importance for the carriage of merchandize until nearly ten years later, when the establishment of American lines to Europe, competing with the British, developed the capacity of steam transportation and prepared the way for its general introduction into the trans-atlantic trade.

For two or three years previous to 1850, the aggregate of steam tonnage entering our ports swelled the volume of foreign shipping very sensibly. At a later period, and with larger vessels the increase of this tonnage has been rapid, until it has reached proportions nearly equal to the sailing tonnage of all classes coming from the two or three leading commercial countries of Europe. The system was, in fact, suddenly and almost completely built up in 1848-'50, American lines to Havre, Bremen and Southampton, and to Liverpool being established simultaneously with one to Havana from Charleston, and the vast half-foreign California and Isthmus lines. The tonnage of all these goes to swell the aggregate published in official reports as arriving from foreign ports, but the entire Isthmus and California trade, including all that touching at Vera Cruz and Havana, either to and from the Isthmus or to and from New Orleans, should properly be separated from that crossing the Atlantic. It is so separated in the following statements and the effect is to greatly reduce the proportion of American Steamship tonnage appearing to be employed in foreign trade. Technically, clearances from Panama for San Francisco are from a foreign country, but in fact little or no commerce with foreign countries is represented. Little or none is represented in arrivals at New York from Chagres or Panama, or in arrivals from Cuba of steamers merely touching at that port on their way from Mexico or the Isthmus.

The statistics of steam tonnage employed in our foreign trade, therefore, require to be stated with several discriminations to be properly understood. In the aggregate the proportions of American and foreign appear nearly equal; but when the distinctions just referred to are made, and the absolute foreign trade only is considered, the amount of American tonnage is greatly reduced. For several years, however, or from 1851 to 1857 the American trans-atlantic lines had great success and attained an ascendancy in that trade that appears favorably in the published returns. The arrivals at New York alone were over 120,000 tons for each of several years, and this against an average of about 80,000 tons foreign. The Isthmus and Cuban arrivals of American steamers, entered as foreign amounted to 160,000 tons more, yet the merchandize traffic by them from any foreign country was very small in amount, and the statements should be kept distinct.

There is also a large local trade conducted by steamers with Canada on the Great Lakes, the tonnage of which is technically classed with that entering from foreign ports, yet which does not represent any considerable trade strictly to be designated foreign. The annual arrivals of this description of shipping amount to 2,300,000 tons or more, but its character is more nearly that of ferry and passenger transit than anything else. The amount is so little significant of commerce such as the Trans-Atlantic trade always must be, whether conducted by steamers or sailing vessels, that it has not been recorded to illustrate the relation of steam to foreign commerce generally.

With the British provinces of the Atlantic coast there has been for many years a moderately active traffic in small steamers. They sometimes come down as far as Boston or New York but generally run only between the ports of Maine and Halifax, or elsewhere in Nova Scotia and New Brunswick.

With these preliminary explanations we proceed now to show from the published reports the general results of ocean steam navigation as indicated by arrivals at the seaports of the United States during the past 20 years.

The tabulations following show the distributions of the tonnage in the foreign trade entered at Portland, Boston, New York and Philadelphia, distinguishing the domestic from the foreign tonnage:

1. *Steam Tonnage Entered at Portland, Me.*

Year ending June 30.	From Gt. Britain.	From British N. Am. Prov.	Total tonnage.
1855	2,907	....	2,907
1856	....	166	166
1857	12,794	....	12,794
1858	5,538	6,854	12,392
1859	4,924	60	4,984
1860	25,075	9,722	34,797
1861	32,267	....	32,267
1862	37,071	2,803	39,874
1863	18,328	234	18,562

The above was all foreign shipping no entries of American tonnage being recorded.

2. *Steam Tonnage Entered at Boston, Mass.*

Year ending June 30.	Foreign. From Great Britain.	Foreign. From British N. Am. Prov.	American. From British N. Am. Prov.	Total Tonnage Entered.
1846	11,941	3,204	....	15,145
1847	11,719	396	....	12,115
1848	14,655	184	....	14,839
1849	16,000	....	....	16,000
1850	20,000	....	....	20,000
1851	22,000	....	....	22,000
1852	26,449	....	....	26,449
1853	28,572	....	11,780	40,352
1854	23,667	....	....	53,667
1855	58,114	1,610	....	59,714
1856	57,833	10,632	....	68,465
1857	54,945	7,980	....	62,925
1858	58,624	6,580	385	65,589
1859	58,979	6,445	....	65,424
1860	56,530	7,249	....	63,779
1861	67,283	6,120	....	73,403
1862	54,141	2,838	....	56,979
1863	57,305	....	....	57,305

The entries at Boston began with the establishment of the Cunard Line in 1840, and the arrivals previous to 1846 were 12,000 to 15,000 tons annually; but the exact quantities cannot be obtained.

3. *Steam Tonnage Entered at New York, N. Y.*

A.—American Tonnage.

Year ending June 30.	From British ports.	From Havre.	From Bremen & Hamb'g.	From the Isthmus.	Total American ton'age.
1848	823	1,857	9,034	920	13,534
1849	....	5,571	15,230	7,207	28,008
1850	3,951	....	15,230	54,452	73,633
1851	54,785	9,549	12,528	108,172	185,034
1852	63,359	23,592	13,248	157,186	257,385
1853	73,314	26,183	18,508	170,021	288,026
1854	75,302	18,917	13,494	147,227	254,940
1855	66,092	14,929	13,402	152,347	246,770
1856	71,578	45,032	22,373	162,409	301,392
1857	48,649	30,648	23,409	145,236	247,942
1858	38,431	54,218	19,747	103,010	215,401
1859	2,989	51,484	9,069	111,343	174,885
1860	....	68,564	....	170,641	239,205
1861	....	68,880	....	150,534	219,414
1862	....	15,884	....	94,561	110,445
1863	....	....	....	125,015	125,015

B.—Foreign Tonnage.

Yr. end'g June 30.	British—U. K.	British—Colonies.	French fr Havre.	Bremen.	Hamburg.	Belgian.	Spanish & Cuban.	Total foreign.
1844	8,780	....	....	....	....	....	792	4,572
1845	8,780	....	....	....	....	....	....	8,780
1846	13,351	....	....	....	....	....	....	13,351
1847	9,121	....	....	....	....	....	....	9,121
1848	19,828	....	6,050	....	....	....	640	26,518
1849	53,897	....	....	758	....	1,639	....	56,297
1850	48,065	1,293	....	....	....	....	50,462	
1851	41,889	....	....	758	....	....	....	48,940
1852	59,554	....	....	....	....	....	....	59,554
1853	81,388	....	....	....	....	....	....	81,388
1854	78,256	....	....	....	....	....	....	78,256
1855	33,650	4,642	6,158	....	1,876	....	1,282	48,805
1856	39,185	....	4,915	....	....	....	....	46,123
1857	137,678	....	15,125	6,612	17,846	11,551	....	188,812
1858	141,903	....	....	5,402	22,612	8,764	540	176,884
1859	183,354	....	3,916	23,358	50,951	....	3,576	289,309
1860	221,724	....	....	34,299	87,654	4,972	204,785	
1861	256,857	....	....	30,324	46,615	....	....	333,796
1862	231,043	....	....	33,617	52,252	3,973	1,426	327,731
1863	290,490	4,724	1,006	38,388	55,797	....	....	397,247

* Statistics of the Foreign and Domestic Commerce of the United States.—Washington 1864, 800 pp. 222.

For the years 1841, '42 and '43, an average of 4,000 tons of foreign shipping arrived in New York.

4. *Steam Tonnage Entered at Philadelphia, Pa.*

Year ending June 30,	1851	3,261	tons.
" "	1852	19,734	"
" "	1853	22,484	"
" "	1854	19,423	"
" "	1855	8,682	"
" "	1856	4,648	"
" "	1857	20,056	"
" "	1858	....	
" "	1859	1,415	"
" "	1860	....	
" "	1861	....	
" "	1862	....	
" "	1863	....	

No entries of American Steam tonnage at Philadelphia are recorded, and the Inman line has been transferred to New York.

The following statistics embrace the aggregate steam tonnage entering the ocean ports of the Union from 1844 to 1863 inclusive:

Aggregate Steam Tonnage Entered 1844–'63.

Year ending	American.	Foreign.	Total.
June 30, 1844	....	4,572	4,572
" 1845	....	3,780	3,780
" 1846	....	28,496	28,496
" 1847	....	21,237	21 236
" 1848	13,534	41,357	54,891
" 1849	28,008	69,897	97,905
" 1850	73,633	70,462	144,096
" 1851	193,960	69,201	263,161
" 1852	264,081	105,737	369,818
" 1853	299,806	132,444	432,250
" 1854	100,442	151,346	251,788
" 1855	346,901	120,108	467,009
" 1856	397,710	120,645	518,655
" 1857	333,243	282,875	616,118
" 1858	289,296	254,748	544,044
" 1859	311,764	339,016	650,786
" 1860	384,899	391,016	775,915
" 1861	313,903	439,945	753,848
" 1862	212,675	424,584	687,259
" 1863	247,009	477,923	724,932

The actual proportion of the tonnage recorded as in the foreign trade of the United States resulting from the entry of steam vessels is very large, both of American and of foreign vessels; but as has been said, much of it is in fact not what the record appears to make it. The Isthmus trade is really coastwise rather than foreign, and therefore all or nearly all the American steam tonnage entering at San Francisco and New Orleans with the Isthmus arrivals at New York should be struck off. The entries at both New York and New Orleans from Cuba and Mexico are in a great degree of steamers merely touching at Havana and Vera Cruz for passengers and mails, and carrying very little freight. A more legitimate trade was for several years conducted by the steamer Isabel from Havana to Charleston.

On the north Atlantic coast again the steamships touching at Portland and Boston appear in some cases to have been regularly entered there, as well as at New York, in most cases probably bringing cargo for both ports. The Cunard line had its original terminus at Boston, however, and steamers have constantly fully discharged at Boston and Portland both, when running as part of the regular lines, or as extra ships on them from Liverpool. The lake steamer tonnage is of course entirely excluded, and the direct trans-atlantic trade is therefore reduced to the arrivals at Portland, Boston, New York and Philadelphia. Stating this separately, the following is the result:

Actual steam tonnage arriving in foreign trade.

Year ending	American.	Foreign.	Total.
June 30, 1844	....	3,572	3,572
" 1845	....	3,780	3,780
" 1846	....	28,496	28,496
" 1847	....	21,236	21,236
" 1848	12,414	41,357	53,771
" 1849	20,801	69 897	90,698
" 1850	19,181	70,462	89,642
" 1851	80,123	69,201	149,324
" 1852	100,199	105,739	205,938
" 1853	118,005	144,224	262,229
" 1854	107,713	151,346	259,059
" 1855	94,423	120,108	204.531
" 1856	138,983	119,236	258,219
" 1857	102,706	282,587	385,293
" 1858	112,391	254,845	367,237
" 1859	63,542	336,558	400,100
" 1860	68,564	387,885	456,449
" 1861	68,880	439,466	508,346
" 1862	15,884	424,579	440,463
" 1863	....	473,114	473,114

To include Charleston the American totals would be increased about twenty thousand tons annually from 1851 to 1861; but this could not be considered trans-atlantic trade in the sense represented above, being wholly from Havana. The steam tonnage (wholly American) which entered Charleston from foreign countries each year was as follows:

1850–'51	14.924	1855–'56	21,204
1851–'52	18,696	1856–'57	21,917
1852–'53	22,000	1857–'58	21,010
1853–'54	23,317	1858–'59	36,781
1854–'55	20,489	1859–'60	26,990

and for the 6 months ending Dec. 31, 1860. 11,604

Passing over to the Pacific coast we here state the steam tonnage entered at San Francisco from foreign ports:

	American			Foreign	Am. &
	Isthmus & Nicaragua.	British Colonies.	Total Amer.	British Colon's.	foreign ton'ge.
1853–'54.	78,125	....	78,125	....	78,125
1854–'55.	79,644	....	79,644	....	79,644
1845–'56.	74,814	....	74,814	1,243	76,057
1856–'57.	63,384	....	63,384	288	63.672
1857–'58.	52,500	....	52,500	288	52,788
1858–'59.	51,335	58,760	110,095	2,458	110,553
1859–'60.	79,067	46,324	125,490	3,131	128 631
1860–'61.	64,052	32,437	96.489	479	96,968
1861–'62.	71,413	30,867	102,280	....	102,280
1862–'63.	85,535	36,459	121,994	4,809	126,803

The steam tonnage arriving at New Orleans from foreign ports was technically large from the commencement of the Isthmus trade to the close of 1860, and all in American vessels. Estimating for the record of two or three quarters, the following is the amount, about one half of which is from Havana, and the other half from the Isthmus, Central America and Mexico. The years 1855, 1856, 1857 and 1860 are complete:

June 30, 1855	60,868	June 30, 1858	75.000
" 1856	64,571	" 1859	78,000
" 1857	76,514	" 1860	88,530

The New York line touching at Havana was mainly a coasting and passenger trade, and this makes up more than half the total. The arrivals from the Isthmus and Mexico were much thesame.

At Mobile there were a few arrivals of American steamers from foreign ports, but their amount in any year was small.

On the northeastern frontier, entering at Castine, Maine, there is a large aggregate of tonnage accumulated by the frequent trips of small American steamers plying to New Brunswick and Halifax. The average of such arrivals amounts to over 60,000 tons annually since 1853, being in the fiscal years:

1854–'55	64,219	1860–'61	55,423
1855–'56	67,401	1861–'62	75,323
1856–'57	53,178	1862–'63	61,444

The intervening years (1857–'60,) are not readily distinguished. This was all American tonnage.

The swelled volume of tonnage arriving from foreign countries during the last ten or fifteen years is more largely due to steam than would at first appear, in consequence of the introduction of the items above described. Taking the fiscal year 1859–'60 as an example, the total tonnage reported as arriving in the foreign trade is of

American vessels	5,921,285 tons.
Foreign vessels	2,253,911 "
Total	8,175,196 "

Excluding the tonnage from Canada, the American is reduced to 3,304,009 tons, and the foreign to 1,594,575 tons. Deducting further the California and Isthmus trade in American steam vessels for entries at

New York	170,641 tons.
New Orleans	88,530 "
San Francisco	125,400 "
Castine	55,000 "
or a total of	439,571 "

—the tonnage actually entering in the foreign trans-oceanic trade is reduced to 2 864,438 tons.

The peculiar conditions attending the technical statements of tonnage and shipping have thus to a great extent, concealed the injuries which have been suffered in general ocean commerce, misleading to the impression that large accessions were being made to the shipping so employed, when in fact great and most injurious reductions were taking place.

The peculiar character of the trade passing the Isthmus of Panama, the tonnage of which appears as entered and cleared for foreign countries, but which for reasons before stated is taken as almost exclusively coastwise, is the best explained in the Consular Reports from Panama, from which the following statements are taken. These statements do not distinguish the values from each country entered for consumption—only the total values from all countries:

VALUES OF CARGOES ENTERING PANAMA.

Yr. end'g Sep. 30.	For consumption.	In transit for U. S.	In transit for Europe.	Total Values.
1860	$1,378,814	$36,846,930	$14,928,256	$53,148,000
1861	1,145,310	50,146,345	13,056,250	64,347,905
1862	2,413,815	28,282,400	27,000,244	57,696,620

VALUES OF CARGOES CLEARED FROM PANAMA.

Yr. end'g Sep. 30.	Exports of Panama.	In transit from U. S.	In transit fr. Europe.	Total Values.
1860	$129,000	$8,325,000	$4,400,000	$12,784,000
1861	256,000	10,149,225	2,206,625	12,624,850
1862	2,869,557	11,647,595	5,113,204	24,706,428

In 1860 there was also of merchandize exported in 31 British vessels, to the South Pacific Coast $3,500,000, and in vessels of other nations $1,200,000. In 1862 there is included in the outward total the following items:

Value of cargoes from—	
Central America to South Pacific	$66,000
South Pacific to Central America	76,250
Europe and elsewhere (treasure)	4,444,268
Europe and the United States (jewelry)	578,962

The total values inward and outward are therefore—

	Inward.	Outward.	Total
1859	$57,679,925	$13,857,000	$71,536,925
1860	53,148,004	17,484,000	70,632,004
1861	64,347,905	12,624,850	76,972,755
1862	57,826,620	24,795,428	82,622,049

To be Continued.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Aston ..... Ca.	200,000	5	....	1⅛
Acton Vale ..... Ca	50,000	5	....	65c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	24
Algomah ..... "	20,000	....	2	2½
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	5½
American ..... Ca.	200,000	2½	....	....
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	7
Aztec ..... "	20,000	....	1	7
Balt. and N. C. ..... N. C.	20,000	5	....	20c
Bare Hill ..... "	....	....	....	3½
Bay State ..... L. S.	20,000	....	8½	10
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	95c
Black River ..... "	200,000	2½	....	14c
Bohemian ..... L. S.	20,000	....	7½	10½
Bolton ..... Ca.	200,000	5	....	1
Boston ..... L. S.	20,000	....	5*	4
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Bronze ..... Ca.	100,000	5	....	1½
Cabot ..... L. S.	20,000	....	....	....
Caledonia ..... "	20,000	....	....	7
Cambridge ..... "	20,000	....	5	25c
Canada ..... Vt.	100,000	1	....	1⅞
Carp Lake ..... L. S.	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	54
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	....
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	....
Clifton ..... "	20,000	....	....	1
Collin ..... "	20,000	....	....	....
Columbian ..... "	20,000	....	4½	9
Consolidated ..... "	20,000	....	5	5c.
Copper Falls ..... "	20,000	....	24½	31½
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	....
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	62c
Decotah ..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	1½
Deep River ..... N. C.	....	5	....	20c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	....	4½
Dorchester ..... "	20,000	....	1	6
Douglas ..... "	20,000	....	6	7
Dover ..... Ca.	200,000	....	1	4
Dudley ..... L. S.	20,000	....	....	....
Dunham ..... Ca.	200,000	2	....	25c
Durham ..... "	200,000	5	....	25c
Eagle River ..... L. S.	20,000	....	3½	4
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff ... "	20,000	....	....	12
Flint Steel ..... "	20,000	....	....	5½
Forest City ..... "	20,000	....	3	....
Forest Shepherd ... "	30,000	....	6	5½
Franklin ..... L. S.	20,000	....	6½	....
French Creek ..... Pa.	100,000	5	....	1½
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	87½
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	65c
Great Western ... L. S.	20,000	....	2	1½
Green Mountain ... Vt.	20,000	10	....	5
Guilford ..... L. S.	20,000	....	5	28c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	7½
Hanover ..... "	20,000	....	....	2½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	6½
Hilton ..... "	20,000	....	....	3
Hope ..... "	20,000	....	....	1½
Hudson ..... "	20,000	....	....	2
Hulbert ..... "	20,000	....	....	7
Humboldt ..... "	20,000	....	2	9½
Hungarian ..... "	20,000	....	1	2½
Huron ..... "	20,000	....	16	40
Indiana ..... "	20,000	....	....	5
Inverness ..... "	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	15	15

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	6
Kickapoo ..... "	20,000	....	....	1
King Phillip ..... "	20,000	....	....	2
Knowlton ..... "	20,000	....	1	6
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	55c
Logan ..... "	100,000	3	....	2
Lyster ..... "	100,000	2	....	....
Madison ..... L. S.	20,000	....	1	3½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	....	60c
Manhattan ..... "	20,000	....	....	7½
Marquette ..... "	20,000	....	....	4½
Maryland ..... Md.	....	5	....	75c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	5
Merrimac ..... "	20,000	....	....	3½
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	....	6½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	....	....	....	1½
Minnesota ..... L. S.	20,000	....	....	25
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	....	5½
Native ..... "	20,000	....	....	½
Naumkeag ..... "	20,000	....	1	5
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	....
Nevada (Silver) ... "	20,000	....	....	....
New England ..... "	20,000	....	2	75c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	....
N. Y. & Passaic ... N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	5
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	15c
North Sutton ..... Ca.	100,000	5	....	1
North Western ... L. S.	20,000	....	7½	10
Norwich ..... "	20,000	....	....	4½
Ogima ..... "	20,000	....	....	6c
Ontonagon ..... "	20,000	....	....	1½
Ottawa ..... Ca.	200,000	1	....	28c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	....	2½	12
Pewabic ..... "	20,000	....	3½	58½
Phila. & Boston ... "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	21½
Pittsburg & Boston "	20,000	....	5½	80
Pontiac ..... "	20,000	....	3½	3½
Prince of Wales ... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	½
Quincy ..... "	20,000	....	10	99
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	12
Roscoe ..... Ca	200,000	1	....	....
Rudisell	....	....	....	65c
St. Clair ..... L. S.	20,000	....	3	9½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	8½	10
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	20c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	20c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	5	4
Springfield ..... Md.	....	5	....	1½
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	7
Stark ..... Vt.	100,000	2	....	....
Strafford	30,000	10	....	50c
Superior ..... L. S.	20,000	....	4	8
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	55
Toltec ..... "	20,000	....	20	2½
Tremont ..... "	20,000	....	5*	3
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	1½	....
Vulcan ..... "	20,000	....	....	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	11c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota ... "	20,000	....	2½	½
Wickham ..... Ca.	200,000	5	....	55c
Wiskopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	8½	2½
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	....	4
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	110
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	....	....	....	2½
Tyson ..... "	20,000	10	....	9½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	....	9½
Bucks County ..... Pa.	....	....	....	....
Canada ..... Ca.	50,000	5	....	2½
Clute	....	....	....	1
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	....	....	....	2
Lancaster ..... "	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	1½
Mineral Point	100,000	5	....	....
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston .. N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	....	....	....	1½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	40c
Union ..... "	100,000	5	....	57c
Wallkill ..... N. Y.	....	....	....	1
Coal & Anthracite:				
American ..... Pa.	37,500	25	....	54
Ashburton ..... "	50,000	50	....	16
Atlantic & G. C ... Md.	....	....	....	1½
Baltimore ..... "	....	100	....	55
Bear Valley ..... "	40,000	12½	....	21½
Beaver Meadow .... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	10
Big Mountain ..... Pa.	....	....	....	5½
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain .... "	30,000	10	....	....
Butler ..... "	....	....	....	47½
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	....	....	....	3
Central ..... "	....	....	....	55
Clinton ..... "	....	....	....	1½
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	72½
Cumberland (pref.) Md.	50,000	100	....	47
Daniel Webster	5,000	100	....	....
East Mahanoy ..... Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	70½
Fulton ..... "	60,000	5	....	7½
Gilbertson	5,000	100	....	82½
George's Creek ..... Pa.	10,000	....	....	120
Grand Tunnel	4,000	100	....	50
Green Mountain .... Pa.	....	....	....	4½
Hampton & Balt. .. Md.	....	....	....	91
Hazleton ..... Pa.	12,500	50	....	75
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	6½
Locust Mountain ... "	....	....	....	52
Lorberry ..... "	4,000	100	....	50
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan	....	100	....	....
Middle Coal Fields.. "	....	....	....	9½
Milford	2,500	50	....	....
Mill Creek ..... Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	....	....	....	1
North. & Luzerne .. "	....	....	....	....
Penn. ..... "	100,000	50	....	155½
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	....
Powell ..... Pa.	....	....	....	....
Preston ..... "	....	....	....	35
Princess Alex. .. N. S.	5,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	26
Schuylkill Valley .. "	20,000	15	....	7½
Shawmut	6,000	50	....	....
Short Mountain .... Pa.	16,000	50	....	30½
Stafford	....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	50	....	....
Susq. Coal & C. Mt. "	....	....	....	44
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley .. Pa.	22,700	50	....	70

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Etna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	½
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) .. N. M.	....	....	....	....
Am. Pioneer ..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.) Nev.	80,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... "	100,000	5	....	½
Black Hawk (G.) ... "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) ... "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	50c
Central (G.) ..... Col.	50,000	20	....	17½
Chaudiere (G.) .... Ca.	100,000	5	....	90c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.) ..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	3½
Consol. Gregy (G.) Col.	50,000	100	....	25
Copalinahe (G.) .... "	200,000	20	....	....
Corisannie (G.) .... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	2½
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) .... Nev.	100,000	5	....	....
Empire (S.) ..... "	....	....	....	....
Empress (S.) ..... "	....	....	....	....
Eureka (G.) ..... Cal.	....	....	....	....
Excelsior (G.) ..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) .... Col.	100,000	5	....	....
Gilbert River (G.) .. Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	2½
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	2½
Halifax (G.) ..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	160,000	2	....	....
Hope (G.) ..... "	50,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	½
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex.	....	....	....	....
Manhattan (G.) .... Col.	100,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	18
Massachusetts (G.) . Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) .... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) .... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) .. "	50,000	10	....	....
New York (S.) ..... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	½
Nova Scotia (S.) ... "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.) ..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) .. L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) . Ca.	100,000	2	....	14
Quartz Hill (G.) ... Col	40,000	25	....	6
Quicksilver ..... Cal.	40,000	25	....	101
Renfrew (G.) ..... Ca.	120,000	2½	....	65c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	....	....	....	10
Sacramento (S.) .. Nev.	....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) ... Cal.	....	....	....	....
Santa Rita ..... Ariz. T.	....	....	....	....
Scottie (S.) ..... Ariz. T.	....	....	....	....
Sherbrooke (G.) .. N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) .... Nev.	....	....	....	....
Sonora (S.) ..... Ariz. T.	....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. part in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	225,000	—	12,500	62,446	21,195	9½	.....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	.....	99
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	.....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	—
30 Nov. '63	1.43	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	193	25	—	Lynn and Boston	151,396	150,000	50,000	28,230	88,685	0,516	—	.....	100
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	.....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	—
30 Nov. '63	36.88	—	782	126	—	Metropolitan (Boston)	621,602	639,300	—	297,500	388,616	65,539	10	.....	51
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	59
30 Nov. '63	5.69	—	63	9	—	Quincy	75,528	53,000	50,932	16,650	25,857	6,012	—	.....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	—
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,486	123,250	24,800	63,079	42,750	1,591	—	.....	—
30 Nov. '63	—	—	311	50	—	Union (Transfer) (Boston)	228,179	160,000	20,000	45,178	217,258	13,036	8	.....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	.....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,728	—	—	—	.....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	2	—	Hartford and Wethersfield	200,000	200,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,461	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	34	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	.....	48
30 Sep. '63	56.18	1.00	—	—	140	Brooklyn City	1,331,257	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.53	4.25	—	—	56	Brooklyn City and Newtown	234,765	346,000	166,000	11,790	61,453	7,881	3	.....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,223	53,500	—	—	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	—	19,791	7,008	—	.....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,500	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	.....	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,446	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	8	.....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,300	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	100	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	15	Sixth Avenue (N. Y.)	1,161,899	750,000	15,000	—	412,600	99,227	10	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,306	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	.....	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,100	7,080	—	—	1,003	310	—	.....	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	.....	—
						NEW JERSEY.									
31 Dec. '62	5.82	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	.....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	—
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	40
31 Oct. '63	5.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	8,360	49,867	30,165	20	.....	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,000	6,500	2,850	5,668	—	—	.....	—
31 Oct. '63	4.35	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,000	62,450	11,624	7½	.....	18
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Phila)	721,434	490,269	200,000	—	202,367	58,757	7	50	45
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	.....	57½
31 Oct. '63	5.40	—	116	23	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	.....	22
31 Oct. '63	8.73	—	190	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,640	50,470	19½	.....	20
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	.....	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	.....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	.....	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	850	32,091	—	—	.....	—
31 Oct. '63	10.57	0.33	57	10	3	Philadelphia and Darby	96,447	100,000	17,000	—	24,102	1,018	—	.....	—
31 Oct. '63	7.04	—	104	13	6	Pittsb., Alleghany & Manch'r	84,418	67,875	12,000	9,622	49,538	7,036	—	.....	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,500	5,360	40,526	16,184	9½	.....	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	120,000	125,000	57,845	72,437	6,968	—	.....	11½
31 Oct. '63	5.30	—	—	—	—	Richmond & Schuylkill (Ph.)	120,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '63	7.78	—	64	10	—	Ridge Avenue & Manyunk	179,632	113,000	—	—	34,549	12,221	8½	.....	12
31 Oct. '63	19.46	—	362	60	6	Second & Third st. (Phila.)	476,779	203,787	172,100	—	279,628	96,803	26	20	67½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	.....	15
31 Oct. '63	8.15	—	120	17	5	Spruce & Pine (Phil. & Grar'F.)	173,010	150,312	15,500	—	75,068	18,417	17	.....	30
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,980	16½	20	45
31 Oct. '63	6.95	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	.....	20
31 Oct. '63	9.21	—	223	48	4	West Philadelphia	301,956	189,100	100,000	4,000	161,700	44,574	11	.....	72
						MARYLAND.									
31 Dec. '62	21.00	.....	345	60	—	Baltimore City	700,000	670,000	.....	31,849	238,050	21,058	—	.....	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,912	150,000	—	—	—	—	—	.....	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	.....	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,527	50,000	—	—	—	—	—	.....	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mart (Cin.)	70,000	50,000	—	—	—	—	—	.....	—
						MISSOURI.									
30 Nov. '62	8.00	—	—	—	—	Citizens' (St. Louis)	117,427	100,000	—	—	—	—	—	.....	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	.....	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,876	70,000	—	—	—	—	—	.....	—
30 Nov '62	10.20	—	—	—	—	St Louis	286,694	286,694	—	—	—	—	—	.....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	204,250	7	J. & D.	1876	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	155,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1861	105½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	80,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Morigage guarantied	75,000	6	.....	1889	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	87,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:	54,500				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	55,000	—	M. & S.	1893	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,000	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1889	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	136½
Loan of March 31, 1848.....registered	8,903,242	6	" "	1868	130½
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850....coupon	2,052,000	5	" "	1866	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	109
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	110
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1861	111
" " " " ..... coupon		6	Yearly.	1861	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1861	111½
" " " ..... coupon		6	" "	1861	110½
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1861	111½
" " " ..... coupon		6	" "	1861	116½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s)..... coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s)....registered	31,090,000	5	Mar. & Sept.	1904	101½
" " " ..... coupon		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1854	----
" " " ..... coupon		6	" "	1854	108½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	116
" of Mar. 3, 1864.....coupon	76,665,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	96½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	----
Two Year's " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,370	6	"	1867	----
STATE LOANS.					
Alabama—State bonds .....coupon	3,421,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	809,000	6	No int'est	1868	----
" " " (B'k of State).. "	610,000	6	paid for	1868	----
" " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	100
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	103
" " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds..... coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) .. "	2,073,750	6	" "	'81-'89	90
" " " (R. R.)..... "	625,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,222,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1880	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1,989,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	.....	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks..... coupon	200,000	7	Jan. & July	1868	----
" " " (war loan)..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" " " " " " "	64,000	7	May & Nov.	1878	----
" " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,500,000	6	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'94-'96	----
" " " (bank)..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	99
" " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	$16,130	6	.....	d'm'd	65
" " (R. R. etc).... "	3,902,000	6	.....	'87-'99	----
" " " (banks)..... "	5,398,133	6	.....	.....	----
" " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" " " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1885	----
" " " (st'k'g conv.)... "	200,178	5		1886	----
" " " (st'k'g).....coupon	5,585,558	5		'89-'90	104½
" " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" " " (dollar)..... inscribed	500,000	3		1890	----
" " " (") ..... "	10,000	4½	Chiefly	1888	----
" " " (") ..... "	767,660	5	quarterly.	'42-'48	----
" " " (") ..... "	399,458	5		1880	----
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	123,689	6		pleas.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'65-'71	----
" " " (T. & G. R. R.)... "	508,250	6	" "	'88-'90	----
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	500,000	5	" "	1893	123½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat'sec.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'63-'77	125½
" " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip.....	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'66-'72	----
" " "	52,000	5	" "	'66-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	150½
" " —Bounty Fund Loan.... "	600,000	5	" "	'77-'78	118½
" " —Coast Defence Loan... "	500,000	5	May & Nov.	1893	119
" " —Back Bay Loan ..... "	1,000,000	5	" "	1883	118½
Michigan—Renewal Loan .....coupon	166,000	5	" "	1890	----
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan.....(" ") "	100,000	6	" "	1879	----
" —Redemption l'n (" ") "	547,000	7	" "	1886	100
Minnesota—State bonds .....coupon	2,000,000	6	" "	'68-'83	----
" — " " (Indian war). "	260,000	8	Jan. & July.	1867	100
" — " " (Railroads)... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1885	----
Missouri—Bank Stock Loan of 1857.....	2,000,000	6	.....	.....	----
" — " " "	63,000	5½	Jan. & July.	1865	----
" — " " "	199,000	6	" "	1863	85
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	5	" "	'72-'88	99
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri .. "	4,750,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	.....	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	106
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	90,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	521,520	6	" "	'65-'71	----
" " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	861,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas	----
" " — " " " " ..	960,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1866	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas	----
" " — " " " " ..	1,900,000	6	" "	'65-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,250	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1854	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans.....	100,000	6	" "	1867	----
" " — " " "	6,924,274	5	" "	'63-'74	105
" " — " " "	15,884,025	6	" "	64-'70	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	68½
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " (" ") ..... "	1,915,009	5	" "	1865	95
" — " (" ") ..... "	879,566	6	" "	1865	----
" — " (" ") ..... "	2,152,532	6	" "	1870	100
" — " (" ") ..... "	1,600,000	6	" "	1875	102
" — " (" ") ..... "	4,093,200	6	" "	1881	102½
" — " (" ") ..... "	2,400,000	6	" "	1886	101
" — " (domestic debt).....	125,680	6	" "	1883	108
" — " (war loan).....coupon	1,500	----	" "	1866	----
" — " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,405	6	Yearly.	.....	----
Oregon—State scrip	55,272	.....	.....	.....	----
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	93½
" — " " "	5,858,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1852	----
" —State Stock Loans.....	1,177,890	5	" "	1854	----
" " " "	875,029	5	Feb. & Aug.	1864	----
" " " "	1,045,829	5	June & Dec.	1864	----
" " " "	1,888,673	5	Jan. & July.	1865	----
" " " "	2,277,755	5	" "	1868	----
" " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	98
" " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans.....	350,937	5	.....	.....	----
" —Relief Notes in circulation...	97,360	.....	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg)....coupon	484,444	5	.....	.....	----
" " —Inscribed certificates	1,708,017	6	.....	.....	'66-'90
" " —State b'ds (railroads).coupon	1,310,000	6	.....	.....	1877
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	.....	1892
" — " (interl. impr.)	2,065,696	5	.....	.....	Var.
" — " (railroads)..... "	12,790,000	6	.....	.....	Var.
" — " (capitol) ..... "	608,000	5	.....	.....	1890
" — " (Hermitage) . "	48,000	6	.....	.....	1890
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	.....	'68-'84
" —State bonds (war loan) .....coupon	55,000	6	.....	.....	'62-'83
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	----
Virginia—Inscribed certificates (civil).....	494,000	5	Various.	Var.	103½
" " " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'92	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,565,000	6	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" " " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " " (domestic)... "	100,000	6	" "	1877	----
" " " " (") ... "	1,100,000	6	" "	'76-'86	----

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70-'74	
6 " " "	225,000	J. & J.	'65-'69	
6 " " water	800,000	F. & A.	'70-'81	
6 " " Alb. N'rth. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65-'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64-'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38-'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	553,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W. Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W. Md. RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65-'82	
6 " " K. & P. R. R.	740,000	" "	'65-'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'65-'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	582,205	var.	'78-'84	
5 " " "	1,607,618	"	'63-'70	
5 " " "	2,593,000	"	'71-'80	
5 " " "	364,000	"	'81-'85	
6 " " "	542,000	"	'63-'71	
5 " " water (notes)	400,000	"	'78-'79	
4½ " " " (sterling)	1,949,711	"	'72-'73	
5 " " " (dollar)	708,000	"	'63-'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'65-'74	
6 " " "	245,000	" "	'75-'85	
6 " " "	403,000	" "	'86-'95	
6 " " "	25,000	M. & N.	'66-'68	
6 " " Williamsburg	329,070	J. & J.	'65-'81	
6 " " water	1,700,000	" "	'68-'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'65-'79	
7 " " "	299,000	"	'65-'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65-'82	
5½ " " " of '50-'51	16,000	"	'65-'71	
5½ " " " of '54-'57	56,000	"	'64-'77	
6 " " " of '56-'62	52,692	"	'64-'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65-'74	
6 " " "	27,300	" "	'78-'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67-'73	
5½ " " "	52,000	var.	'65-'67	
6 " " "	78,000	"	'68-'77	
5 " " Volunteer Aid	174,060	A. & O.	'77-'83	
5 " " water	202,000	" "	'82-'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70-'72	
5½ " " "	74,000	" "	'79-'88	
6 " " "	117,000	var.	'63-'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,006	J. & J.	'63-'68	
7 " " " (new)	511,000	A. & O.	1881	
6 " " " (old)	160,000	J. & J.	'63-'74	
6 " " " (new)	200,000	" "	'75-'76	
7 " " sewerage	913,000	" "	'79-'87	
6 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1888	
6 " " water	1,030,000	" "	1888	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1905	
7 " " sewers	38,545	var.	'69-'71	
7 " " redemptions	167,338	"	'70-'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70-'71	
7 " " water	650,000	J. & J.	'70-'71	
Dubuque, Iowa:				
8 per cents, municipal	$19,547	var.	'63-'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64-'71	
5 " " " (1862-3)	56,500	"	1872	
Gardiner, Me.:				
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63-'79	
10 " " " " (N.Y.)	141,000	"	'74-'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64-'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'65-'74	
6 " " coupon	65,000	"	'65-'81	
7 " " "	118,000	"	'65-'75	
6 " " water	650,000	J. & J.	'77-'83	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63-'75	
5½ " " "	130,000	"	'63-'82	
6 " " "	151,550	"	'63-'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual	'64-'67	
5 " " "	60,000	sem.-an.	'72-'82	
5½ " " "	60,000	"	'72-'87	
5 5-6 p. " "	42,000	Feb.	'69-'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64-'69	
6 " " "	76,300		'63-'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72-'78	
6 " " " (coupon)	99,500	" "	'66-'78	
6 " " (")	67,500	" "	'80-'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64-'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70-'83	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63-'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67-'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73-'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70-'81	
New York, N. Y.:				
5 per cents, water	3,000,200	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	512,700		1875	
6 " " '54 & '57	1,878,900		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5½ " " Fire Indemnity	402,768		1868	
5 " " Central Park	399,300		1898	
6 " " "	3,066,071		1887	
6 " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,966,000		1876	
6 " " Add. Improv.	1,000,000		1874	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,748,000		1878	
5 " " Publ. B'ld'g No. 3	150,000	Feb., May, Aug. & N.	'64-'66	
6 " " Docks & Slips	500,000		'67-'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	102,000	F. & A.	'62-'69	
7 " " Harlem Bridge	60,000	var.	'64-'68	
6 " " Co. Court House	1,000,000	M. & N.	'75-'84	
5 " " Vol. Sold. Aid 7-11	4,500,000	" "	'65-'75	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64 '70	
Peoria, Ill.:				
7 per cents, school	33,000		'78-'80	
7 " " railroad	215,000		'73-'74	
6 " " "	75,000		'71-'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64-'73	
5 " " "	69,255	" "	'74-'82	
6 " " "	1,152,247	" "	'64-'73	
6 " " "	2,902,306	" "	'74-'83	
6 " " "	9,606,307	" "	'84-'90	
6 " " "	4,237,856	" "	'91-'99	
5 " " Phila. City	552,700	" "	'64-'74	
6 " " " "	489,600	" "	'75-'79	
6 " " " "	1,743,200	" "	'80-'91	
5 " " " " Poor	217,295		'64-'68	
5 " " Southwark	99,150		'64-'81	
6 " " "	110,606		'64-'77	
6 " " Richmond	34,146		'82-'93	
5 " " Spring Garden	17,000		1865	
6 " " "	726,200		'66-'85	
6 " " Kensington	204,200		'65-'81	
6 " " District of Penn	60,333		'65-'76	
5 " " Moyamensing	6,000		68-'71	
6 " " Frankford	48,459		'70-'73	
6 " " North Liberties	30,784		'70-'80	
6 " " West Phila.	71,313		'72-'73	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70-'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,498	var.	'63-'83	
6 " " A. & St. L. R. R.	1,500,000	"	'68-'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64-'72	
5½ " " "	14,800	" "	'64-'69	
5½ " " "	13,000	" "	'64-'71	
5 " " Volunteer Aid	58,000	A. & O.	'67-'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1903	
Poughkeepsie, N. Y.				
6 per cents, municipal	47,677	var.	'64-'86	
6 " " water	14,000	"	'69-'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74-'82	
6 " " City Hall	70,000	J. & J.	'64-'73	
7 " " Bridge & impr.	135,000	var.	'63-'82	
6 " " "	60,000	"	'76-'82	
6 " " St'm Fire Eng'e	20,000	"	'81-'82	
6 " " R. & Gen. V. R.R.	200,000	J. & J.	'64-'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		88-'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71-'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72-'74	
6 " " Iron M't'n R.R.	285,000	" "	74-'77	
6 " " municipal	1,464,000	var.	'65-'83	
6 " " real estate	523,000	"	'64-'90	
6 " " sewerage	425,000	"	'70-'88	
6 " " impr. (old lim.)	254,000	"	'71-'87	
6 " " water	484,000	"	'71-'83	
6 " " harbors	239,000	"	'63-'86	
6 " " wharfs	163,000	"	'67-'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,352,600	M. & N.	1871	
10 " " fire	179,500	J. & J.	1866	
10 " " school	79,500	" "	1870	
7 " " "	42,000	" "	'77-'78	
7 " " city & county	2,300,000	" "	'77-'84	
7 " " "	960,900	A. & O.	1883	
6 " " municipal	329,000	J. & J.	1875	
6 " " city & county	1,133,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64-'82	
8 " " "	55,000		68-'81	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73-'79	
6 " " Schen. & T. R. R.	19,000		'63-'67	
6 " " Troy Un'n R. R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'63-'72	
5 " " water	71,000		'62-'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, Milw. & W. R.R.	80,000	J. & J.	1878	
8 " " W. & Mad. R. R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	84-'94	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

Railroads of the United States.

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest 1st January, 1865.

(Not including City Passenger Railroads.)

1. State of Maine.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
1. Androscoggin	68.00	68.00	$1,252,677
2. Atlantic and St. Lawrence (part)	78.80	78.80	4,047,878
3. Bangor, Oldtown and Milford	12.50	12.50	247,412
4. Boston and Maine (part)	1.26	1.26	63,869
5. Calais and Baring	6.00	6.00	226,160
6. European and North American	90.72	....	380,000
7. Great Falls and South Berwick	6.00	6.00	172,232
8. Kennebec and Portland	50.00	50.00	2,871,260
Yarmouth Extension	13.00	13.00	
Bath Branch	9.50	9.50	
9. Lewy's Island	16.50	16.50	315,397
10. Machiasport (Franklin)	7.50	7.50	110,000
11. Maine Central	109.81	109.81	4,211,878
12. Portland and Oxford Central	28.50	21.50	430,000
13. Portland, Saco and Portsmouth	53.50	53.50	1,494,792
14. Somerset and Kennebec	37.00	37.00	783,763
15. York and Cumberland	52.00	18.50	1,090,817
Total in Maine	640.59	509.37	$18,297,635

2. State of New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (part)	54.00	54.00	2,773,926
3. Boston, Concord and Montreal	93.54	93.54	2,350,000
4. Boston and Maine	37.22	37.22	2,041,880
Great Falls Branch	2.95	2.95	
5. Cheshire (part)	43.14	43.14	3,071,771
6. Cochecho	28.12	28.12	848,000
7. Concord	34.53	34.53	1,500,000
8. Concord and Portsmouth	49.90	49.90	350,000
9. Contoocook River	14.64	14.64	300,000
10. Eastern	16.55	16.55	525,205
11. Great Falls and Conway	46.50	20.09	433,404
12. Manchester and Lawrence	26.89	26.89	1,065,345
13. Manchester and North Weare	19.43	19.43	200,000
14. Merrimac and Connecticut Rivers	29.30	29.30	698,258
15. Nashua and Lowell (part)	6.22	6.22	269,518
16. Northern	69.20	69.20	3,068,400
Bristol Branch	13.00	13.00	
17. Peterboro' and Shirley (Fitchburg)	9.36	9.36	93,600
18. Sullivan	24.70	24.70	1,480,730
19. White Mountains	20.78	20.78	200,000
20. Wilton	15.43	15.43	226,979
21. Worcester and Nashua (part)	6.57	6.57	169,814
Total in New Hampshire	687.73	659.32	$22,572,830

3. State of Vermont.

1. Atlantic and St. Lawrence (part)	16.20	16.20	$359,423
2. Connecticut and Passumpsic Rivers	110.30	110.30	2,479,189
3. Grand Trunk of Canada (part)	17.00	17.00	968,729
4. Rutland and Burlington	119.54	119.54	4,545,983
5. Rutland and Washington (part)	33.55	33.55	1,371,683
6. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.51	1.51	
7. Southern Vermont	8.00	8.00	200,000
8. Vermont and Canada	55.50	55.50	1,678,500
9. Vermont Central	117.00	117.00	8,522,610
Branches	2.00	2.00	
10. Vermont and Massachusetts (part)	10.50	10.50	473,918
11. Vermont Valley	23.69	23.69	1,301,885
12. Western Vermont	59.00	59.00	1,083,500
Bennington Branch	5.50	5.50	
Total in Vermont	586.17	586.17	$23,841,120

4. State of Massachusetts.

1. Agricultural Branch	28.36	15.03	$351,591
2. Amherst, Belchertown and Palmer	19.50	19.50	85,000
3. Berkshire	21.14	21.14	600,000
4. Boston and Lowell	26.76	26.76	2,428,593
Woburn Branch	1.86	1.86	
5. Boston and Maine (part)	45.78	45.78	2,221,153
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	
6. Boston and Worcester	44.63	44.63	4,500,000
Brookline Branch	1.55	1.25	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
7. Boston and Providence	43.50	43.50	3,160,000
Dedham Branch	2.97	2.97	
Seekonk Branch	1.00	1.00	
8. Cape Cod	46.01	46.01	1,031,625
Wareham Branch	1.04	1.04	
9. Cape Cod Central	.....	.....	.....
10. Cheshire (part)	10.50	10.50	767,942
11. Connecticut River	50.00	50.00	1,801,944
Chicopee Branch	2.35	2.35	
12. Danvers	9.20	9.20	243,736
13. Dorchester and Milton Branch	3.26	3.26	136,373
14. Eastern	44.10	44.10	4,322,432
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
15. Easton Branch	3.78	3.78	55,894
16. Essex	19.86	19.86	747,008
Harbor Branch	1.32	1.32	
17. Fairhaven Branch	15.11	15.11	243,809
18. Fall River, Warren and Providence	5.74	.....	22,574
19. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	
Marlboro' Branch	3.90	3.90	
Peterboro' and Shirley	14.10	14.10	
20. Fitchburg and Worcester	13.99	13.99	333,885
21. Hartford and New Haven	5.87	5.87	285,500
22. Horn Pond Branch	0.66	0.66	15,238
23. Lexington and West Cambridge	6.64	6.64	251,258
24. Lowell and Lawrence	12.35	12.35	363,158
25. Medway Branch	3.60	3.60	37,909
26. Middleboro' and Taunton	8.54	8.54	152,818
27. Nashua and Lowell (part)	8.36	8.36	654,603
28. New Bedford and Taunton	20.13	20.13	532,678
Harbor Branch	1.46	1.46	
29. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
30. New Haven and Northampton (part)	24.93	24.93	577,933
31. New London Northern (part)	10.91	10.91	118,729
32. New York and Boston	33.00	33.00	1,129,609
33. Norwich and Worcester (part)	17.75	17.75	479,176
34. Old Colony and Newport	37.26	37.26	3,434,165
Fall River Division	42.24	42.24	
Bridgewater Branch	7.76	7.76	
35. Pittsfield and North Adams	18.65	18.65	443,678
36. Providence and Worcester (part)	25.41	25.41	1,096,827
37. Rockport	3.60	3.60	90,963
38. Salem and Lowell	16.88	16.88	464,013
39. Southern Midland (part) (sold to Boston, Hartford and Erie R.R. Comp'y)	66.50	53.50	4,930,131
40. South Reading	8.15	8.15	299,468
Branch	0.22	0.22	
41. South Shore	11.50	11.50	501,593
42. Stockbridge and Pittsfield	21.93	21.93	448,700
43. Stoneham Branch	1.63	1.63	31,330
44. Stony Brook	13.16	13.16	267,383
45. Stoughton Branch	4.04	4.04	100,598
46. Taunton Branch	11.10	11.10	313,156
Taunton River Branch	0.68	0.68	
47. Troy and Greenfield	42.55	7.00	1,945,602
48. Vermont and Massachusetts (part)	58.78	58.78	3,042,992
Greenfield Branch	8.00	8.00	
49. Western	117.81	117.81	8,677,658
50. West Stockbridge	2.75	2.75	39,600
51. Worcester and Nashua (part)	39.12	39.12	1,062,784
Total in Massachusetts	1,348.55	1,280.93	$58,979,200

5. State of Rhode Island.

1. Hartford, Providence and Fishkill (part)	26.32	26.32	$908,598
2. New York, Providence and Boston (part)	44.00	44.00	1,899,033
3. New York and Boston	32.50	.....	325,000
4. Newport and Fall River	17.32	17.32	364,640
5. Providence, Warren and Bristol	13.60	13.60	448,242
6. Providence and Worcester (part)	18.00	18.00	625,983
Total in Rhode Island	151.74	119.24	$4,571,496

6. State of Connecticut.

1. Danbury and Norwalk	23.81	23.81	$410,959
2. Fairhaven and Westville (Horse)	6.00	6.00	150,000
3. Hartford and New Haven (part)	55.51	55.51	3,228,595
Middletown Branch	10.25	10.25	
Hartford Branch	0.89	0.89	
4. Hartford, Providence and Fishkill (part)	96.04	96 04	3,296,268
5. Hartford and Wethersfield (Horse)	9.00	9.00	200,000
6. Housatonic	74.00	74.00	2,439,775

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
7. Naugatuck	57.00	57.00	1,410,889
8. N. Haven, N. London and Stonington	62.00	62.00	1,454,040
9. New Haven and Northampton (part)	60.07	60.07	
Collinsville Branch	7.75	7.75	1,727,272
Tariffville Branch	1.00	1.00	
10. New London Northern (part)	55.09	55.09	568,323
11. New York and Boston Air Line	80.00	.....	657,701
12. New York and New Haven (part)	48.21	48.21	4,415,189
Branch at New Haven	1.00	1.00	
13. N. York, Providence and Boston (part)	6.00	6.00	258,967
14. Norwich and Worcester (part)	41.65	41.65	2,134,518
Allyn's Point Branch	7.00	7.00	
15. Rockville Branch	4.80	4.80	145,000
16. Midland Southern (part)	8.00	8.00	200,000
Total in Connecticut	715.07	635.07	$22,697,496
7. State of New York.			
1. Adirondac	182.00	....	$283,591
2. Albany and Boston	21.40	21.40	300,000
3. Albany and Susquehanna	140.00	35.00	1,257,037
4. Albany and Vermont	11.55	11.55	600,000
5. Albany and West Stockbridge	38.25	38.25	2,388,359
6. Atlantic and Great Western	48.89	48.89	2,614,986
Buffalo Branch	79.00	....	.....
7. Avon, Geneseo and Mount Morris	15.53	15.53	209,904
8. Blossburg and Corning	14.83	14.83	547,900
9. Brooklyn Central and Jamaica	14.50	14.50	804,870
10. Buffalo and Allegheny Valley	30.00	....	21,300
11. Buffalo, Bradford and Pittsburg (part)	2.00	2.00	30,000
12. Buffalo, New York and Erie	142.00	142.00	3,369,088
13. Buffalo and State Line	58.34	68.34	2,784,414
14. Cayuga and Susquehanna	34.61	34.61	635,500
15. Chemung	17.36	17.36	400,000
16. Coney Island and Brooklyn	10.50	10.50	543,687
17. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
18. Elmira and Williamsport (part)	7.80	7.80	100,000
19. Erie (part)	403.75	403.75	
Buffalo Branch	60.00	60.00	36,213,419
Newburgh Branch	19.00	19.00	
Union (Ramapo)	0.25	0.25	
20. Erie and New York City	25.00	....	160,041
21. Harlem Bridge, Morrisania and Fordham	4.63	4.63	100,000
22. Hudson and Boston	17.33	17.33	175,000
23. Hudson River	144.00	144.00	12,616,310
24. Lake Ontario, Auburn and New York	73.84	....	74,854
25. Long Island	94.00	94.00	2,928,474
Hempstead Branch	2.50	2.50	
Hicksville and Cold Spring Branch	4.00	4.00	45,263
Glen Cove, Roslyn and Mineola Br.	8.50	....	.....
26. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	32,740,068
Rochester and Niagara	74.75	74.75	
Tonawanda	12.25	12.25	
Buffalo and Lewiston	28.25	28.25	
Rochester and Charlotte	6.88	6.88	
27. New York and Flushing	8.00	8.00	261,000
28. New York and Harlem	130.75	130.75	10,201,906
Port Morris Branch	2.12	2.12	
29. New York and New Haven (part)	14.14	14.14	1,036,750
30. Niagara Bridge and Canandaigua	98.57	98.57	1,000,000
Tonawanda Branch	1.84	1.84	
31. Niagara Falls and Lake Ontario	13.15	13.15	393,729
32. Northern (Ogdensburg)	118.00	118.00	4,588,509
Branches	3.76	3.76	
33. Oswego and Rome	28.00	....	3,696
34. Oswego and Syracuse	35.91	35.91	823,480
35. Plattsburg and Montreal	23.17	23.17	349,775
36. Port Morris and Westchester	11.00	....	1,200
37. Rensselaer and Saratoga	25.22	25.22	938,884
38. Rochester and Genesee Valley	49.75	18.45	656,026
39. Rome, Watertown and Ogdensburg	189.63	189.63	
Potsdam Branch	24.28	24.28	3,459,880
Cape Vincent Branch	24.24	24.24	
40. Sackett's Harbor, Rome and New York	18.50	18.50	76,582
41. Saratoga and Schenectady	21.50	21.50	480,684
42. Saratoga and Whitehall	40.86	40.86	902,207
Rutland Branch	6.66	6.66	
43. Schenectady and Catskill	40.00	....	.....
44. Sodus Point and Southern	35.00	....	35,298
45. Staten Island	13.20	13.20	315,394
46. Syracuse, Binghamton and New York	80.94	80.94	2,903,085
47. Troy and Bennington	5.38	5.38	236,953
48. Troy and Boston	34.91	34.91	1,829,554
49. Troy and Cohoes	4.50	3.00	30,000
50. Troy and Greenbush	6.00	6.00	294,098
51. Troy and Lansingburg	4.50	4.50	100,000
52. Troy and Rutland	18.50	18.50	462,500
53. Troy Union and Depot	2.14	2.14	752,601
54. Utica and Black River	86.25	34.94	875,757
Trenton Falls Branch	2.14	2.14	
55. Warwick Valley	10.33	10.33	169,627
Total in New York	3,570.92	2,869.47	$135,623,240
8. State of New Jersey.			
1. Belvidere Delaware	64.21	64.21	$3,170,126
2. Burlington and Mount Holly	7.12	7.12	120,000
3. Camden and Amboy	63.90	63.90	
Trenton Branch	6.19	6.19	
New Brunswick Line	26.11	26.11	6,070,223
Dean's Pond and Branch	8.00	8.00	
4. Camden and Atlantic	60.23	60.23	1,837,385
5. Central of New Jersey	63.80	63.80	
Jersey City Extension	10.00	10.00	7,208,879
Extra Track (Warren R. R.)	48.00	48.00	
6. Flemington	12.00	12.00	291,944
7. Freehold and Jamesburg	17.00	11.50	231,173
8. Hackensack and New York	4.88	4.88	136,308
Lodi Branch (private)	0.78	0.78	20,000
9. Jersey City and Bergen Point	10.00	10.00	200,000
10. Long Dock and Tunnel	2.88	2.88	2,460,000
11. Milletone and New Brunswick	6.62	6.62	110,947
12. Millville and Cape May	39.00	39.00	501,392
13. Millville and Glassboro'	22.30	22.30	204,319
14. Morris and Essex	84.50	52.52	1,674,061
15. Newark and Bloomfield	14.00	6.00	112,027
16. Newark and Hoboken	6.00	6.00	407,192
17. Newark and Paterson	13.00	....	.....
18. New Jersey	33.80	33.80	5,550,485
19. Northern New Jersey	21.27	21.27	422,297
20. Orange and Newark	5.00	5.00	120,000
21. Paterson and Hudson	14.50	14.50	630,000
22. Paterson and Newark	11.50	....	.....
23. Paterson and Ramapo	15.12	15.12	350,000
24. Perth Amboy and Woodbridge	8.00	8.00	160,000
25. Raritan and Delaware Bay	143.00	48.00	
Ateion Extension	15.00	15.00	2,450,417
Long Branch Extension	4.00	4.00	
26. South Branch	16.00	16.00	280,385
27. Sussex	12.00	12.00	435,068
28. Vincentown Branch	4.50	4.50	60,000
29. Warren	21.04	21.04	1,907,750
30. West Jersey	86.00	86.00	1,821,984
Total in New Jersey	1,001.25	836.27	$38,964,372
9. State of Pennsylvania.			
1. Allegheny Valley	176.41	43.91	$1,828,731
2. Atlantic and Great Western	93.00	93.00	
Eastern Coal Fields Branch	33.00	33.00	6,834,039
Western Coal Fields Branch	12.00	....	
3. Bald Eagle Valley	51.00	34.00	767,700
4. Barclay Coal	16.50	16.50	400,000
5. Beaver Meadow	24.50	24.50	1,464,970
Branches	24.75	1.50	
6. Bedford	19.75	12.33	192,590
7. Bellefonte and Snow Shoe	20.50	20.50	322,079
Branch	1.50	1.50	
8. Bethlehem	12.00	....	89,000
9. Buffalo, Bradford and Pittsburg (part)	100.00	10.00	380,000
10. Catasauqua and Fogelsville	12.00	12.00	332,275
11. Catawissa	65.00	65.00	2,684,000
12. Chartiers Valley	22.50	....	341,639
13. Chester Valley	21.50	21.50	1,371,900
14. Chestnut Hill	4.13	4.13	120,650
15. Cleveland, Painesville and Ashtabula (part)	25.50	25.50	1,279,514
Erie Harbor Branch	1.20	1.20	
15½. Cleveland and Pittsburg: Beaver Extension (part)	14.95	14.95	500,000
16. Cumberland Valley	56.00	52.00	1,131,037
17. Delaware and Hudson	32.00	32.00	1,915,596
Branches	4.00	4.00	
18. Delaware, Lackawanna and Western	110.70	110.70	9,178,878
Keyser Valley Branch	2.80	2.80	
19. East Brandywine and Waynesburg	17.50	17.50	256,000
20. East Mahanoy	8.00	8.00	380,415
21. East Pennsylvania	35.80	35.80	1,266,371
Temple Branch	1.12	1.12	
22. Ebensburg and Cresson	8.00	8.00	200,000
23. Elmira and Williamsport (part)	70.25	70.25	900,000
24. Erie (part)	42.50	42.50	3,297,331

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
25. Erie and Northeast	18.50	18.50	700,000
26. Erie and Pittsburg	80.50	80.50	2,000,000
27. Fayette County	12.75	12.75	107,400
28. Franklin (part)	16.00	16.00	160,000
29. Gettysburg	17.12	17.12	274,481
30. Hanover Branch	12.20	12.20	228,801
31. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
32. Hazleton	18.00	18.00	360,000
33. Hempfield (part)	68.30	24.00	1,269,000
34. Huntingdon and Broad Top	31.25	31.25	1,927,246
Branches	19.20	19.20	
35. Ironton	9.68	9.68	241,822
36. Jamestown and Franklin	40.00	.....	95,345
37. Junction (Philadelphia)	4.62	4.62	224,745
38. Lackawanna (Grassy Island)	9.10	9.10	180,000
39. Lackawanna and Bloomsburg	80.00	80.00	2,802,846
Pittstown Branch	2.00	2.00	
40. Lehigh Luzerne	9.50	9.50	315,828
Eckley Branch	2.00	2.00	
41. Lehigh and Mahanoy	40.00	22.00	498,805
42. Lehigh and Susquehanna	19.71	19.71	1,389,988
43. Lehigh Valley	46.00	46.00	4,491,236
44. Little Sawmill Run	3.00	3.00	83,044
45. Little Schuylkill	28.30	28.30	1,371,868
Branches	5.50	5.50	
46. Littlestown	7.25	7.25	76,000
47. Locust Gap	0.88	0.88	25,000
48. Lorberry Creek	5.50	5.50	82,050
49. Lyken's Valley	15.50	15.50	415,042
Branches	4.20	4.20	
50. McCauley Mountain and Black Creek	6.00	6.00	200,000
51. McKean and Elk	26.20	....	262,000
52. Mahanoy and Broad Mountain	12.50	12.50	678,729
Branches	27.25	27.25	
53. Mauch Chunk and Summit Hill	6.25	6.25	1,453,789
Branches	22.00	22.00	
54. Mifflin and Centre	12.50	.....	.....
55. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension Branch	12.70	12.70	
56. Mine Hill and Schuylkill Haven	24.50	24.50	3,311,613
Extension	105.50	105.50	
57. Mount Carbon	1.26	1.26	208,259
Branches	6.50	6.50	
58. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.33	6.33	
59. Nanticoke	10.00	5.00	79,025
60. Nesquehoning Valley	18.10	.....	36,117
61. Newcastle and Beaver Valley	14.92	14.92	300,000
62. New York and Middle Coal Field	.....	.....	.....
63. Northern Central (part)	102.00	102.00	6,226,887
64. North Lebanon	7.52	7.52	306,706
Branches	0.68	0.68	
65. North Pennsylvania	55.26	55.26	5,890,474
Doylestown Branch	10.08	10.08	
Shimersville Branch	1.81	1.81	
66. Oil Creek	54.00	27.00	857,905
67. Panther Creek Valley	6.50	6.50	130,000
68. Penn Haven and White Haven	16.00	16.00	283,251
69. Pennsylvania	249.99	249.99	22,058,096
Holidaysburg Branch	9.08	9.08	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
70. Pennsylvania Coal	47.00	47.00	2,000,000
Lackawanna Extension	7.00	7.00	
71. Philadelphia and Baltimore Central	50.00	31.00	930,000
72. Philadelphia and Erie	288.70	288.70	16,500,000
73. Phila., Germantown and Norristown	17.06	17.06	1,366,518
Germantown Branch	3.14	3.14	
74. Philadelphia and Reading	95.00	95.00	24,734,756
Richmond Branch	5.50	5.50	
Lebanon Valley Line	54.00	54.00	
75. Philadelphia and Trenton	28.20	28.20	603,882
76. Phila., Wilmington and Balt. (part)	17.00	17.00	1,501,219
77. Pittsburg and Connellsville	149.00	59.50	2,197,786
78. Pittsburg, Ft. Wayne and Chicago (part)	47.00	47.00	1,888,695
79. Pittsburg and Steubenville (part)	34.00	23.00	1,383,957
80. Plymouth	.....	.....	.....
81. Reading and Columbia	39.00	39.00	885,913
Lancaster Branch	6.00	.....	
82. Schuylkill and Susquehanna	54.00	54.00	1,311,436
Branch	1.00	1.00	
83. Schuylkill Valley	9.23	9.23	576,050
Branches	15.22	15.22	
84. Shamokin Valley and Pottsville	28.03	28.03	1,491,597
Lancaster Colliery Branch	1.12	1.12	
85. Strasburg	4.25	4.25	100,000
86. Swatara	6.00	6.00	41,780
87. Tangascootuc	.....	.....	.....
88. Tioga	29.61	29.60	837,520
89. Tonawanda	.....	.....	.....
90. Trevorton	14.50	14.50	792,000
91. Union Canal Co.'s R. R.	3.50	3.50	100,000
Branches	2.25	2.25	
92. Tyrone and Clearfield	31.00	15.30	500,000
93. Westchester	9.00	9.00	.....
Branch	1.25	1.25	
94. Westchester and Philadelphia	26.38	26.38	1,390,132
95. Western Pennsylvania	90.00	.....	186,822
96. Wrightsville, York and Gettysburg	13.00	13.00	393,280
Sundry Coal Railroads not otherwise accounted for	350.00	350.00	5,000,000
Total in Pennsylvania	4,323.01	3,610.29	$169,184,691
10. State of Delaware.			
1. Delaware	84.30	84.30	$1,552,257
2. Delaware and Maryland	13.50	.....	.....
3. Junction and Breakwater	40.60	8.60	71,107
4. Newcastle and Frenchtown	16.19	6.00	744,425
5. Newcastle and Wilmington	5.00	5.00	150,000
6. Phila., Wilmington and Baltimore	23.00	23.00	2,031,061
Total in Delaware	182.59	126.90	$4,548,850
11. State of Maryland.			
1. Annapolis and Elkridge	20.50	20.50	$442,500
2. Baltimore and Ohio (part)	138.60	138.60	9,477,562
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
3. Baltimore and Potomac	80.00	.....	.....
4. Cumberland Coal and Iron	10.40	10.40	560,000
Branches	3.60	3.60	
5. Cumberland and Pennsylvania	25.00	25.00	1,254,992
Branches	2.50	2.50	
6. Eastern Shore	31.60	6.50	81,205
7. Franklin (part)	6.00	6.00	....
8. George's Creek	21.00	21.00	660,000
9. Maryland and Delaware	40.00	.....	100,000
10. Metropolitan	41.00	.....	100,000
11. Northern Central (part)	40.00	40.00	2,441,880
12. Philadelphia, Wilmington and Balt.	56.00	56.00	4,945,192
Port Deposit Branch	6.00	.....	
13. Western Maryland	80.00	40.00	883,792
Sundry Coal Railroads not otherwise accounted for	6.00	60.00	1,250,000
Total in Maryland	699.40	467.30	$23,847,123
12. State of West Virginia.			
1. Baltimore and Ohio (part)	241.00	241.00	$15,441,217
2. Hempfield (part)	9.00	9.00	437,918
3. Northwestern Virginia	103.50	103.50	5,683,753
4. Pittsburg and Steubenville (part)	8.00	8.00	563,505
Total in West Virginia	361.50	361.50	$22,126,393
13. State of Kentucky.			
1. Bardstown and Louisville	18.50	18.50	$350,000
2. Breckenridge Coal	8.50	8.50	312,000
3. Covington and Lexington	80.00	80.00	4,529,322
4. Henderson and Nashville	96.00	12.00	1,000,000
5. Lexington and Big Sandy	133.00	21.00	694,024
6. Lexington and Southern Kentucky	35.00	13.00	765,500
7. Lexington and Frankfort	29.00	29.00	674,528
8. Louisville and Frankfort	65.10	65.10	1,568,253
9. Louisville and Nashville (part)	140.00	140.00	5,252,100
Memphis Branch	31.70	31.70	1,120,524
Lebanon Branch	37.60	37.60	1,067,781
10. Maysville and Lexington	89.00	18.80	601,298
11. Mobile and Ohio (part)	58.50	20.50	1,592,137
12. Nashville and Northwestern (part)	7.50	7.50	225,000
13. New Orleans and Ohio	56.00	56.00	1,223,713
14. Portland and Louisville	5.00	5.00	100,000
Total in Kentucky	890.40	564.20	$20,877,180
14. State of Ohio.			
1. Ashtabula and New Lisbon	84.62	....	$846,200
2. Atlantic and Great Western	246.00	246.00	6,000,000
Cleveland Branch	50.00	50.00	
3. Bellefontaine (part)	118.23	118.23	3,030,684
4. Carrollton Branch	11.50	11.50	225,000
5. Central Ohio	137.10	137.10	6,513,258
6. Cincinnati, Hamilton and Dayton	60.30	60.30	5,000,000
Atlantic and Great Western Track	60.30	60.30	
7. Cincinnati and Indiana (part)	17.50	17.50	350,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
8. Cinc. and Indianapolis Junction (part).	21.67	21.67	643,000
9. Cleveland, Columbus and Cincinnati	135.41	135.41	
Delaware Curve	5.79	5.79	6,250,841
Springfield and Mt. Vernon Line	49.80	49.80	
10. Cleveland and Mahoning	67.00	67.00	
Hubbard Branch	11.00	11.00	2,851,951
11. Cleveland, Painesville & Ashtab. (part)	69.90	69.90	3,019,280
12. Cincinnati and Zanesville	162.80	132.80	6,250,000
13. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	7,297,308
Beaver Extension (part)	7.05	7.05	
Wheeling Extension	47.00	47.00	
14. Cleveland and Toledo	112.50	112.50	
Northern Division	61.50	61.50	7,412,821
15. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693
16. Columbus and Indianapolis (part)	103.00	103.00	
Covington and Richmond Branch	20.00	20.00	3,055,000
17. Columbus and Xenia	54.56	54.56	1,686,392
18. Dayton and Cincinnati	53.20	....	2,000,000
19. Dayton and Michigan	144.00	144.00	5,967,382
20. Dayton and Western	38.30	38.30	1,104,085
21. Dayton, Xenia and Belpre	63.00	16.25	860,496
22. Eaton and Hamilton	45.10	45.10	1,217,868
23. Fremont, Lima and Union	118.00	40.00	1,500,000
24. Greenville and Miami	32.00	32.00	888,000
25. Iron	56.00	13.00	250,641
26. Little Miami	83.40	83.40	4,597,842
27. Marietta and Cincinnati	182.80	182.80	
Hillsboro' Branch	21.60	21.60	
Dayton and Eastern Branch	42.00	....	10,722,322
Union Branch	9.00	9.00	
Scioto and Hocking Valley Line	55.60	55.60	
28. Mich., Southern and N. Indiana:			
Erie and Kalamazoo (part)	12.00	12.00	
Goshen Air Line (part)	63.60	63.60	2,657,872
Toledo Junction	7.00	7.00	
29. Ohio and Mississippi (part)	20.30	20.30	1,927,315
30. Pittsburg, Columbus and Cincinnati	117.80	117.80	
Cadiz Branch	8.00	8.00	4,772,963
31. Pittsburg, F. Wayne & Chicago (part)	249.00	249.00	9,389,517
32. Pittsburg, Maysville and Cincinnati	225.00	....	1,125,000
33. Sandusky, Dayton and Cincinnati	116.00	116.00	
Findlay Branch	16.00	16.00	4,599,798
34. Sandusky, Mansfield and Newark	116.00	116.00	
Huron Branch	10.00	10.00	2,335,927
35. Springfield and Columbus	19.50	19.50	352,132
36. Toledo and Wabash (part)	77.00	77.00	2,872,000
Total in Ohio	3,954.33	3,389.65	$121,147,588
15. State of Michigan.			
1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquette and Marquette	77.00	22.50	643,904
3. Chicago, Detroit and Canada Gd. Junc.	59.00	59.00	1,962,712
4. Detroit and Milwaukee	188.90	188.90	8,918,303
5. Detroit, Monroe and Toledo	51.00	51.00	1,701,352
6. Flint and Fentonville	17.00	.....	.....
7. Flint and Holly	.....	.....	.....
8. Flint and Pere Marquette	173.00	35.00	1,272,310
9. Grand Rapids and Indiana	183.00	.....	406,956
10. Marquette and Ontonagon	70.00	10.00	700,000
11. Michigan Central (part)	219.80	219.80	10,741,920
12. Mich. Southern & Northern Ind. (part)	133.00	133.00	
Erie and Kalamazoo (part)	16.00	16.00	
Goshen Air Line (in Ohio and Ind.)	.....	.....	
Jackson Branch	42.00	42.00	5,532,914
St. Joseph Valley Line	8.00	8.00	
Constantine Branch	4.00	4.00	
13. Peninsula	91.00	77.00	2,000,000
14. Port Huron and Milwaukee	89.80	.....	1,000,000
Total in Michigan	1,614.50	894.22	$36,130,367
16. State of Indiana.			
1. Chicago and Great Eastern (part)	89.50	89.50	$2,050,000
2. Cincinnati and Chicago	108.00	108.00	2,118,519
3. Cincin. and Indianapolis Junc. (part)	77.43	22.33	649,812
4. Cincinnati and Indiana (part)	3.50	3.50	100,000
5. Cincinnati, Peru and Chicago	102.00	29.00	1,184,919
6. Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	2,472,302
7. Evansville, Indianapolis & Cleveland	155.00	.....	500,000
8. Ind. Cent. (Columbus and Indianapolis)	72.40	72.40	1,941,120
9. Indianapolis and Cincinnati	89.80	89.80	3,028,515
10. Indianapolis and Madison	86.00	86.00	
Martinsville Branch	26.00	26.00	1,464,817
Shelbyville Branch	23.00	23.00	
11. Indianapolis, Pittsburg and Cleveland (now Bellefontaine)	82.87	82.87	1,884,315
12. Jeffersonville	78.00	78.00	
New Albany Extension	4.50	4.50	1,849,112
13. Joliet and Northern Indiana (part)	15.00	15.00	438,000
14. Knightstown and Shelbyville	27.00	27.00	400,000
15. Lafayette and Indianapolis	64.00	64.00	1,856,287
16. Louisville, New Albany and Chicago	288.00	288.00	7,029,810
17. Michigan Central (part)	52.00	52.00	2,671,318
18. Mich. South. and N. Indiana (part)	101.00	101.00	
Goshen Air Line (part)	60.00	60.00	
Goshen Branch	10.00	10.00	5,817,912
Michigan City Branch	14.00	14.00	
19. Ohio and Mississippi (part)	172.00	172.00	16,327,918
20. Peru and Indianapolis	74.00	74.00	2,370,922
21. Pittsburg, Ft. Wayne and Chic. (part)	149.00	149.00	5,306,902
22. Rushville and Shelbyville	20.00	20.00	320,000
23. Shelbyville and Lateral	16.00	16.00	160,000
24. Terre Haute and Richmond	73.00	73.00	1,611,450
25. Toledo, Logansport and Burlington	49.00	49.00	1,200,000
26. Toledo and Wabash (part)	165.00	165.00	6,590,723
27. Union Track (Indianapolis)	3.50	3.50	280,000
Total in Indiana	2,482.50	2,199.40	$71,318,673
17. State of Illinois.			
1. Chicago and Alton	220.00	220.00	8,279,514
St. Louis Extension	20.00	20.00	600,000
2. Chicago, Burlington and Quincy	161.00	161.00	
Quincy Line	100.00	100.00	
Oquawka Branch	96.00	96.00	13,927,000
Aurora Branch	96.00	13.00	
Lewiston Branch	30.00	30.00	
3. Chicago and Great Eastern (part)	20.00	20.00	450,000
4. Chicago and Milwaukee (part)	45.00	45.00	1,973,000
5. Chicago and Northwestern (part)	66.00	66.00	5,000,000
Galena Line	121.00	121.00	
Fulton and Iowa Line	105.50	105.50	
Fulton Extension	1.75	1.75	
Beloit Branch	21.00	21.00	10,000,000
Elgin Branch	1.50	1.50	
Elgin and State Line	32.00	32.00	
St. Charles Air Line	10.50	10.50	
6. Chicago and Rock Island	181.80	181.80	7,429,633
7. Great Western	175.00	175.00	4,039,561
Meredosia Branch	7.00	7.00	
8. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	28,610,229
Chicago Branch	146.50	146.50	
9. Illinois Coal	4.00	4.00	100,000
10. Illinois and Southern Iowa	26.00	26.00	400,000
11. Jacksonville, Peoria and Chicago	161.50	81.40	3,500,000
12. Joliet and Chicago	35.80	35.80	1,000,000
13. Joliet and Northern Indiana (part)	30.00	30.00	917,000
14. Kenosha and Rockford (part)	45.70	45.70	860,000
15. Michigan Central (part)	13.00	13.00	591,000
16. Mich. Southern and N. Indiana (part)	12.00	12.00	400,000
17. Mound City	3.50	3.50	60,000
18. Northern Illinois	38.50	38.50	1,200,000
19. Ohio and Mississippi	148.00	148.00	4,870,586
20. Peoria and Bureau Valley	46.60	46.60	2,106,000
21. Pittsburg, Ft. Wayne and Chic. (part)	18.00	18.00	1,327,000
22. Quincy and Chicago (now a part of C. B. and Q. R. R.)	.....	.....	.....
23. Quincy and Toledo	34.00	34.00	1,000,000
24. Rock Island Bridge	1.00	1.00	250,000
25. Rock Island and Peoria	71.00	11.00	220,000
26. St. Louis, Alton and Rock Island	120.00	.....	600,000
27. St. Louis, Alton and Terre Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	10,600,000
Belleville Line	14.80	14.80	
28. St. Louis, Jacksonville and Chicago	185.00	54.00	1,250,000
29. Sterling and Rock Island	52.00	52.00	1,040,000
30. Syracuse and Cortland	5.00	5.00	75,000
31. Toledo, Peoria and Warsaw	123.00	123.00	4,200,000
32. Warsaw and Peoria	83.30	13.00	500,000
Total in Illinois	3,600.70	3,119.40	$117,875,523
18. State of Wisconsin.			
1. Beloit and Madison	47.00	47.00	$1,000,000
2. Chicago and Milwaukee (part)	40.00	40.00	1,741,000
3. Chicago and Northwestern (part)	176.00	176.00	13,000,000
4. Kenosha and Rockford (part)	28.30	28.30	1,101,000
5. La Crosse and Milwaukee	95.00	95.00	3,500,000
6. La Crosse, Viroqua and Mineral Point	90.00	.....	.....
7. Manitouwoc and Mississippi	220.00	7.50	200,000
8. Milwaukee and Beloit	43.50	.....	435,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
9. Milwaukee and Prairie du Chien	191.00	191.90	7,500,000
Janesville Branch	8.70	8.70	
Southern Line	33.80	33.80	
10. Milwaukee and St. Paul	161.80	161.80	8,144,000
Horicon Branch	42.00	42.00	
Western Branch	57.20	57.20	
11. Mineral Point	32.00	32.00	1,000,000
12. Racine and Mississippi	104.00	104.00	3,802,016
13. Sheboygan and Fond du Lac	43.00	20.00	457,292
14. Sugar River Valley	35.50	.....	.....
Total in Wisconsin	1,449.70	1,045.20	$41,880,308
19. State of Minnesota.			
1. Lake Superior and Mississippi	120.00	.....	$.....
2. Minnesota Central	112.00	35.00	2,000,000
St. Paul Branch	4.00	4.00	
3. Minnesota Southern	180.00	10.00	500,000
4. Root River Valley	79.00	.....	200,000
5. St. Paul and Duluth	171.00	.....	.....
6. St. Paul and Pacific	220.00	62.00	3,000,000
Pembina Branch	400.00	.....	
7. St. Paul and Winona	.....	.....	.....
8. Winona and St. Peter	268.00	50.00	2,000,000
9. Winona and La Crosse	28.00	.....	.....
Total in Minnesota	1,584.00	161.00	$7,700,000
20. State of Iowa.			
1. Burlington and Missouri	276.50	75.50	$1,514,257
2. Cedar Rapids and Missouri	240.00	81.00	2,430,000
3. Chicago, Iowa and Nebraska	82.10	82.10	2,800,000
4. Dubuque and Sioux City	101.00	101.00	3,151,795
5. Dubuque, Marion and Western	90.00	54.00	1,600,000
6. Iowa Central Air Line	438.00	.....	438,000
7. Keokuk, Ft. Des Moines & Minnesota	189.00	92.00	4,000,000
8. Keokuck, Mt. Pleasant and Muscatine	68.50	25.20	1,200,000
9. Mahaska County	12.00	12.00	250,000
10. McGregor Western	165.00	61.00	1,831,000
11. Mississippi and Missouri	312.00	169.00	8,500,000
Muscatine and Oskaloosa Line	113.00	52.00	
Total in Iowa	2,037.10	804.80	$27,715,052
21. State of Missouri.			
1. Cairo and Fulton	76.79	37.00	$1,389,513
2. Chariton and Randolph	40.00	.....	400,000
3. Cameron and Kansas City	36.00	.....	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,984,000
5. Missouri River Valley	.....	.....	.....
6. North Missouri	236.75	168.80	6,903,762
7. Pacific of Missouri	282.00	283.00	16,000,000
South Western Branch	283.00	77.50	4,900,000
8. Platte County	150.40	52.00	2,000,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis and Iron Mountain	86 50	86.50	6,000,000
Potosi Branch	3.65	3.65	
Total in Missouri	1,412.39	925.75	$51,187,275
22. State of Kansas.			
1. Union Pacific—E. D	360.00	40.00	$1,400,000
Total in Kansas	360.00	40.00	$1,400,000
23. State of California.			
1. California Central	43.80	43.80	$2,000,000
2. California Northern	186.00	.....	.....
3. Central Pacific	120.00	31.00	1,420,000
4. Placerville and Sacramento City	28.68	.....	.....
5. Sacramento Valley	22.50	22.50	1,750,000
6. San Francisco and Sacramento	58.00	.....	580,000
7. San Francisco and San Jose	50.00	50.00	2,000,000
8. Western Pacific	120.00	.....	120,000
Total in California	628.98	147.30	$7,870,000
24. State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dallas and Deschuttes	13.50	13.50	300,000
Total in Oregon	19.50	19.50	$500,000
25. State of Virginia.			
1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Fredericksburg	38.00	.....	.....
3. Alexandria and Washington	6.00	6 00	200,000
4. Blue Ridge (State road)	16.81	16.81	1,604,761
5. Clover Hill (coal)	18.50	18.50	185,000
6. Covington and Ohio	224.00	.....	1,905,644
7. Fredericksburg and Gordonsville	45.00	.....	221,572
8. Manassas Gap	139.30	77.77	3,153,228
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.96	7.96	
Harper's Ferry Branch	44.12	.....	
9. Norfolk and Petersburg	80.00	80.00	2,129,029
10. Orange and Alexandria	88.30	88.30	6,421,798
Warrenton Branch	8.90	8.90	
Lynchburg Extension	59.50	59.50	
11. Petersburg (part)	53.78	53.78	959,370
Gaston Branch (part)	9.03	9.03	
12. Richmond and Danville	140.50	140.50	3,726,037
Midlothian Branch	1.14	1.14	
Manchester Branch	1.55	1.55	
13. Richmond, Frederick and Potomac	75.00	75.00	1,985,579
Springfield Branch	3.50	3.50	
14. Richmond and Petersburg	22.14	22.14	1,222,523
Port Walthall Branch	2.75	2.75	
15. Richmond and York River	38.30	23.66	725,394
16. Roanoke Valley (part)	8.12	8.12	158.871
17. Seaboard and Roanoke (part)	63.23	63.23	1,169,246
18. South Side	123.00	123.00	4,239,537
City Point Branch	9.00	9.00	
19. Virginia Central	189.19	189.19	5,493,950
20. Virginia and Kentucky	130.00	....	105,601
21. Virginia and Tennessee	204.24	204.24	7,430,835
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	
22. Winchester and Potomac	32.00	32.00	575,831
Total in Virginia	2,054.48	1,378.70	$45,146,843
26. State of North Carolina.			
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,235,072
3. Piedmont (Greensboro' to Danville)	32.00	32.00	1,000,000
4. Petersburg (part)	8.22	8.22	300,484
Gaston Branch (part)	8.97	8.97	
5. Raleigh and Gaston	97.00	97.00	1,240,241
6. Roanoke Valley (part)	13.88	13.88	317,741
7. Seaboard and Roanoke	16.77	16.77	300,000
8. Western Coal	41.50	41.50	830,000
9. Western North Carolina	278.12	81.00	2,000,000
Newton Branch	3.00	3.00	
10. Wilmington, Charlotte and Rutherfordton	262.00	112.00	2,500,000
11. Wilmington and Manchester (part)	62.50	62.50	741,166
12. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
13. Charlotte and South Carolina	6.04	6.04	100,000
Total in North Carolina	1,352.42	977.30	$19,308,018
27. State of South Carolina.			
1. Blue Ridge	53.50	31.50	$2,989,165
Branch	1.50	1.50	
2. Charleston and Savannah (part)	88.32	88.32	1,986,784
3. Charlotte and South Carolina (part)	103.56	103.56	1,619,045
4. Cheraw and Darlington	40.30	40.30	612,000
5. Cheraw and Coal Fields	57.00	....	.....
6. Greenville and Columbia	143.25	143.25	2,762,930
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	543,403
9. Northeastern	102.00	102.00	2,054,315
10. South Carolina	136.00	136.00	6,503,106
Columbia Branch	68.00	68.00	
Camden Branch	38.00	38.00	
11. Spartanburg and Ancon	67.00	30.00	897,391
12. Wilmington and Manchester (part)	99.00	99.00	1,758,834
Total in South Carolina	1,072.93	988.93	$22,422,690
28. State of Georgia.			
1. Atlanta and West Point	86.74	86.74	$1,192,389
2. Augusta and Savannah	53.00	53.00	1,032,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190.72	3,700,000
6. Charleston and Savannah (part)	15.00	15.00	333,000
7. East Tennessee and Georgia (part)	15.00	15.00	520,000
8. Etowah	8.87	8.87	112,526
9. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
10. Macon and Brunswick	174.00	87.50	1,000,000
11. Macon and Western	102.00	102.00	1,501,964
12. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't
13. Milledgeville and Eatonton	22.00	22.00	275,901
14. Milledgeville and Gordon	17.00	17.00	213,500
15. Muscogee	50.00	50.00	1,000,000
16. Rome and Kingston	20.00	20.00	250,000
17. Savannah, Albany and Gulf	68.13.	68.13	1,386,634
18. Southwestern	106.10	106.10	
Butler Branch	22.00	22.00	4,000,000
Eufala Branch	59.08	59.08	
Fort Gaines Branch	21.89	21.89	
19. Western and Atlantic (part)	125.00	125.00	5,345,565
Total in Georgia	1,635.23	1,421.22	$29,169,573
29. State of Florida.			
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000
4. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Total in Florida	586.50	401.50	$8,628,000
30. State of Tennessee.			
1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30.00	30.00	867,210
3. East Tennessee and Georgia (part)	95.80	95.80	3,117,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	....	630,000
7. Louisville and Nashville	45.00	45.00	1,576,829
8. Memphis and Charleston	86.56	86.56	2,248,217
Somerville Branch	15.40	15.40	
Florence Branch (in Ala.)	....	....	
9. Memphis and Ohio	130.60	130.60	6,612,219
10. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
11. McMinnville and Manchester	34.20	34.20	590,623
12. Mississippi Central	47.40	47.40	1,263,758
13. Mississippi and Tennessee	9.78	9.78	237,291
14. Mobile and Ohio (part)	118.50	118.50	2,957,599
15. Nashville and Chattanooga	149.75	149.75	3,632,882
Shelbyville Branch	9.00	9.00	
16. Nashville and Northwestern (part)	167.50	167.50	5,044,879
17. Tennessee and Alabama	57.52	45.81	1,185,053
18. Western and Atlantic (part)	13.00	13.00	555,932
19. Winchester and Alabama	38.12	38.12	629,662
Total in Tennessee	1,392.49	1,317.78	$33,977,478
31. State of Alabama.			
1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000
5. Memphis and Charleston (part)	157.00	157.00	3,731,497
Florence Branch	4.00	4.00	
6. Mobile and Gerard	228.30	57.30	2,000,000
7. Mobile and Great Northern	67.30	49.16	1,094,200
8. Mobile and Ohio (part)	63.00	63.00	1,788,373
9. Montgomery and West Point	88.50	88.50	2,265,983
Opelika Branch	28.40	28.40	
10. Northeast and Southwest	209.50	....	619,000
11. Selma and Gulf	58.80	....	588,000
12. Tennessee and Alabama Central	26.10	26.10	781,500
13. Tennessee and Coosa	36.50	....	365,000
14. Wills' Valley	82.00	....	410,000
Total in Alabama	1,434.70	891.16	$21,351,102
32. State of Mississippi.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Memphis and Charleston	28.00	28.00	692,812
3. Mississippi Central (part)	188.60	188.60	5,055,084
4. Mississippi and Tennessee	89.42	89.42	2,135,624
5. Mobile and Ohio (part)	270.00	270.00	6,731,927
Columbus Branch	14.50	14.50	
6. New Orleans, Jackson and G. Northern	323.00	118.00	3,789,110
7. Raymond	7.00	7.00	100,000
8. Southern Mississippi	143.60	143.60	4,308,000
Total in Mississippi	1,072.12	867.12	$24,112,507
33. State of Louisiana.			
1. Baton-Rouge, Gross-Tete & Opelousas	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,610
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,938
5. New Orleans and Carrollton	6.50	6.50	500,000
Branches	8.50	8.50	
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	....	1,610,000
7. N. Orleans, Jackson and Gt. Northern	89.00	89.00	2,822,070
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total in Louisiana	838.00	335.75	$13,627,564
34. State of Arkansas.			
1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	200,000
3. Little Rock and Napoleon	99.33	....	400,000
4. Memphis and Little Rock	146.00	38.50	1,200,000
Total in Arkansas	701.33	38.50	$2,800,000
35. State of Texas.			
1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
4. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	78.00	4,829,772
Austin Branch	120.00	20.00	
7. Memphis, El Paso and Pacific	225.00	....	.....
8. Sabine and Rio Grande	452.00	....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Total in Texas	2,787.00	451.50	$16,509,772

RECAPITULATION.

Railroads in Loyal States.			
Maine	640.59	509.37	$18,297,635
New Hampshire	687.73	659.32	22,572,830
Vermont	586.17	586.17	23,841,120
Massachusetts	1,348.55	1,280.93	58,979,200
Rhode Island	151.74	119.24	4,571,496
Connecticut	715.07	635.07	22,697,496
New York	3,570.92	2,869.47	135,623,240
New Jersey	1,001.25	836.27	38,964,372
Pennsylvania	4,323.01	3,610.29	169,184,691
Delaware	182.59	126.90	4,548,850
Maryland and District of Columbia	699.40	467.80	23,847,123
West Virginia	361.50	361.50	22,126,393
Kentucky	898.40	564.20	20,877,180
Ohio	3,954.38	3,389.65	121,147,588
Michigan	1,614.50	874.22	36,130,367
Indiana	2,482.50	2,199.40	71,318,673
Illinois	3,600.70	3,119.40	117,375,523
Wisconsin	1,449.70	1,045.20	41,880,302
Minnesota	1,584.00	161.00	7,700,000
Iowa	2,037.10	804.80	27,715,052
Missouri	1,412.39	925.75	51,187,275
Kansas	360.00	40.00	1,400,000
California	628.98	147.30	7,870,000
Oregon	19.50	19.50	500,000
Total in Loyal States	34,310.62	25,372.25	$1,050,356,496
Railroads in Rebel States.			
Virginia	2,054.48	1,378.70	$45,146,843
North Carolina	1,352.42	977.30	19,308,018
South Carolina	1,072.93	988.93	22,423,690
Georgia	1,635.23	1,421.22	29,169,518
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	891.16	21,351,102
Mississippi	1,072.12	867.12	24,112,507
Tennessee	1,392.49	1,317.78	33,977,478
Arkansas	701.33	38.50	2,800,000
Louisiana	838.00	335.75	13,627,664
Texas	2,787.00	451.50	16,509,772
Total in Rebel States	14,927.20	9,069.46	$237,054,587
Grand Total	49,237.82	34,441.71	$1,287,310,993

PROGRESS OF RAILROADS.

A Table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.	Years.	Miles.
1826	3	1836	1,102	1846	4,870	1856	19,251
1827	3	1837	1,421	1847	5,336	1857	22,625
1828	3	1838	1,843	1848	5,682	1858	25,090
1829	28	1839	1,920	1849	6,350	1859	26,755
1830	41	1840	2,197	1850	7,475	1860	28,771
1831	54	1841	3,319	1851	8,589	1861	30,593
1832	131	1842	3,877	1852	11,027	1862	31,769
1833	576	1843	4,174	1853	13,497	1863	32,471
1834	762	1844	4,311	1854	15,672	1864	33,560
1835	918	1845	4,522	1855	17,398	1865	34,442

☞ The total mileage of City Passenger Railroads is about 680 miles, with about 1000 miles of track. Including these, the aggregate length of railroad in the United States is upwards of 35,000 miles, or one mile to every 1,000 inhabitants.

PETROLEUM COMPANIES.

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Acme.....Pbg.	10,000	20	....
Adamantine..Phila.	50,000	10	2.00
Ætna..... "	50,000	10	2.00
Alcorn..... "	50,000	10	....
Allegewi..... "	100,000	10	....
Alleghany & P. "	50,000	10	10.00
Alleghany River "	75,000	1	....
Allegh'y & W.B. "	50,000	5	1.00
American..... "	50,000	10	....
American O.& M.N. Y.	50,000	10	3.00
American P.... "	5,000	100	....
Artesian.....Phila.	25,000	10	2.50
Astor B. Spring.N. Y.	100,000	20	....
Atlantic..... "	30,000	10	....
Atlas.....Phila.	200,000	5	2.50
Baltimore Co.....	20,000	5	....
Banner.....Pbg.	65,000	2	....
Beacon.....Phila.	50,000	10	1.00
Beekman.....N. Y.	100,000	10	....
Bergen C. and O. "	200,000	10	....
Big Tank.....Phila.	100,000	5	1.00
Bleakley..... "	50,000	10	2.00
Blood Farm....N. Y.	50,000	100	....
Brevoort..... "	.....	...	....
Briggs.....Phila.	50,000	10	2.00
Brilliant..... "	250,000	10	....
Brilliant.....Pbg.	50,000	50	....
Bruner O. & M.·Phila.	100,000	5	1.00
Buchanan Farm.N. Y.	400,000	10	...
Buchanan O. & R. "	40,000	5	....
Bull Creek....Phila.	100,000	10	10.00
Burning Spring. "	100,000	10	....
Big Whitley C. "	100,000	5	....
Black Diamond "	50,000	10	....
Brandon Island "	100,000	5	....
Buchanan Roy. "	40,000	10	....
Bullion Creek.. "	200,000	2½	....
B. S. & R. F... "	40,000	10	....
Central B. Spring N.Y.	100,000	3	....
Caldwell.....Phila.	200,000	10	....
Central..... "	50,000	100	....
Central C. & O. "	20,000	10	....
Cherry Run.... "	20,000	10	....
Cherry Run....N. Y.	10,000	10	....
Cherry Run C....Pbg.	50,000	5	....
Cherry Run P... "	50,000	2	2.00
Clemons.....Phila.	75,000	5	1.00
Cleveland C. V.....	20,000	10	....
Clifton.....N. Y.	50,000	10	....
Clinton..... "	50,000	10	....
Columbia.....Pbg.	50,000	50	....
Commercial....Phila.	50,000	10	....
Commercial....N. Y.	50,000	100	....
Commonwealth. "	100,000	10	....
Consolidated... "	100,000	10	....
Consolidated..Phila.	60,000	10	....
Continental.... "	50,000	10	1.11
Cornplanter... "	100,000	10	3.75
Cow C. & S. R. "	100,000	5	....
Culbertson's Run.Pbg.	30,000	5	....
Curtin.....Phila.	50,000	10	0.92
Cherry Run & A. "	100,000	5	....
Clark O. & M.. "	100,000	5	....
Colf Creek.... "	100,000	10	....
Commonwealth. "	80,000	2½	....
Cotter Farm... "	200,000	5	....
Crescent City.. "	100,000	5	....
Dalzell..... "	200,000	10	3.50
Dark Hollow.. "	50,000	10	....
Decatur..... "	40,000	10	2.00
Densmore..... "	50,000	10	5.00
Diamond..... "	50,000	10	....
Duck Creek.....Pbg.	.....	..	....
Duquesne..... "	100,000	5	....
Duffield Lub..Phila.	100,000	10	2.00
Dunkard..... "	100,000	5	1.00
Davenport.... "	50,000	10	....
Dawson Run... "	100,000	10	....
Deer Creek.... "	50,000	10	....
Donaldson..... "	100,000	5	....
Drake Petro... "	100,000	10	....
Dutchman Run.N. Y.	100,000	8	....
Dunkard Creek.Phila.	100,000	10	....
Eagle Rock.... "	50,000	10	3.33
East Oil Creek. "	100,000	5	....
Egbert..... "	100,000	5	3.00
El Dorado..... "	200,000	5	2.00
Empire & O. C.. "	50,000	10	....
Enterprize.....N. Y.	10,000	10	....
Eureka.....Phila.	50,000	10	1.50
Eureka, W. Va. "	100,000	10	....
Excelsior..... "	100,000	5	1.00
East Brook... "	100,000	5	....
Excelsior.....N. Y.	100,000	5	....
Farel.....Phila.	50,000	10	2.50
Fayette.....Pbg.	.....	...	....
Federal..... "	60,000	8	....
Feeder Dam..Phila.	.....	...	....
Fleming & B. F. "	25,000	4	4.00
Fleming & B. F.·Pbg.	25,000	4	4.00
Florence.....Phila.	25,000	10	2.00
Flowing.....N. Y.	1,000	50	....
Fountain..... "	50,000	10	2.00
Franklin Lub..Phila.	50,000	10	2.00
Franklin & O. C. "	100,000	1	1.00
French Creek L. "	30,000	15	10.00
Forest Shade.. "	200,000	5	....
Fountain..... "	100,000	10	....
Fuller Farm..Boston	25,000	10	....
Germania.....Pbg.	100,000	2	....
Germania.....N. Y.	600,000	5	....
Gilfillan.....Phila.	62,500	8	....
Girard..... "	10,000	10	5.00
Globe..... "	30,000	10	2.00
Great Basin...Phila.	70,000	5	....
Great Eastern.. "	300,000	10	....
Great Western·Phila.	50,000	10	2.50
Great Western C.N.Y.	50,000	10	....
Green Hill....Phila.	50,000	10	1.00
Grant..... "	100,000	3	....
Greenland..... "	50,000	10	....
Hammond.....N. Y.	20,000	25	....
Hickory Farm.. "	100,000	5	5.00
Highgate..... "	300,000	5	....
Hibberd.....Phila.	100,000	5	2.50
Hoge Island L.O. "	25,000	10	1.00
Holland P..... "	50,000	10	2.00
Home.....N. Y.	50,000	100	....
Hoover.....Phila.	50,000	10	2.00
Hope.....Pbg.	50,000	2	....
Hope Farm....Phila.	.....	10	....
Horse Creek..Phila.	10,000	50	6.00
Horse Neck.....Pbg.	10,000	5	....
Hosmer.....Phila.	50,000	10	2.50
Howe's Eddy.. "	50,000	10	....
Hughes River.. "	30,000	10	....
Hyde Farm.... "	100,000	10	5.00
Hardwick..... "	40,000	25	....
Harrison..... "	100,000	5	....
Hendrick..... "	50,000	10	....
Henry Comb P. "	100,000	10	....
Hoover & M.... "	50,000	10	....
Humboldt..... "	100,000	5	....
Huston..... "	150,000	5	....
Imperial..... "	30,000	10	5.00
Indian.....N. Y.	10,000	10	....
Indian Spring.. "	60,000	5	....
Indiana..... "	100,000	10	....
Iron City.....Pbg.	30,000	5	....
Island.....N. Y.	50,000	10	....
Inexha'stible P. "	500,000	5	....
Irwin.....Phila.	50,000	10	3.00
Junction..... "	50,000	10	2.25
Jennings..... "	80,000	5	....
Kanawha Valley "	30,000	10	5.00
Kanawha.....N. Y.	50,000	10	....
Kanawha.....Pbg.	.....	...	....
Keystone.....Phila.	50,000	10	2.50
Kinkhead..... "	100,000	5	....
Krotzer..... "	100,000	5	....
Knickerbocker P.N.Y.	100,000	10	....
Knicker. P. of.. "	100,000	10	....
Lamb. O. & Mfg.Phila.	25,000	5	2.00
Lancaster..... "	50,000	10	....
Linden.....Pbg.	40,000	5	....
Lebanon..... "	100,000	5	....
Little Toby Run "	50,000	10	....
Logan..... "	100,000	5	....
Lower McE. F..N. Y.	200,000	...	....
McClintockville Phila.	200,000	10	2.15
McC. F. & C. T.·N. Y.	10,000	100	....
McClintock & C. "	5,000	100	....
McCor. & McK.·Phila.	100,000	10	2.00
McElrath..... "	50,000	10	....
McElheny..... "	100,000	10	4.00
McKinley.....N. Y.	25,000	10	....
Maguire.....Phila.	50,000	10	....
Manhattan....N. Y.	250,000	2	....
Maple Farm...Phila.	100,000	5	....
Maple Shade.. "	50,000	10	6.67
Maple Shade of·N. Y.	50,000	10	....
Marietta..... "	100,000	10	....
Mecca Lub..Boston.	30,000	100	....
Merchants'.....Pbg.	100,000	½	....
Merchants'....Phila.	70,000	5	....
Metropolitan.. "	.....	10	....
Michigan Central N.Y.	50,000	10	....
Middlesex Valley "	50,000	10	....
Middle Walnut.Phila.	50,000	10	1.00
Miller..... "	60,000	5	1.00
Miller Farm...N. Y.	60,000	5	....
Mineral.....Phila.	50,000	10	2.50
Mingo..... "	100,000	10	6.67
Montgomery... "	80,000	5	1.00
McClintock R.. "	100,000	10	....
McCormack's F. "	100,000	5	....
Maple & S. C.. "	200,000	10	....
Marion..... "	100,000	5	....
Mercantile.... "	80,000	5	....
Millward..... "	125,000	8	....
Mount Farm... "	100,000	10	....
Mullingar..... "	100,000	5	....
Mutual..... "	125,000	2	....
Mass. & O. C.·Boston.	100,000	5	....
National.....Phila.	40,000	10	5.00
National.....N. Y.	40,000	5	....
National.....Pbg.	.....	...	....
New Dominion·Phila.	100,000	5	2.50
N. Y. & Allegh'y.N. Y.	50,000	5	....
N. Y. & Liverpool. "	100,000	10	....
N. Y. & Oil Creek "	100,000	5	....
N. Y. and Penn.. "	100,000	10	....
N.Y. & W. Virgi'ia "	50,000	10	....
Noble & Dela..Phila.	50,000	10	10.00
N. Y. & Boston. "	100,000	5	....
N. Y. & Phila.. "	300,000	5	....
Niagara..... "	100,000	10	....
New England.Boston.	90,000	5	....
Noble & Dela...N. Y.	100,000	10	3.00
Noble & D. R. O. "	100,000	3	....
Noble Well.... "	40,000	25	....
Nonpareil.....Pbg.	.....	...	....
North American. "	125,000	10	10.00
Northern Light·N. Y.	20,000	50	....
Oak Ball.....Phila.	100,000	5	2.50
Ocean.....N. Y.	15,000	100	....
Oceanic.....N. Y.	200,000	10	....
Ohio..... "	100,000	10	....
Ohio Petroleum Phila.	100,000	5	....
Ohio River.....N. Y.	100,000	5	....
Ohio Valley....Pbg.	60,000	15	....
Oil Basin P....Phila.	50,000	10	10.00
Oil Burning Sp. "	100,000	10	5.00
Oil City & Pbg..Pbg.	30,000	3	....
Oil City.....N. Y.	50,000	10	....
Oil Creek..... "	50,000	20	....
Oil Creek Petro·Phila.	50,000	10	5.00
Oil Spring & R.·Phila.	100,000	10	2.00
Oil Valley Petro. "	37,500	10	2.00
Olmstead..... "	50,000	10	4.00
Organic..... "	50,000	10	1.00
Ormsby Petro.. "	50,000	10	3.00
Oil City Refin'g "	100,000	5	....
Oil Creek & C.R. "	100,000	3	....
Oil Run..... "	1,000,000	2	....
Old Dominion.. "	100,000	5	....
Pannebacker...N. Y.	50,000	4	....
Parker Petro..Phila.	50,000	10	4.00
Pearson Petro.·Phila.	100,000	5	2.00
Penn. Petro.... "	50,000	10	3.00
Penn. Central.. "	20,000	10	1.00
Penn. Oil Ck. P. "	50,000	10	....
People's.....Pbg.	60,000	1	....
Perry..... "	50,000	10	2.25
Petro. Center.. "	50,000	10	5.00
Philadelphia... "	10,000	25	....
Phila. & Oil Ck. "	50,000	10	2.50
Phila. & T. Is.. "	50,000	10	....
Phillips..... "	40,000	5	....
Phœnix..... "	25,000	10	....
Pit Hole..... "	50,000	10	....
Pit Hole Creek·N. Y.	40,000	25	....
Pbg. & Oil Ck..Phila.	50,000	10	3.50
Pbg. and Gt. W.·Pbg.	50,000	2	....
Pope Farm....Phila.	50,000	10	1.25
Porter..... "	50,000	10	....
Pembroke..... "	100,000	5	....
Penn Oil.....Phila.	100,000	2	....
Penn. Imperial. "	200,000	2	....
Penn. & Ohio.. "	100,000	10	....
Penn. Second.. "	100,000	2	....
Phila. & Boston "	200,000	10	....
Pheasant Valley. "	100,000	10	....
President.....N. Y.	1,000,000	5	....
Quaker City..Phila.	10,000	10	....
Rathbone & C.. "	200,000	5	1.75
Reinhard..... "	50,000	5	2.50
Reliance..... "	50,000	10	....
Revenue..... "	50,000	5	3.00
Revenue.....N. Y.	50,000	5	....
River.....Phila.	50,000	10	3.00
Roberts Oil & M. "	50,000	10	3.00
Rock..... "	50,000	10	3.60
Rockland..... "	50,000	10	2.00
Ross..... "	100,000	1	1.00
Rathbone P.... "	100,000	5	....
Royal P..... "	200,000	2½	....
Russell Farm.. "	50,000	5	....
Ross.....Pbg.	100,000	1	....
Rynd Farm....N. Y.	200,000	10	....
Sage Run.....Phila.	80,000	5	2.50
St. Nicholas.... "	50,000	2½	2.50
Sandy River...N. Y.	200,000	100	5.00
Schuylkill & O. C.Phil.	50,000	10	....
Seneca..... "	25,000	20	....
Sherman.....Phila.	100,000	10	....
Shreve Farm...N. Y.	100,000	5	....
South Western·Phila.	200,000	10	....
Star.....Phila.	200,000	10	1.00
Sterling.....N. Y.	120,000	5	....
Story.....Pbg.	5,000	5	....
Story Centre..Phila.	50,000	10	....
Story Farm.... "	200,000	5	2.50
Story & McC....N.Y.	50,000	10	....
Success..... "	10,000	10	....
Sugar Creek...Phila.	50,000	10	....
Sugar Dale..... "	50,000	2	2.00
Sutley Lubric'g. "	50,000	10	....
Sadorus & O. C. "	125,000	12	....
Sterling..... "	250,000	5	....
Sunbury..... "	100,000	5	....
Superior..... "	50,000	5	....
Sun.....N. Y.	100,000	2	....
Tack..... "	100,000	5	3.00
Tarr Farm....Phila.	50,000	5	5.00
Tarr Farm H.. "	200,000	50	5.00
Tarr Farm....N. Y.	30,000	100	....
Terragenta..... "	100,000	5	....
Tidioute and A.·Phila.	50,000	10	2.00
Tionesta..... "	70,000	5	....
Tipton..... "	50,000	10	....
Titus.....N. Y.	63,000	10	....
Union.....Phila.	100,000	55	....
Upper Island.. "	50,000	5	....
Union.....N. Y.	12,500	10	....
United States.. "	50,000	10	....
United States..Phila.	50,000	10	....
Upper Econ'y P. "	50,000	10	....
Van Buren.... "	25,000	20	2.50
Vanec Stewart. "	60,000	5	3.00
Venango..... "	25,000	20	1.00
Van Etten..... "	50,000	10	....
Virginia Nat'n'l "	500,000	1	....
Volcanic..... "	100,000	10	....
Venango Central.Pbg.	75,000	1	....
Venango.....N. Y.	40,000	10	....
Vesta P. & R.. "	5,000	100	....
Virginia..... "	50,000	10	....
Virginia & Ohio "	100,000	10	5.00
Wallace.....Phila.	15,000	10	....
Walnut Bend...N. Y.	20,000	10	5.00
Washington... "	25,000	20	2.00
Watson Petro.. "	50,000	10	3.00
Westmoreland P.·Pbg.	60,000	10	....
West Virginia.·Phila.	20,000	10	2.50
West Virginia...Pbg.	20,000	1	....
Wilkens Farm·Phila.	50,000	5	....
William Penn.. "	100,000	2½	2.50
Wash. & W. B.. "	100,000	5	....
Western..... "	80,000	5	....
Western Ridge. "	200,000	5	....
W. V. & Ohio.. "	100,000	5	....
White Hill.... "	50,000	10	....
Willow Glen... "	60,000	5	....
Winslow..... "	200,000	5	....
Witherup P.... "	250,000	5	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,428	81,453	103,635	94,928	107,758	73,751	64,937	938,64[illegible]
1861	81,531	75,621	78,361	65,258	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,256	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	55,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	295,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,463	82,895	139,049	134,560	145,830	92,873	75,457	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	123,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	205,866	195,103	271,141	331,494	312,049	319,816	------	----------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,226	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	43,661	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,668
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,077
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,386	153,622	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	56,085	50,386	66,573	84,500	94,406	82,467	82,400	834,429
1861	65,239	76,918	85,693	90,334	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,263	935,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,829	165,780	121,273	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	184,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	182,110	183,649	184,614	------	----------
Erie:													
1859	304,708	319,583	372,296	380,343	349,953	330,657	361,819	359,114	455,235	485,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,443	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	410,663	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	661,225	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,206	963,859	8,400,334
1863	845,605	859,949	956,445	948,059	848,783	770,145	731,245	687,092	810,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,062,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,294,908	------	----------
Galena and Chicago													
1860	60,552	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	262,108	142,655	84,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,359	200,276	221,326	172,760	122,309	1,720,399
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	159,580	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,441	125,305	155,164	166,978	170,157	157,443	222,053	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	146,283	2,023,587
1862	307,380	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,560	3,726,140
1864	501,231	472,240	366,626	278,540	281,759	253,019	273,726	306,595	361,600	340,900	------	------	----------
Illinois Central:													
1859	132,936	154,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,302	250,742	192,222	2,126,006
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	290,862	284,020	243,249	224,401	2,899,612
1862	190,130	226,617	181,084	191,648	206,246	209,282	261,070	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	476,576	496,433	457,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,467	414,781	497,223	404,197	595,434	767,368	664,299	617,711	------	----------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,608	29,384	37,271	56,687	46,452	81,329	65,257	48,544	512,218
1863	38,203	53,778	60,540	64,206	35,326	40,706	55,704	52,864	77,112	85,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,059	89 533	94,376	96,062	90,576	97,047	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,052	48,797	37,429	60,229	139,761	163,615	90,900	44,806	799,841
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	82,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	86,177	106,967	111,260	71,587	69,352	166,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,125	88,222	140,417	186,747	212,220	159,547	113,398	168,218	178,526	157,089	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,858	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	190,455	152,172	1,754,819
1860	161,467	119,853	166,454	170,842	175,481	134,688	127,273	196,821	238,851	273,722	203,492	134,972	2,068,996
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	215,000	276,181	231,285	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	161,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,893
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,043	3,302,541
1864	256,600	304,445	333,053	327,206	264,818	311,717	279,129	355,264	398,330	404,051	444,523	------	----------
Michigan Central:													
1859	101,386	102,959	151,964	143,143	127,145	119,770	106,263	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,846	307,333	242,089	260,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,966	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	208,221	193,328	215,449	308,198	376,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	496,510	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,990	743,590	709,671	637,702	520,286	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	720,736	623,047	7,164,622
1861	489,065	430,795	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,998,753
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,062,766	9,683,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,331	936,587	1,059,026	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,203,764	1,169,142	------	----------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,229	91,190	100,118	97,218	97,857	85,785	94,554	1,102,923
1860	97,016	95,566	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,366	97,858	91,111	90,671	1,110,085
1862	100,604	96,659	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,716	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,893	114,090	125,817	124,615	129,121	119,854	131,304	1,472,966
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	304,622	283,646	283,619	245,977	2,755,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,300	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,368	234,456	276,209	291,763	278,219	2,905,835
1862	192,216	217,161	244,423	258,674	280,996	254,285	288,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	385,686	361,854	396,771	429,929	505,517	464,809	451,894	574,485	714,902	815,902	746,955	526,000	6,324,695
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,088	252,071	202,790	301,968	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,783	407,077	463,509	506,814	466,300	487,642	5,132,584
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,880	743,751	------	----------
St. Louis, Alton and Terre Haute:													
1862	74 252	83,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,578	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,968	------	----------
Toledo and Wabash:													
1860	43,518	42,004	64,414	73,079	67,946	67,428	84,579	122,785	106,100	125,027	77,599	51,296	926 725
1861	59,639	47,043	62,551	76,274	79,278	80,074	95,464	138,722	142,537	162,858	127,086	92,574	1,172,100
1862	82,285	47,142	66,006	83,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,628	1,408 147
1863	86,221	91,971	103,056	132,111	154,272	152,585	105,554	116,379	129,595	151,052	134,563	111,330	1,489,798
1864	79,735	95,842	132,806	123,987	127,000	166,338	139,626	244,114	243,940	221,569	220,208	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	563,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1863	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1885.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108½
" " " 1850.	700,000	6	Jan. & July.	"	1880	108½
" " " 1855.	1,123,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	428,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ¼ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,003	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	708,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $500,000	790,600	6	"	"	1870	106½
" " $375,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1880	100
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3163,.000	6	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1883	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18..	
2d " "		8	" "	" "	18..	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	97
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1886	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1863	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244.200	7	March & Sept.	" "	1864	110
3d Mortgage	658,200	8	" "	" "	1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1860	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'61-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123.500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,505,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,510,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1856	
2d Mortgage (convertible)	750,000	10	" "	" "	1853	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	198,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1908	166
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1853	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	110
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----------	------	115
Income	20,800	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	*1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1875	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	280,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1875	100½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	902,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	255,500	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	105,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,829	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,000	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1885	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1890	----
1st Mortgage	1,800,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	121
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	121
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	105
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1937	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	56
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,085	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1864	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,686,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1892	----
New York Central:						
Premium (S. F.) Bonds	6,917,595	6	May & Nov.	New York.	1883	105
D'bts of former Co's outst'ding	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,395,000	7	Feb. & Aug	" "	1876	117½
Exchanged St'ks (S. F.) B'ds	661,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	634,000	7	Feb. & Aug.	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103
New York and Erie:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	104
5th Mortgage	1,738,500	7	June & Dec	" "	1888	104
Buffalo Branch	200,000	7	Jan. & July	----------	1891	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	105½
2d Mortgage	1,000,000	7	Feb. & Aug	"	1864	100
3d Mortgage	980,500	7	Jan. & July	----------	1867	101
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1885	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90½
2d Mortgage	3,077,000	7†	" "	" "	1861	29
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	78
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	288,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	67
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1884	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,800	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	6	" "	"	1880	103
" 1849, "	2,960,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1856	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1859	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1908	68½
2d Mortgage	937,500	7	" "	"	1863	27½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	155,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1876	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1860	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Interest Bonds	151,880	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	205,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----	----	1866	----
Company's endorsed by State.	150,000	6	----	----	1870	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.0	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	429.2	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	28,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
8 Nov. '58	58.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	55,939	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	382,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,410	154,837	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,850,000	927,000	—	4,280,509	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.0	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	28,084	1,460,193	62.0	129,574	265,387	13,988	8	.....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	736,538	750,000	156.429	1,644,967	62.0	172,124	212,583	—	—	117½
30 Nov. '63	5.48	5.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,263,942	—	—	156,663	78,631	5½	.....
31 Dec. '63	66.0	—	5.0	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,245	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	55.0	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	158.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	85.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr, '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,890,175	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	525,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 616	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	501	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	128.0	—	....	—	52	34	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832 843	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	2½	92½
30 Apr. '64	240.0	996.9	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	118½
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083.054	448,503	—	35½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000.000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	103
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,035	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	23	504	Great Western	4039,561	*	—	1,648,561	2,350,000	—	4,214,3[illegible]	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,220	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	126½
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	35	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	50
								INDIANA.													
— — —	103.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	103.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	988,061	1,219.100	51,772	2,283,748	109.0	.....	249.867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15.900	2,102.761	109.0	.....	442.893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,045	25,669	1,689,900	1,362,284	140.699	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,388	84.0	355,887	598,092	350.525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,324	1,015,907	621,000	—	2,175,226	108.0	312,559	527.863	268,156	—	.....
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	—	1,538,768	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000.000	288.0	.....	645.827	371.40	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,502	774,618	307,527	13	159½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	98.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	369,084	.....	86 0	7 mo's.	85.239	46,771	—	.....
31 Dec. '63	100.0	—	....	289.0	10	7	189	Dubuque and Sioux City	3,280,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	270.197	155,889	—	.....
1 Jun. '58	53.5	—	....	191.5	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,576	82,496	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	423,408	227,524	—	.....
30 Jun. '63	29.0	—	....	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,683	99,520	53,355	4	80
30 Jun. '63	65.1	—	....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663.713	65.1		292,909	120,069	3	95
30 Jun. '64	155.0	83.0	16.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,090	1,603,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	566,000	389,297	4,554,220	80.0	180,204	481,922	223,640	—	.....
31 Mar. '61	200.0	—	....	205.0	45	37	813	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	52.7	—	....	155.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.282,015	248,960	108.434	1,710,819	52.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	198.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,898	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,226	6,3[illegible]5,906	7,744,989	—	15,066,822	329.3	1,558,277	3,417,1[illegible]	1,697,060	12	116
31 Mar. '64	346.0	281.0	....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,668,568	10,120,400	8,287,258	—	18 407,685	627.0	2,171,477	3,384,294	1,630,777	—	71½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	238.0	—	—	—	25	22	326	*Mississippi Central*	4,066,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	52.2	—	60.4	—	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	280,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	30
31 Dec. '62	288.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,450,207	4,350,000	—	.....	168.8	.....	.....	444,460	182,995	—	.....
31 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	190.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,012	20,456,420	195.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]785	116,883	—	71,513	4,500,000	—	.....	114.0	98,871	241,482	128,886	—	.....
30 Sep. '62	80.5	3.6	8.2	—	16	13	219	*St. Louis and Iro Mountain*	[illegible]	344,162	—	1,271,127	3,501,000	57,961	5,996,277	90.1	23[illegible],681	253,285	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	—	151,833	444,638	205,584	787,351	38.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tr.	.....	—	45
30 Sep. '61	63.0	9.5	5.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	251	Maine Central	4,211,878	*	21,925	1,050,000	3,068,491	139,952	4,259,302	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,858	188,121	6	107
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	—	—	169,200	556,000	.....	.....	37.0	.....	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	12,118,902	10,781,533	656,070	31,241,011	286.8	.....	3,922,203	2,305,786	6	109½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,660,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,580	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	601,395	2,260,000	4,850,000	—	10,846,232	261.0	1,012,096	2,307,448	620,581	—	53½
								MASSACHUSETTS.													
30 Nov. '63	20.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,245	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,715	167,051	6	108
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	495,900	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	126
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	297,729	8	142
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	485,357	9	138
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,686	121,000	—	1,067,722	47.1	77,036	130,058	69,191	6½	78
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	47.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	50,500	4,894,100	89.0	477,753	812,556	390,594	6	105½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	359,758	732,282	328,043	8	121
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,278	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,654	—	600,000	—	—	704,336	71.0	167,184	223,794	59,077	8	128
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	26.7	41,995	164,207	54,797	8	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,8+3	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,180	416,000	339,915	3,771,015	102.1	438,407	722,068	411,544	7	123
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,812	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	331,470	82,543	—	243,305	226,900	1,886	471,592	—	.....	17,520	17,252	14	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '62	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	42
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	149
30 Nov. '63	45.7	—	9.8	—	10	12	146	Worcester & Nashua (par $34)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	186,647	281,024	132,153	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	16	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.5	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	41.3	.....	470,078	125,286	7	65
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	115
31 Mar. '63	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	695,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,063,400	*	—	3,068,400	220,700	59,114	3,248,214	52.0	.....	366,846	153,718	4	95
30 Apr. '63	24.7	—	2.2	—	5	2	80	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	84,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,099,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	33.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,723,548	10	149½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,160	2,000,000	—	7,708,890	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,800	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	185
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,227	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2 450.417	*	—	1,203,558	1,250,000	143,698	2,597,161	—	(2 mos.	10,588	34,242	—	85
31 Dec. '62	24.7	—	.....	—	.....	.....	—	Warren	1,907,750	—	—	1,397,750	600,000	—	1,907.750	24.0	.....	235,589	154 908	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,586	212,600	31,743	821,984	—	82,956	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	25.0	—	1.0	105.0	3	6	35	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,858	1,257,037	—	.....	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '62	68.3	—	14.5	—	52	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	685,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,106,200	19,961,000	—	42,841,569	807.0	5,858 687	10.469.481	3,511,414	7½	83
30 Sep. '63	144.0	—	123 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,715	1,844,287	7	112½
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.8	242,062	360,431	62,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,616,077	712,945	24,386,000	13,211,541	—	42,275,900	654.9	5,990,208	12,987,890	3,506,745	9	117
30 Sep. '63	139.7	2.1	31 1	—	82	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,500	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,863	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,390	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	8	13	51	Oswego and Syracuse	704,284	119,096	—	396,340	294,000	22,667	823,480	38.1	70,855	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 854	58.2	151,198	335,625	117,460	7½	—
30 Sep. '63	189.6	48.5	18.2	—	2	27	348	Rome, Watertn & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	885,888	585,201	279,210	6½	106
30 Sep. '63	40.9	8.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110.055	187,551	61,355	—	—
30 Sep. '63	13.0	—	0.5	—	2	6	6	Staten Island	231,120	34,278	—	72,386	200,000	66,900	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	151,908	—	—
30 Sep. '63	34.9	—	8.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	123,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,601	94.9	.....	103,963	33,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,255,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	—
— — '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	192	Wilmington and Manchester	2,632,757	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	409 455	219,688	—	—
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78 927	—	—
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,018,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	663,028	857,701	350,271	—	14
31 Mar. '64	60.2	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,091	10	123
31 May, '54	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.5	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,237,513	191.2	1,012,130	2 151,943	1,216,257	11	130
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,337	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,564,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	25	—
30 Nov. '63	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,834,000	*	—	3,832,712	4,324,905	94,329	8,251,946	203.5	.....	1,436,317	552,500	—	99
31 May '64	109.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,948	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,282	1,691,286	823,714	8	100
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	3	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.1	—	11.9	—	12	48	206	Columbus and Xenia	1,423,230	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,672	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,289	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	25	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,460,000	—	5,096,520	138.0	1,002,647	1,943,778	791,362	10	140
30 Jun. '65	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,279,564	373,487	53,085	11,184,820	226.6	445,167	620,025	299,830	—	.....
30 Apr. '65	192.8	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	119.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	163.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	598,400	102,865	3,260 887	1,496,728	11,190	5,139,602	205.9	383,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & Newk	2,335,156	*	—	362,671	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec '60	242.4	—	.....	—	47	19	928	Toledo & Wabash	9,996,330	*	25,000	3,814,776	6,551,550	38,272	10,152,032	250.0	1,379,940	1,429,798	640,921	—	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,508	3,855,000		5,634,039	100.0		360,215	171,280		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	683,219	342,661	22½	75
30 Sep. '63	85.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	148.0	828,613	398,567	11,465	—	16
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,181,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,143	9	227
31 Oct. '63	35.8	1.1	5.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.9	161,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northn. Cen.		196,907	324,790	110,36-	—	—	31
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	56.0	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	276,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	18	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,933	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	82.0	—	29	12	1,209	Lehigh Valley	3,622,008	880,222		2,297,250	1,465,000	59,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81
31 Oct. '63	28.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,046,100	960,000	62,227	3,068,327	(Phila. & Reading			R. R.)	7	44
31 Oct. '63	24.5	104.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	—	—	4,132,935	130.0	519,162	363,367	99 991	8	57½
30 Nov. '63	55.6	13.2	10.5	—	17	27	615	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	66.8	276 990	511,366	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,430,250	16,949,124	—	39,245,668	356 9	5,211,202	1,891,413	5,111,413	—	64½
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,131.079	235,439	—	1,267.200	406,000	—	1,673,200	24.0	244,428	552,459	179,865	9	58
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	168,486	7½	28½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	19,667,328	—	26,613,528	403 0	2,721,689	6,252,992	3,706,900	7	58½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	693,882	—	—	999,200	250,000	—	1,249,200	28.2	187,074	644,050	353,648	10	149½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,774,600	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,540 248	1,602,119	10	69
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,273	1,500,000	82,530	3,665,329	72.0	209,746	215,687	106,856	9	12
31 Dec. '63	468.2	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,236,173	—	19,932,741	468.8	3,472,914	5,132,934	2,106,623	—	101
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791,597	Lease'd to Northn. Cen.		40,476	144,728	89.112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,93:	106,553	—	367,300	396,500	66,206	832,009	29.6	75,358	126,683	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,188	8½	129
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	423,943	13,299	—	407,417	8,500	—	.....	15.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	64.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	161,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	100.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,832	.....	.....	.....	.....	1,499,636	701,947	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,429	68,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,857,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,302,000	390,407	.....	130.3	160,142	297,806	149,187	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	120,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554.949	519,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	3	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,869	.....	47.4	64,178	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	156.0	.....	734,118	387,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	980,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	.....	134.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,580	.....	50.0	51,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,509	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842.741	*	—	1,650,000	800,000	.....	3,056,338	90.7	139,877	308,850	167,430	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,688	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,056	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.6	836,269	941 045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper	r. by Vt.	Central	.....	8	107
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	703,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.6	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	332,000	700,000	.....	.....	oper	r.h.Troy	& Bost.	52,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	158,302	41,561	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	64,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	69.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,003,855	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.5	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,956	—	1,265,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,520	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,961,197	1,200,000	75 906	6,753,655	143.2	224,014	560,934	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,578	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,285	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	585,750	204,808	23,853	.....	42.5	1,056,064	163,753	79,585	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.6	27	19	228	Virginia Central	4,962,753	541,197	23,545	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	654,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	671,968	10,233,271	214.9	450,193	740,489	247,967	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,262	7,978,841	234.4	.....	1,163,784	414,741	—	49
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	8,802,016	*	—	2,705,720	1,417,000	1,088,328	5,692,471	142.3	468,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	286,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,858	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,953,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,610	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	126,000	1,799,282	60 0	.....	132,256	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	12	120	Panama	5,000,000	*	616,655	5,000,000	3,375,000	—	19,792,723	48.7	.....	2,027,428	1,286 924	13	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	5	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,925	7	—	58½
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	70½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & Williamsport (preferred)	500,000	--	—	50½
Erie (preferred)	8,535,700	7	7	100
Hannibal & St. Joseph (preferred)	5,253,866	7	3	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,168	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	103
2d Mortgage	294,760	6	-------	-------	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	22½
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	38½
Delaware and Hudson	100	7,500,000	10	210
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	39
Susquehanna and Tide Water	50	2,048,260	—	15
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	61 —	@ 64 —
Pig, American, No. 1		— —	@ 58 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		180 —	@195 —
Bar, English, common		165 —	@180 —
Band, English		225 —	@ — —
Horse Shoe		220 —	@ — —
Rods, English		260 —	@270 —
Hoop, English		230 —	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 30	@ — 33
Sheet, English, Single, Double and Treble		— 10	@ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 31 @ — 38½
English Spring (1st & 2d qlty.)		— 19 @ — 22
English Blister (1st & 2d qlty.)		— 21 @ — 32
English Machinery		— 20 @ — 24½
American, Blister		— 16 @ — 20
American, Cast, Hammered		— 30 @ — 34
American, Cast, Rolled		— 19 @ — 23
American Spring		— 15 @ — 20
German		— 22 @ — 24
Milan (in bond)		— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @ — 65
Sheathing, &c. Old (cash)		— — @ — —
Sheathing, Yellow		— — @ — 50
Pig, Chile		— — @ — —
Bolts		— — @ — 65
Braziers'		— — @ — 65
American Ingot (cash)		— 49 @ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	15 50 @ 16 —
Spanish		— — @ 15 —
German Refined		— — @ 15 —
English		— — @ 15 —
Bar	per lb.	— — @ — 18
Pipe and Sheet		— — @ — 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— — @ — 72
Straits		— 61 @ — —
English		— — @ — 59
Plates, Charcoal I. C	per box	20 50 @ 21 50
Plates, I. C. Coke		— 17 @ — 19 —
Terne, Coke		14 50 @ 15 50
Terne, Charcoal		— 18 @ — 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash)	per 100 lb.	8 50 @ 9 —
Clinch (cash)		— 10 @ 10 50
Horse Shoe, Forged (cash)	per lb.	— 40 @ — 45
Wrought, English (cash)		— — @ — 70
Ausable Horse, Norway Iron, Forged		— — @ — 50
Zinc Nails (6 mos.)		— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 20 @ 1 25
Para, Coarse and Medium		— — @ — —
Carthagena, &c		— 72 @ — 75
Guayaquil		— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	—	51½ @ — 52½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	—	93 @ — 94
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	—	73½ @ — 74
Naptha, Refined, (60@63 gravity)	—	53 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th 29.	F. 20.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
American Coal Co.	83½	----	----	84	84	
At. & Gt. W. (O) 1st m't.	97	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	36	35½	----	35½	35½	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	117½	117½	----	118	----	
" " " 8 p.c.	120	----	----	----	----	
Chic. & Northwest'n.	41½	40½	38½	39½	40½	
" " pref.	72	77	69½	70½	71½	
" " 1st M.	----	----	97	97	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	107	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	105½	108½	103½	104½	103½	
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	180	----	180	
Clev. and Pitteburg	98½	96	96	99½	101	
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	80	----	----	----	----	
Clev. and Toledo	107½	109	109	----	----	
" " S. F. 7 p.c.	----	108	----	----	----	
Cumberland Coal, pref.	47	44½	43	46½	47½	
Del. & Hudson Canal	212	----	212½	215	210	
Del., Lack. & West.	----	----	----	----	----	
" " 1 M. 8 p.c. '71-6	----	----	----	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	85½	84½	84½	86	86½	
" pref.	----	----	101	100½	100½	101
" 1 M. 7 p.c. '67	----	----	104½	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	114½	114	----	110½	111	
" 4 M. 7 p.c. '80	----	----	----	----	104	
" 5 M. 7 p.c. '85	----	----	104	----	----	
Galena and Chicago	----	----	----	----	----	
" 1 M. 7 p.c. '52	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	116½	116½	116	115	114½	
" scrip	90	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	----	
" 2 M. S. F.	----	110	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	126	126	125½	126½	128	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	20	19½	19½	20	17	
Michigan Central	117	117½	117½	117½	118½	
" S. F. 8 p.c. '82	122	----	----	120	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	72	70½	71	72½	73	
" " guar'd.	142	----	----	----	----	
" " 1 M. S. F.	----	----	----	----	----	
" " 2 M.	98	----	----	----	----	
Mil. and P. du Chien	----	----	----	49½	49	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	25	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	64½	65	64½	----	65	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	67	----	68	----	69	
New York Central	115	115	114	117	119	
" " 7s, 1864	----	----	----	----	----	
" " 7s, S. F. '76	----	117½	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	----	----	----	104	102	
" " 6s, S. F. '87	104	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" " pref. "	----	----	----	----	----	
" " 1 M. 7 p.c. '78	----	----	----	----	----	
" " 2 M. 7 p.c. '64	----	----	----	----	----	
" " 3 M. 7 p.c. '87	----	----	----	----	----	
Ohio & Miss. cer.	33½	32½	33½	33½	34½	
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	310	----	292	----	300	
Panama	----	----	----	----	----	
Penn'a Coal Co.	----	----	----	----	103½	
Phila. and Reading	114½	115	115	116½	118	
Pitts. Ft. W. & Chicago	104½	103	102½	101½	102½	
" " 1M.	----	----	----	----	----	
" " 2M.	----	----	----	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	90	101½	101½	100	96½	
St. L., Alton & T. H.	----	40	----	----	----	
" " pref.	----	----	----	----	----	
" " 1M.	----	100	----	----	----	
" " 2M. pref.	----	----	----	55	55	
" " Inc. b'ds	----	----	----	78	78	
Tennessee 6s, 1890	----	80	----	----	----	
Toledo & Wabash	----	----	----	----	----	
" " Pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	----	----	----	----	
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s, coup.	101½	102	102		102	102¼
U. S. 5s, 10-40s, reg.						
U. S. 6s, 1881, reg.	111¼				111¼	
U. S. 6s, 1881, cou.	116¼	117	116½		110x	110¼
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, " 1y.			110			
U. S. 6s, 1867, reg.						134⅝
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.	96¼	96⅞	97		97	97
U. S. 6s, 5-20s, coupon	108½	109¼	108½		108½	109
U. S. 6s, 5-20s, new	108½	109	107½		108½	108⅝
U. S. 6s, " reg.		106	109½			
7.30 Notes, Feb. & Aug.						
" " Ap'l & Oct.	120	118	116			119
American Gold	125½	226¼	227⅛		230½	229⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.
Beaver Meadow						
Cattawissa	16					
" preferred						
Camden & Amboy		150		140		149½
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						
" " 6s, '83				101		
" " 6s, '89						
" mort. 6s, '89						107
Ches. & Del. Canal 6s '86						
Del. Div. Canal	35½					
Elmira & W'msport						
" " pref.						
" " 7s						
Harrisburg				102		
Lehigh Navigation						
" 6s						100
Lehigh Valley R. R.			81			
" " 6s		100	100½			
Little Schuylkill R. R.						
" " 7s						100½
Long Island						
" " 6s						
Minehill	58					
Morris Canal						95
" " pref.						
" " 6s '76						
North Pennsylvania						
" " 6s		97		97		
" " 10s						
Northern Central	54½	54½				53½
Pennsylvania R. R.	64½	64½	64½		64½	64½
" 1st m.				111¼		
" 2d m.						
Penn. State, 5s	93½	93				
" " 5s, coupon						
" " 6s, W. L.	104⅞					
Philadelphia City, 6s	95		95		95	
" " new	99		99		99	99½
Philad., Germ. & Nor.	58					58
Phila. & Reading	57⅝	57½	57⅝	57½		58½
" " 6s, '80						
" " 6s, '70						
Philadelphia & Erie	28	28½	28¼	28½		28¼
" " 6s, 10s				103		
Philad. & Sunbury, 7s						
Schuylkill Navigation	33½					
" " pref.	39					
" " 6s '82 5						
" " 6s '76	85					
" " 6s '72						
Sunbury and Erie, 7s						
Susq. Canal	14½			15		
" " 6s '78				61		
Union Canal, pref.						
" " 6s '83		22½				22½
West Br. Canal 6s '78						
Wyoming Valley Canal		70				
" " bonds. 100						
Arch street, (Horse)						
Chestnut & Wal. "						
Green & Coates, "						
Race and Vine, "						
2d and 3d streets, "	6½					
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.
Baltimore City 6s, 1876			108½	109		
" " 1886						
" " 1870						
" " 1890						109½
Balt. and Ohio			110½		109½	
" " b'ds, '62						
" " " '67						
" " " '75						
" " " '80						
" " " '85. 100				108½		
Northern Central						
" " b'ds, '85						
" " " 91						

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Boston and Lowell						
Boston and Maine						126
Boston and Providence					142½	143
Boston and Worcest						
Cheshire, pref.		54¼	56		58	56½
Concord			65			
Connecticut River			105½			
Eastern, Mass.	105					103½
Eastern, N. H.						
Fitchburg		121				
Manchester & Lawr'ce						115
Michigan Central						
Northern, N. H.			94		94	95
Old Colony and Fall R.	121½					122
Ph., Wil. & Baltimore	68	68½	68½		68½	69
Portl'd, Saco & Ports.					107	
Vermont & Canada					107	
Vermont & Mass.					41½	42
Western		149				
Broadway (Horse)						
Cambridge "		101				99
Metropolitan "	52½	53	53		51½	51
Middlesex "						59
Central Mining Co.						55
Franklin "	56	54½	54½		54½	54
Isle Royale "		18				
National "						27⅛
Minnesota "					28	
Pewabic "		56	56½			56⅝
Pittsburg "						80
Quincy "					99	
Rockland "		12	12		12	

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of December:

Maryland 5s	65	to	68
United States 6s, 1881	41½	"	42
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	37	"	39
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	45	"	42
Do. do. $100 shares, all paid	50	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52 x. c	60	"	64
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares			
New York Central 6s, S. F., 1883	53	"	56
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1805	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, January 7, 1865.

Stock Exchange and Money Market.

The general question of finance is still earnestly discussed by the press not only, but by that numerous class of persons who growing wealthy with the country at large, are recognized as capitalists and financiers. Large amounts of money being constantly required by the Government, it is natural enough that the ways and means of raising it should be discussed by the public. It is a pleasing circumstance that the discussion takes the shape of *how* this money should be raised, rather than how it should be avoided, how the Treasury can do the best for the country, rather than how it should be made to submit to usurious terms. Nevertheless in his future operations, it is hoped that the Secretary will not overstep the bounds of propriety. It is his determination we learn, to withdraw the legal tender 5 per cent. notes, supposed from the last official statement to be at present about $105,500,000.

It is also understood that these will be received in payment of subscriptions to the 10-40's, and if so, will probably absorb the remainder of the latter standing out unsubscribed, estimated at the present moment at $85,000,000. But in place of the amount so withdrawn from circulation, we are to have 3 years 6 per cent. compound interest legal tenders, with the expectation that they will be retained as investments for the time being, and kept out of circulation. We have some doubts with regard to this policy. After all, they are and will be used as legal tenders in every emergency, and must be considered as money. We doubt whether any legal tenders should bear interest at all, any more than the silver dollar issued from the mint. Its office is that of money—cash. Its lawfulness as an immediate payment of debts gives it a peculiar and important function, different from a Treasury scrip of the usual character. Nor do we well see why the Government should pay interest on notes that are used as money, and liquidate and pay indebtedness. They are put in circulation really as money and perform its uses. As such the people are willing to receive them, trusting to their final redemption at no distant day. It has therefore been suggested by very wise and experienced financiers and political economists, that the Government should at once issue all the legal tenders it requires without interest; such tenders to lose their character of money after twelve months from their date, at which time they would be fundable in a stock issued specially for that purpose. This would make the operations of the Treasury perfectly plain and simple, save it from the necessity of calling on banks or bankers, using agencies, paying commissions, and multiplying the forms of its loans, and it would no more inflate the currency than it is now inflated by the various shifts of legal tender interest bearing notes. The machinery of the Treasury would then work easily, and the public would not be mystified as it now is with the various kinds of stocks, loans, notes, and certificates which require much study to keep them clearly in the mind. At least we may say that the plan is so simple a one, that it deserves attention.

We have several times alluded to the probability that the cotton still remaining in the South, will yet become an important auxiliary in the settlement of our monetary affairs. The Richmond papers have recently asserted, that they have yet untouched three millions of bales. Now the first step to turn this fact to account has been made by the Secretary. The Collector of this port has been ordered to Savannah to take possession of the 33,000 bales recently captured there, and bring them to New York for sale. If these bales are of the uniform size of 500 lbs., the gross weight would be 16,500,000 lbs., and at the present price of cotton, say $1.20 per lb., would produce $16,800,000, a sum which would pay all expenses of the new draft of 300,000 men, and of putting them in the field. Nor is the cotton in Savannah all that we have to expect from its capture.

Immense quantities still remain untouched in Georgia, which as the river is opened by our gunboats, will find its way into our hands. In fact, our Government would have a perfect right to ap-

propriate all the cotton found in the rebel States, and apply it to the expenses of the war. The millions of bales, which it is alledged by the Richmond papers remain in the confederacy, at present prices would produce one thousand eight hundred millions of dollars. In this light the subject becomes intensely important, and even if we should view it with large deductions, it still retains its importance.

We perceive from the commercial tables of the past year, that our imports of foreign merchandize have been of the value of $214,604,238, and our exports, chiefly of a domestic character have been $215,252,312. So that our imports have been say $27,173,238 greater than they were in 1863, and our exports have been larger than they were in that year by $44,541,318.

The amount of specie exported in 1864 is given at $50,108,748, being more than in 1863 by the sum of $354,746 only. It must be remembered that the yield of our gold bearing States and territories received in New York have been $12,952,-967, against $11,847,286 the previous year, while large exports from California by the way of the isthmus direct to Europe have been felt in exchange, which has throughout the year been abundant at par, and below par for unquestionable bills. This is a curious state of things, and shows that the remittance of specie abroad has been made generally at a loss, and must be accounted for on other principles than those which usually actuate *bona fide* shippers.

The gold actually received for customs at this port the last year, was $66,993,840, and this exceeded the amount received in 1863 by the sum of $8,072,214. When we come to add the receipts at the other Atlantic ports and those on the Pacific, we shall probably find the amount ample for all the gold interest the Government has so far promised to pay. But it should by no means follow out its policy of issuing gold interest bonds any further. For should our imports decline hereafter, the receipts of gold would decline, and should the Government come into the market at any future time as a purchaser, there is no knowing what premium it might have to pay. From all we can learn, Mr. Fessenden will not put the Government in this position. On the contrary, he has good reason to hope that he can get all the money he wants by paying interest in currency, which we contend will in no great distance of time become equivalent to gold.

By the Australasian, we learn that the grain market has improved in England, and even before the news was many hours old our enterprising shippers were taking advantage of it. It is therefore probable that large quantities of wheat, flour, &c., will go forward during the present month.

Our quotations by a previous arrival were to the 18th of December, and then the following prices ruled:

Canadian per bbl	22 to 23 stg.
American, sour, per bbl	20 to 21 "
" fresh "	22 to 23 "

A slight rise on these prices will therefore warrant exportation, certainly for grades which are quoted here at from $9 to $10.

The gold market has fluctuated largely during the past week, being marked by a considerable rise and fall, produced by the usual calculations, rumors, inventions, and opinions. We have for some time ceased to regard these as having the least importance, beyond the effect they have of giving the sellers of certain commodities the opportunity of asking what they please for them. It is to be observed, however, that all classes, rich and poor, except perhaps those who have by the freaks of fortune gained more money than they could have earned in any regular business, have reduced their consumption of all extravagantly priced articles, and in this way meet these unjust advances without much trouble. At the same time numerous articles are still purchasable at moderate cost; as for example, coke, a fuel greatly in use is now sold at $4 the chaldron, which is within half a dollar of the lowest price at which it was ever sold in this city. Anthracite instead of being $12 per ton as it was quoted a few months since is now to be had at $10. So that gold does not absolutely control all prices as is pretended.

For the 10-40 loan the Secretary of the Treasury advertises he will receive subscriptions in payment of $15,000 and upwards, 5 per cent. Treasury notes for their face and interest, and in three instalments, to wit., the 7th, 14th, 21st inst., but not for any other securities. Governments are strong in anticipation of the withdrawal of the 10-40's. Their present market value will be found in our usual weekly tables.

Bank shares are reported dull, and so with railway bonds, though still standing in good estimation, and many of them at a handsome premium. Railway shares are variable, Central, Hudson River, Reading, and Illinois, stand highest on the list, while many respectable companies are quoted at below par. For these differences we again refer our readers to our tables.

We cannot close these remarks without a brief allusion to the condition of the finances of this State as disclosed in the message of Governor Fenton, to the Legislature which assembled on Tuesday at Albany. Notwithstanding the pressure of war upon the country, the resources, wealth and income of the State appear to be but little affected. The State debt proper is but $6,278,954 87. The canal debt is $22,327,816 25. The surplus revenue from the canals the last year is $3,-317,356 06. From this it will be seen that the State of New York is sound to the core, and though as a State it has about double the population of Holland, its whole debt with a canal revenue adequate to its redemption in ten years, is not one-thirteenth part of that of the former country, whose area of surface and production is but one-quarter of that of New York, its ancient colony.

Money is plentiful, and the rate shows it is all employed in some form or other.

The balance in the Sub-Treasury on Tuesday was $21,654,522 83.

The receipts of the National Treasury for the month of December were as follows:

Internal revenue	$20,249,983
5-20 loan	25,000,000
10-40 loan	33,042,250
	$88,292,238

This enabled the Treasury to pay off all the audited requisitions up to Nov. 30, without inflating the currency one dollar. This is equal to more than a thousand millions per annum, and shows the enormous financial power of the Nation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1877, 100; Brooklyn 6s Water Loan, 105; N. Y. Central Real Estate bonds, 110; do., Subscription bonds, 100; McGregor Western 1st mort., 79½; Mariposa 1st mort., 74; Wyoming Valley Coal, 70; Ashburton Coal, 17; Central Coal, 55; Schuylkill Coal, 7¾; Quartz Hill Gold, 7½; Copake Iron, 4; Nicaragua Transit, 5; Bank of America, 104; Bank of Commerce, 120; 4th National Bank, 100: 1st National Bank, 205; Central Bank, 104½.

Philadelphia.—Huntingdon and Broad Top, 30; West Philadelphia, R. R., 73; Atlas Oil, 2¼; Alcorn, 1; Allegheny and Tideoute, 1¼; Bull Creek, 3½; Blue Creek, 4½; Bergen, 4½; Briggs, 6; Bruner, 1¾; Crescent, 2¼; Cow Creek, 2; Cherry Run, 31; Caldwell, 8; Curtin, 14¾; Continental, 2½; Corn Pl., 7; Dalzell, 9¾; Dunkard, 1; Dunkard Creek, 1½; Densmore, 7½; Excelsior, 1⅞; Egbert, 3⅞; Eldorado, 2; Franklin, 2¼; Great Western, 3½; Germania, 1½; Great Basin, 3; Globe, 1¼; Howe's Eddy, 1½; Hibbard, 2; Hoge Island, 1; Hyde Farm, 5; Junction, 2; Irwin, 10⅞; Keystone, 1⅜; Krotzer, 1⅜; Mineral, 2¾; McCrea and C. R., 1½; McElheny, 5¾; McClintock, 5¼; Mingo, 4⅜; Maple Shade, 33¾; Noble and Delamater, 10; Oil C. and C. R., 5; Oil Creek, 7¾; Olmstead, 3½; Organic, 1; Perry, 4⅜; Phila. and Oil Creek, 1½; Rock, 4½; Story Farm, 2⅝; Sunction, 2; St. Nicholas, 4⅛; Sherman, 1⅝; Tarr Farm, 3; Tarr Home, 5; Union, 2⅛; Walnut, 2¾; Wm. Penn, 2¼; Fulton Coal, 7½; N. Y. and Middle Coal Fields, 9½; New Creek, 1½; Big Mt., 6; Swarara, 6¼; Butler, 11; Shamokin, 15; Green Mt., 4½; Girard Bank, 51; Consolidation Bank, 49; Farmers' and Mech. Bank, 69; Manuf. and Mechanics' Bank, 33; Philadelphia Bank, 161. The latest quotations are: City 6s, 95@95½; do., new, 99@99; State 5s, 90¼@91; do. coupon, 95¾@96½; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 69; Reading, 58⅛@58¾; do., 6s, 1870, 101@101; do., 1886, 35⅛@135½; Camden and Amboy, 149½@150; Penn. R. R., 64⅜@64½; do., 1st mort., 107½@108; do., 2d mort., 105@106; Little Schuylkill R. R., 42@44; Morris Canal, 94@95; do., pref., 124½@125; do., bonds, 99½@100½; Wyoming Valley Canal, 69½@70; do., 6s, 99@100; Susquehanna Canal, 14½@15½; do., 6s, 58@59¾; Sch. Nav., 30½@31; do., pref., 35½@35¾; do., 6s, 1882, 84@84¼; Union Canal bonds, 22½@22¾; Delaware Div. Canal 34@36; do., bonds, 99@100½; Elmira and Williamsport, 31@32; do., prpf., 49@51½; do., 7s, 1873, 102@103; do., Chattle 10s, 75@78; Long Island R. R., 47@49; Lehigh Coal and Navigation, 72½@73¼; North Pennsylvania, 27@29; do., 6s, 94@95; do., 10s, 110@120; Philadelphia and Erie, 28¼@28¾; do., 6s, 102@103; Minehill, 58@59; Catawissa, 16½@17; do., pref. 37⅝@38½; Lehigh Valley, 75@83; do., bonds, 100@102; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 70@70; Race and Vine, 6@10; West Philadelphia, 72@74; Spruce and Pine, 34@35; Green and Coates, 20@25; Chestnut and Walnut, 49@50; Arch, 19@20; Thirteenth and Fifteenth, 26½@30; Girard College, 20@26; Tenth and Eleventh, 45@47; Norristown, 58@58¼.

Boston.—Northern (N. H.,) R. R. 6s, 1874, 104; Northern (Ogdensburg) 1; do., 1st mort., 96½ do., 2d mort., 29; Boston and New York Air Line 6s, 58¾; Boston Hartford and Erie, R. R.

7s, 78; Vermont Central, 1⅛; do., 2d mort., 25; Rutland and Burlington 1st mort., 68¼; do., 2d mort., 7s, 27⅛; Connecticut and Passumpsic Rivers R. R., 6s, 96; Western R. R. 6s, 1875, 105½; Cape Cod R. R., 78; Hannibal and St. Joseph R. R., 45; Massachusetts 6s, 1871@1875, 119¾; Vermont 6s, 1875, 99; New Hampshire 6s, 1884, 95⅞; Rhode Island 6s, 99: Boston 5s, 1883, 120; Hartford 6s, 1882, 104; Boston 6s, 1874, 105; Boston Water Power, 38⅜; Union Steamship Co., 136; Short Mt. Coal, 39⅞; Mammoth Vein Coal, 33; Gilberton Coal, 82½@85; Franklin Coal, 70¾; Mt. Pleasant Coal, 36; Bloomsburg Iron, 365; Merchants Bank, 114½; Boston Bank, 80; Suffolk Bank, 240; do., new stock, 114; North Bank, 114½; Washington Bank, 125; State Bank, 88¾; 3d National Bank, 102¼; Tremont Bank, 146; Railroad Bank, (Lowell,) 90; Atlas Bank, 119½; Eliot Bank, 107½; Market Bank, 103½; Bunker Hill Bank, Charlestown, 142½; Boston Gas, 777½@790; Acton Mining Co., 1⅜; Albany and Boston, 24; Bay State, 20; Buckingham Plumbago, 1⅛; Boston, 4; Black River, 14c.; Brandon, 100¼; Copper Falls, 31¼; Concord, 4½; Dana, 1¾; Dudley, 3; Eagle River, 4; French Creek, 1½; Fuller Farm Oil, 6; Hancock, 7⅛; Huron, 40; Humbolt, 9⅝; Highland, 6½; Manhattan, 7⅛; Madison, 3½; Mesnard, 6½; Macomb Lead, 1⅜; Native, 62½c.; New England, 75c; Ottawa, 28c.; Pittsburg and Boston Oil, 2⅜; Phœnix, 21½; Star, 7.

Baltimore.—N. W. Va. 1st mort., 109; City Passenger R. R., 17½. Maryland Copper, 0.75; Springfield, 1.30; Bare Hill, 3.00; Laurel Cannel Coal and Oil Co., 5.40; Atlantic Coal, 1.30; Penn. Oil, 1.10; North State, 0.10; Balt. Chrome, 1.70; Santa Clara, 24; Am. Gas Coal, 2. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1887, 102@104¼; do., 1875, 105@110; do., 1880, 108@109; do., 1885, 108@109; Northern Central, 54¼@55½; do., bonds, 1885, 95@99; N. W. Va., 00@05; do., 1st mort., 105@108; do., 2d mort., 101@105; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@99½; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 88@89½; do., guar., 107@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 109@109; do., 1886, 109@109; do., 1890, 109@110; do., coupon, 107@109½; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 17½@17¾; Canton Co. 34¼@36; Gardner, 0.50@0.85, Gas Coal, 1.90@2.05; Maryland, 0.70@0.80; North State, .10@.20; Springfield, 1.25@1.35; George's Creek, 118@130; Santa Clara, 23@26; Balt. Chrome, 1.70@1.80; Bare Hill, 2.90@3.05; Atlantic Coal, 1.20@1.30; Mineral Hill, 1.70@2.00; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 5.30@5.50.

☞ We call the attention of our readers to the advertisement of the "New York, Philadelphia and Baltimore Consolidated Petroleum and Mining Company." It offers very great inducements to parties willing to enter into speculations of this sort, many of them remarkably successful. Judging from the parties who give their indorsement to the project, we think the opportunity offered for investment in this kind of property a good one. Office 71 Broadway.

Fitchburg and Worcester Railroad.

The annual meeting of this company was held at Fitchburg, Mass., on the 3d inst.

The annual report shows that $19,800 of the funded debt, and $218 27 of the floating debt have been paid since the last report, leaving to be paid hereafter in the aggregate—funded and floating debt—$9,197 73.

The earnings of the road for the past year have been $61,664 75, an increase of $13,589 05 over the previous year. The expenses of operating the road have been $40,049 23, an increase of $17,636 12 over the expenses of 1863. There is included, however, in this bill of expenses the cost of six acres of land and two dwelling houses, purchased at Sterling Junction, and the purchase of water rights and expense of an aqueduct at Pratt's Station in Sterling.

The Directors state that it has been their plan to pay six per cent. dividends, and apply all surplus earnings over expenses in reduction of the liabilities, thereby reducing the cost of the road. They have succeeded in the last ten years, by paying debts and the purchase of their own stock, in reducing the cost of the road from $334,000 to $227,194, besides adding more than $20,000 to the real estate of the road outside the location of the road, and more than $10,000 to the rolling stock. The liabilities of the road have been reduced during the year $11,018 27, leaving only $9,197 73 to be paid.

The following gentlemen were elected directors for the ensuing year: Ivers Phillips of Worcester, Nathaniel Wood and H. A. Blood of Fitchburg, James H. Carter of Lancaster, and William D. Peck of Sterling. The directors organized by the choice of Col. Ivers Phillips of Worcester, as President, and H. F. Coggshall of Fitchburg, Treasurer.

Morris and Essex Railroad.

The Morris and Essex Railroad Company are receiving proposals for $2,380,000 1st mortgage, 7 per cent. bonds, being the entire balance of the $3,500,000 which can be issued under the first mortgage, except for the second track and extension to the Water Gap. These bonds are in sums of $100, $500, and $1000, redeemable in fifty years, with coupons payable in New York, and provision for a sinking fund for their redemption at maturity. The bonds are offered for sale for the purpose of completing the extension of the road from Hackettstown to Phillipsburg, for building the branch road from Denville via Boonton to Newark, and for furnishing coal, freight and passenger cars and engines.

☞ The new firm of Oddie & Gamble, the former late of the firm of Oddie, St. George & Co., have established themselves at No. 8 Broad street, as stock, bond and gold brokers. They are considered as prompt, energetic and well posted business men, with much experience, and with the capital required for extensive operations.

☞ Messrs. Mott Brothers, publish their card in another column announcing their place of business No. 30 Broad street, and their readiness to buy and sell on Commission, the various securities now offered in the market. These gentlemen are highly recommended to us. They are successors of the late well known house of Mott, Hill & Co., and have all the facilities for carrying on a large business.

☞ The following is an extract from the circular of Ford, Suit & Co., Bankers and Brokers, 15 Broad street, dated New York, Jan. 2d, 1865:

The Gold Exchange is an institution inaugurated as a necessity of the war. There are many interested in the fluctuations of gold, who are deterred from participating in the transactions of the Board from a want of familiarity with its details.

As gold is the standard of all values, none can ignore its importance or affect indifference to its fluctuations. The terms used in the Gold Exchange, and quoted in the market reports, are thus explained:

Cash Gold—Is for delivery on the day bought or sold.

Regular—Is for next day's delivery, without interest.

Buyer 3—The buyer has the option of requiring the delivery of the gold within three days, without notice or interest.

Seller 3—The seller has the privilege of delivering the gold during the three days, the transaction carrying no interest.

Contracts over three days carry interest from date.

The legitimate commission for buying or selling gold is one-eighth of one per cent. The transactions are conducted upon orders, accompanied with the remittance of a margin of twenty per cent. or more, according to the contract. An order to purchase or sell one hundred thousand dollars of gold, requires a deposit with the broker of one-fifth, or $20,000, in currency; larger or smaller sums in like proportion.

Agricultural Branch Railroad.

The annual meeting of this company was recently held at Northboro'. The board was organized by the choice of Ivers Phillips, and H. F. Coggshall, Treasurer.

The first section of the road, which is run under a lease by the Boston and Worcester Railroad Co., is reported to be in good condition, and its net earnings for the year amount to $15,784 09, showing an increase of $2,809 73 over the previous year.

The second and third sections of the road, from Northboro' to the junction with the Fitchburg and Worcester road in the north part of Clinton, are expected to be completed during the coming year. The necessary funds have been provided thus far to carry on the enterprise successfully, and there is now required only the sum of $300,000 to be realized from the sale of bonds or subscriptions to stock. Nearly one-half this sum has already been subscribed by stockholders, and the directors apprehend no serious difficulty in disposing of the balance as the work progresses and the money is wanted.

☞ A plan is said to be on foot at Chicago to tunnel the south branch of the river to an extent sufficient to accommodate railway trains and ordinary travel. The movement originated with the Pittsburgh, Fort Wayne and Chicago Railroad Company, who have long felt the necessity of having greater facilities for communications with the south side, their large freight depot being west of the river. They proposed to the city to raise $100,000 by private subscription if the Common Council would appropriate a similar amount for the construction of a tunnel under the river at Washington-st. In consideration of raising this money, and the payment of $20,000 cash to the city, the railroad company ask that the Common Council shall vacate that portion of West Adams-st. between Canal-st. and the river, in order that they may occupy the same as depot grounds in connection with the property they already hold adjoining.

Report of the Secretary of the Treasury.

We gave an analysis of the recent report of the Secretary of the Treasury in a late number of the JOURNAL. But as some discrepancies are apparent in the estimates, we republish from a cotemporary the following condensed statement, in which the errors have been reconciled and corrected:

Fiscal year '63–'64.	Estimated.	Actual.
Balance in Treas'ry July 1, 1863	$5,329,044 21	$5,329,044 21
Receipts from revenue and other sources	156,239,456 04	260,632,717 44
Loans as per detail below	594,000,000 00	618,114,884 92
	$755,568,500 25	$884,076,646 57
Expenditures	749,731,960 42	865,234,087 86
Balance in Treas'ry July 1, 1864	$5,836,539 83	$18,842,558 71

Fiscal year 1864–'65.	First Quarter, Actual.	Three last Quarters, Estimated.
Bal. in Treasury July 1, 1864		$18,842,558 71
RECEIPTS.		
Customs	$70,271,091 96	
Internal revenue	249,562,859 92	
Direct tax	16,079 86	
Lands	642,185 84	
Miscellaneous	24,020,171 44	
		344,512,389 02
Increased revenue, if proposed measures be adopted		50,000,000 00
Certificates of indebtedness		75,000,000 00
Loans		570,727,508 11
Total		$1,059,082,455 84
EXPENDITURES.		
Redemption of public debt maturing		$163,353,320 09
Estimated civil and military expenditures		895,729,135 74
Total		$1,059,082,455 84

DETAILS OF THE INCREASE OF DEBT IN THE YEAR 1863–'64.

Fractional currency	$2,702,421 35
United States shares	43,859,821 46
1 year 6 per cent. legal tender notes	44,520,000 00
2 year 5 per cent. legal tender notes	152,864,800 00
3 year 6 per cent. legal tender notes	15,000,000 00
Certificates of indebtedness	4,098,758 35
Permanent loans:	
6 per cent. bonds, act 17th July, '61	30,563,875 45
6 per cent. bonds, act 3d, March, '63.	42,141,771 05
10-40 bonds, act 3d March, 1864	73,337,600 00
5-20 bonds, act 25th Feb., 1862	321,557,283 31
Total	$730,642,410 97
Less amount applied to redemption of debt matured	112,527,526 05
Total increase of debt	$618,114,884 92

NATIONAL DEBT.

Amount outstanding July 1, '63.	$1,122,575,604 57
Add increase in year ending July 1, 1864	618,114,884 92
Amount on July 1, 1864	$1,740,690,489 49
Estimated increase in year ending July 1, 1865	482,374,188 02
Estimated amount July 1, 1865	$2,223,064,677 51
Estimated increase in year ending July 1, 1866	422,256,005 00
Estimated amount July 1, 1866	$2,645,320,682 51

☞ The Commissioners of Internal Revenue has decided that scrap iron, heretofore taxed, is not subject to tax under the Internal Revenue law, a tax upon it in the ore having already been paid.

Railroad Earnings—Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 30, 1864, was as follows:

Passengers	$21,900 70
Freight and live stock	35,283 79
Mails and sundries	1,416 38
Total	$58,600 87
Corresponding week of 1863	50,317 33
Increase	$8,283 54

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 22, 1864, were:

	1864.	1863.
Passengers	$2,142 34	$1,565 89
Freight	7,486 56	3,824 96
Express	104 16	104 16
Mails	296 58	296 58
Total	$10,029 64	$5,791 59
Increase		$4,238 05

The earnings of the Marietta and Cincinnati Railroad for the 3d week in December:

	1864.	1863.
Passengers	$7,855 08	$5,618 88
Freight	10,962 39	8,577 43
Mail, express & telegraph	1,079 58	907 00
Total	$19,897 05	$15,103 31
Total since Jan. 1	$986,435 38	$689,547 97

The earnings of the Grand Trunk Railway for the week ending Dec. 24, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$31,019 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	72,515 00
Total	$106,658 00
Corresponding week, 1863	119,202 00
Decrease	$12,544 00

Elevated Tops on Railway Carriages.

To the Editor of the Railroad Journal:

SIR:—I am glad to see that this foolish mania for elevating the tops of railway carriages is receiving a check, and that it is likely to become obsolete and give way before the good sense of the traveling public. No man of experience and common sense will deny that the tendency to *upset* the vehicle is much greater than without this superstructure. That it only requires the most superficial and cursory view of this structure to comprehend the disastrous consequences which must inevitably ensue by tumbling forty or fifty human beings headlong into this *cul de sac*, whilst the train still keeps in motion! The very idea is horrible to contemplate.

In the old fashioned common car there are 20 or 30 good oak or ash rafters, or as they are technically called carlinas which bind the sides of the car together and form the roof—these are covered with ¾ or inch thick boards laid longitudinally—the whole being again covered with tin or thick canvass and forms a compact mass of material, which, of itself, in case of an upset, would for some time, sustain a great weight and form an efficient barrier against obstructions which might intervene in case the coupling should hold on longer than usual, whilst in the same case with the raised roof there are only 5 or 6 of these carlinas, (just enough of them to allow all the passengers to fall through into the *bag*,) and mangle the limbs and bodies of the unfortunates. And this *top* being but slightly fastened to the other roof would give way immediately with such a load in it, leaving these carlinas to do their work of destruction on being drawn over this mass of human beings.

But it is not only the raised or elevated tops that are so dangerous, those cars which carry about the same, (say a ton) weight of metal boxes and water (for ventilation they say!) on their tops which have the same top heaviness and tendency to upset, also, which are the means of much destruction to human life.

It is strange that the directors of railroad companies who frequently have to pay such large sums of money for loss of life and limb, do not see that the most of these accidents arise from want of engineering skill, (for it is to engineers that most of these casualties are attributable,) and exercise their own judgment in the matter.

It is not the *weight* that I find fault with, it is the *locality* of the weight. It stands to reason that on a 4 feet 8½ inch gauge road, any weight 14 feet above the rail, must have a tendency to upset the carriage; how great that tendency must be when at the height of 14 feet above the rail half a ton weight be suspended!

Look at the frequency and fatality of our railroad accidents since this elevated top mania has taken possession of some of our railroad men. It would be invidious to name the roads, but I think I may safely refer to those roads which have escaped those accidents in a great measure.

The Michigan Central stands, I believe, at the head of all the (long) roads for its good road bed, good engineering, its good management, and its comfortable cars. *These cars are all old fashioned.* No elevated tops; and I will venture to say there are less lives lost and maiming done than on any road, east, west, or south, having the same amount of the passenger traffic. Can the same thing be said of any road with the elevated top cars?

I should have much less difficulty in accounting for the adoption of this *new* figment of raised tops if it were confined to the *broad gauged* roads, but on the 4 feet 8½ gauge this extra weight being three times the height of the width of the truck wheels, is presumptuous, and if the stockholders do not put their *veto* upon the practice, the judges should charge every jury, that besides finding exemplary damages, they should in every case find it "manslaughter," and of maiming, a felony at least.

But *cui bono?* What good is a raised top to a railway carriage. The *space* that is added to the top of the car is filled with the air from the lungs of a load of passengers in five minutes, and after that it might just as well for all sanitary purposes not be there! "It looks lighter and better." This indeed is its *only* recommendation; but if car builders were to so construct their cars as to prevent one half the light, being shut out by the *blinds* which cover half of the upper and best parts of the windows by being closed *from the top* instead of being *drawn up from the bottom*, the cars would be light enough.

The fact is, there are such numbers of Harpies preying upon railroads in the "furnishing" way, and superintendents are so credulous, each one vieing with another to have the best "looking" cars, that *utility* is lost sight of—except by the few sensible men, who instead of being carried away with every new vagary, study utility, and make the

safety and the comfort of their passengers their chief aim.

Such as these, from an extended experience, I take to be the managers of the Michigan Central, Boston and Lowell, New York and Washington through line, Pittsburg, Fort Wayne and Chicago, and Pennsylvania Central.

HENRY RUTTAN.

COBOURG, Canada, Dec. 29, 1864.

Construction and Applicability of Statute.—Injuntions to Restrain Railroad Companies from using Lands Appropriated by them.—Voluntary Conveyance of Right of Way.

The late case of Villas against The Milwaukee and Mississippi Railroad Company and another, was an appeal from the Circuit Court for Crawford County, Wisconsin, to the Supreme Court of that State.

The judgment in the court below was for the plaintiff.

The facts sufficiently appear in the opinion of the court, which was delivered by

COLE, J.—It seems to us impossible to sustain this suit upon the theory of the complaint.

It is an application for an injunction under the statute, on the ground that the railroad company has failed to make compensation for property taken for the use of the road. But the great difficulty with the case is, that it appears that the respondent (the plaintiff) sold the property to the company, and that his title has vested in the Company by virtue of a conveyance made by his appointment.

The legal title of the property was in trustees, who conveyed the respondent's interest to the company at his direction and request. This is a conceded fact in the case. And the evidence establishes, beyond all controversy, the further fact that the corporation agreed to pay the respondent for his interest, thus conveyed a thousand dollars in the stock of the company. It is claimed that the company never delivered to him nor to any one for him, the stock until it had become nearly worthless, and therefore that he is not now obliged to receive it, but is entitled to compensation in money to the value of one thousand dollars of the stock at the time the conveyance was made. Assuming this to be a correct position, we are still unable to perceive upon what ground an injunction against the company can be sustained.

Concede that the company failed to deliver the stock as it agreed, and that the respondent has a good cause of action for the non-performance of the agreement; still this does not entitle the respondent, either under the statute or upon well established principles of equity, to an injunction, to restrain the company from running its cars over lands which have been conveyed to it. The statute evidently refers to a case where the company, by right of eminent domain, enters upon land and appropriates it to the use of its road without making compensation, which proceeding is, in its nature, *in invitum*.

Where a railroad company takes or appropriates any lands or real estate "*owned by or belonging to any resident of this State*," (*Wisconsin*) who may be entitled to compensation, &c., which the company refuses, &c., to make, then the statute authorizes the person so entitled, by injunction, to restrain the company from running its cars over the land thus taken. But it is the "owner" of the land whose property has been taken and appropriated to the use of the company without compensation and against his will, who is entitled to this extraordinary remedy by injunction.

The statute could not have intended to give a party who had voluntarily conveyed his land to the corporation, the right to an injunction to restrain the running of cars over their road, as a means of enforcing the payment of the purchase money. Such we are confident, could not have been the design of the legislature in enacting chap. 129, R. S., and it is under the provisions of that law that the injunction in this case is attempted to be sustained.

It was contended on the argument, that this case came within the principles laid down in Davis *vs.* the La Crosse and Milwaukee Railroad Company, 12 Wis. 16. A slight examination will show that the two cases are essentially different. Davis was the acknowledged owner of the land on which the company had constructed its road. He had a perfect right of its use, occupation and enjoyment. He had never parted with the title. The company took the real estate under its charter, and permanently used it for about eighteen months, without making compensation. Under these circumstances, we held that the company should either make compensation or cease to use the land.

But here no such conditions exist. The respondent has voluntarily parted with his title. He is no longer owner of the land, and could not claim the right to use and occupy it as his property. If the company has neglected to pay him he must resort to the usual remedies to collect the consideration money. But it would be very harsh, to interpose, by an injunction to restrain the company from using its road, as a means to enforce its payment.

Even in the recent case of Pettibone *vs.* The La Crosse and Milwaukee Railroad Company, decided at the last term, 14 Wis., 443, we held that where the company entered upon a person's land at his instigation, and upon his verbal promise to give the right of way, the injunction should be denied, that by such conduct on the part of the owner the company might naturally be thrown off its guard, and neglect to take the steps necessary under its charter to obtain the right of way.

But this is a far stronger case; for instead of nviting the company to enter upon the land, and appropriate it under a promise to give the right of way, the respondent has given a deed of the premises.

It follows from these views, that the judgment of the circuit court must be reversed, and the cause remanded with instructions to dismiss the complaint.

Dedham and West Roxbury Street R.R.

The enterprise of constructing a railway to Dedham has been in progress during the past few months, and is completed nearly to West Roxbury village. The route is over Shawmut Avenue, as far as what was formerly known as Taft's Tavern, whence it lies over South, Centre, and Spring streets to Dedham. The company have the right by their charter to enter upon and use the tracks of the Metropolitan Railroad, paying reasonable compensation therefor, and their route into Boston will be the same as that of what is designated as the Oak street line of the Metropolitan company. —*Boston Traveller.*

Interest and Dividends.

The Fitchburg and Worcester Railroad Company have declared a semi-annual dividend of $3 a share, clear of all taxes, payable on the 10th inst.

The Norwich and Worcester Railroad Company have declared a dividend of 5 per cent., payable January 10, free of tax.

The Terre Haute and Richmond Railroad Company will pay, 9th Jan., a semi-annual dividend of 5 per cent, and an extra dividend of 5 per cent, free of tax.

The New Castle and Wilmington Railroad Company, have declared a dividend of 3½ per cent. for the past 6 months.

The Schuylkill Navigation Company have declared a dividend of six per cent upon the common and preferred shares, payable less the United States and State taxes, on the 23d inst.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 2½ per cent., payable on the 12th inst.

The New York, Providence and Boston Railroad Company has declared a quarterly dividend of three per cent, free of Government tax, payable January 3.

The Delaware Division Canal has declared a dividend of three per cent, payable on the 9th of January.

The Cape Cod Railroad Company has declared a dividend of $2 per share.

The Metropolitan Railroad (Boston) have declared a dividend of 3 per cent, payable free of tax on the 7th inst.

Coupon No. 10 (July 1864) of the Extended Bonds of the First Mortgage of the Northern (N. Y.) Railroad Company will be paid (less U. S. tax) at the office of George A. Kettell, No. 53 Washington street, Boston.

The Hannibal and St. Joseph Railroad Company will pay the January coupons of their convertible bonds at the office of Duncan, Sherman & Co.

Interest on all the bonds of the Mississippi and Missouri Railroad Company, due January 1, 1865, will be paid on presentation at the Corn Exchange Bank on and after January 3.

The Quicksilver Mining Company has declared a dividend of five per cent in gold.

☞ A most important discovery has just been made in South America. It is that the great River Amazon has been found to be navigable from one end to the other; that, in fact, a new route has been opened between the Atlantic and the Pacific. The Morona, a Peruvian steamer, which was sent to explore the Amazon, has arrived at Mayro, about 300 miles from Lima. The Morona navigated more than 2000 miles of the Amazon proper, and 600 of the Yeayali and the Pachitea Rivers, which, until then, had seen only Indian canoes. The country is, of course, inhabited only by savages, but it is of wonderful fertility.

☞ The steamer Costa Rica from Aspinwall has brought $1,148,850 in gold, $500,000 being for the U. S. Treasury. This is a pleasing indica- of the return of our gold into its old channels.

☞ The New York Central Railroad Company intend petitioning the Legislature for a repeal of the law restricting their charge upon passengers to two cents per mile.

Telegraph System in Great Britain.

The statistics of the telegraph system in the United Kingdom—that is, of the telegraphs open to the public, for there are many purely private lines—are interesting. In 1861, there were 11,528¾ miles open; in 1862, 12,711½ miles; while last year the lines were extended to cover 13,892¼ miles, which, however, consisted of 55,012¼ miles of separate wires. The number of stations was increased in proportion, and last year there were 1,755 open, containing 6,196 instruments through which about 3,400,000 messages were sent. In addition to these lines actually on British soil, the submarine lines to Calais, Boulogne, Dieppe, Jersey, Ostend, Hanover, Denmark, with which the other lines are more or less all in connection, cover 887 miles, with 2,683 miles of wire. This line has upward of 3,000 stations in foreign countries. The messages sent by it to and from foreign countries were in 1861, 230,000; in 1862, 310,595; and in 1863, 345,784, while the mileage was not increased. The several lines were last year, Electric and International, 8,230 miles of line, 39,042 miles of wires, and 1,023 stations. The number of messages sent by this company during 1863 has not been ascertained, but calculating the proportion of increase from the returns of the two years immediately preceding, may be estimated at nearly 2,000,000. The British and Irish Magnetic, 4,196¾ miles, 17,257½ miles of wires, 464 stations, 827,424 messages; Southeastern Railway, 316 miles, 2,642½ miles of wires, 94 stations, and 62,968 messages were sent; London and Brighton Railway, 213 miles, 541½ miles of wires, 46 stations, 43,208 messages; London District, 107 miles, 430 miles of wires, 81 stations, 247,806 messages; and the United Kingdom, 881 miles, 6,090 miles of wire, 48 stations, whence 226,729 messages were forwarded.

☞ The Consular and Diplomatic bills reported in the House appropriate $1 361,800 for the year ending with June, 1866, of which $200,000 are for the relief and protection of American seaman abroad; $17,000 to carry into effect the treaty with Great Britain for the prevention of the African slave trade; $11,500 for the diplomatic and consular expenses of our officers at Hayti and Liberia; $25,000 for expenses under the emigration act; and $20,000 under the neutrality act.

☞ The interest on the public debt of the State of Illinois is now almost entirely reimbursed from the seven per cent. loan upon the traffic of the Illinois Central Company. The half-yearly payment of the Company to the State Treasury on this account, to 1st October last, was $234,455.

WM. G. FORD, Formerly of Memphis, Ten.
S. T. SUIT, Formerly of Louisville, Ky.

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BANKERS,

15 Broad Street, New York,

Dealers in Foreign and Domestic Exchange. Government Securities, Stocks, Bonds and Gold bought and sold exclusively on Commission.

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NEW YORK, PHILADELPHIA, AND BALTIMORE CONSOLIDATED

PETROLEUM AND MINING CO.

CAPITAL, $1,500,000, DIVIDED INTO 300,000 SHARES

PAR VALUE, $5 PER SHARE.

SUBSCRIPTION PRICE, $1 PER SHARE.

No further assessment or call on the subscribers, as 50,000 Shares are reserved for Working Capital.

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OFFICES:

No. 71 Broadway, New York.
Nos. 612 and 614 Chestnut street, Phila.
And 147 Baltimore street, Baltimore, Md.

This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success.

OFFICE IN NEW YORK, where Prospectus, Maps, and every information can be obtained,
No. 71 BROADWAY, NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January, and opened on the 3d day of February.

THOMAS E. WALKER, Treasurer.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

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Secures a policy for $5,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for $5,000 and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.
RODNEY DENNIS, Secretary.
HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,
161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

41-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.
JAMES R. YOUNG, Secretary.
New York, Dec. 16, 1864. 3t-52

FOR SALE.

20 Platform Cars—4-8½ or 4-10 Gauge.

2	Locomotives	4-8½	Gauge,	24	Tons,	15×20 Cylinder.
1	"	4-8½	"	25	"	15×24 "
1	"	5-6	"	24	"	14×20 "

KASSON & CO.,
67 Exchange Place, New York.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 14, 1865.

The Law of Negligence as Applied to Railroads.

So far as we are aware, no treatise has yet been prepared on the general subject of *Negligence*. The subject is as distinct and well recognized among lawyers as *Assault and Battery* or *Trespass*, but the rules which have grown up under that branch of the law, especially within ten or a dozen years last past, are so widely scattered through many hundred volumes of reported cases, as to be comparatively unknown to many, and imperfectly understood by all.

From the very necessities of society there arises the moral obligation to so conduct our affairs that no injury shall result to another.

In the protection which the law seeks to throw around society, it has imposed this obligation upon every man, and has provided remedies for its violation. The common law, by a long series of adjudged cases, has clearly defined the character and effect of this obligation. It has given force to it, in adjudging between parties, either by considering it as a part and parcel of a contract to perform—namely, to perform carefully and skillfully—or by considering the obligation to use care and caution, as binding upon all men, irrespective of special contracts, on the ground of public policy.

Negligence, therefore, is the violation of the obligation to use care, skill and diligence in all we do. And one who has suffered injury by reason of such negligence may recover his damages. So general a principle, involving a public duty so universal in its obligation, has led the Courts to many nice discriminations in determining the extent of the duty, the degree of care and caution imposed, and how far particular persons are liable for its omission.

By far the greater number of adjudged cases, within the last twenty-five years, upon the subject of negligence, have been those in which the duties and liabilities of railroad companies were involved. The application of the general principles of the law of negligence to railroad companies is now well understood; and whether railroad companies be considered as common carriers of goods, or common carriers of passengers, or as gratuitous bailees or bailees for hire, in the more general sense, or whether they be deemed as corporate *persons* subject to the general public duty to use care and caution in all their acts—they are alike subject to the rules of law long established in respect to those various characters.

It would be quite impossible to give, within the limited space of a newspaper article, a general view of the liability of railroad companies for their acts of negligence. But we may state that, in general, four things must subsist to entitle a party to succeed in his action to recover for damages resulting from the negligence of another.

1. The injured person must be one who was entitled to demand the exercise towards himself of care, skill and diligence in the act wherein the injury occurred.

2. The injury must be such as could have been avoided by the exercise of care, skill and diligence.

3. The plaintiff must not by his own negligence have contributed to the injuries caused by the negligence of the defendant.

4. The party injured must have sustained damages. There must be *damnum et injuria*.

WHAT PERSONS MAY NOT TAKE ADVANTAGE OF THE DEFENDANT'S NEGLIGENCE.

There may be a case where even conceding that the defendant was guilty of negligence, yet as the plaintiff was in no position to exact the exercise of care and prudence as to himself by the defendant, he could not hold them liable for his injuries resulting from such negligence.

The duty of a defendant to exercise care and prudence depends upon the question whether the plaintiff was in the exercise of a legal right. (Aurora Branch Railroad Company, 13 Ill., 585.) If a person places himself unlawfully on the track of a railway he can only recover for wanton injury. And where two companies have the right to use a track, although authorized by one company, he will be considered unlawfully upon it. when he uses the track for an improper purpose, He is to be deemed a trespasser, (Railroad Company *vs.* Norton, 24 Penn., State, 465,) and has no claims upon the company for the exercise towards him of more than the most ordinary care. So a person injured while on the platform of a car, or in any baggage, wood or freight car, in violation of the regulations of the company, is prevented by the statute of this State from recovering for the injury.

The decisions upon the subject of injuries to domestic animals, by railroads, are very numerous, but may be reduced to a comparatively few principles. Where the owner of the animals is unable to show that as against the company they were properly on the track, or in other words, that it was through the fault of the company that they were enabled to come upon the road, the company are not, in general, liable. Some of the cases, go so far as to hold that the company is not liable where they are not originally in fault, and the animals are exposed to the injury through the fault of the owner, mediately or immediately. For instance, if an animal escape into the highway and thus get upon the track where it intersects with the highway and is killed, the company are not liable. (Towns *vs.* Cheshire Railroad, 1 Foster, 363.)

So in a case, tried within the present month, in the Supreme Court of this city, a trespasser was

not allowed to recover damages for injuries received by him while in the act of trespassing. (Lehey *vs.* Hudson River Railroad Company.)

It appeared that the accident occurred in the freight depot of the company, on the Tenth avenue, between Gansevoort and West Twelfth streets; that the deceased, who was not an employee of the company, nor a passenger on their cars, was standing at the rear of one of the cars of the defendants, obeying a call of nature, when some cars of the company, from which the horses had been detached, were switched off the main track into the depot, and coming violently in contact with the car, against which the deceased stood, threw him down and ran over his body, killing him almost instantly.

The counsel for the company moved to dismiss the complaint, on the ground that the defendants were not guilty of any negligence, and that the deceased being a trespasser, his representative, the plaintiff, could not recover.

The Judge took this view of the law and granted the motion.

This class of cases is to be distinguished from those in which the company are held not liable for an injury, on the ground that the person injured contributed in some degree to produce the injury.

MUTUAL OR CO-OPERATING NEGLIGENCE.

It is a favorite defence of railroad companies to actions for negligence, that the plaintiff himself was guilty of negligence and cannot therefore recover. But, if we mistake not, this subject is imperfectly understood, and parties may rely upon this defence, to their sorrow.

Now the true principle is that the mutual or co-operating negligence which deprives one party of any right of action against the other, is where the act which produced the injury would not have occurred but for the combined negligence of both.

There may be mutual negligence, and yet one party have a right of action against the other. If a man negligently lie down and fall asleep on a railroad track, and is injured by a train, the engineer of which was wantonly negligent, or failed to exercise *ordinary* care, the party injured would have a right of action against the company. (Kernahacker *vs.* Cleveland and Columbus Railroad Company, 3 Ohio, R., 172, N. S.; Trow *vs.* Vermont Central Railroad Company, 24 Verm., 494; Davie *vs.* Mann, 10 Mees. & Welsby, 545; Butterfield *vs.* Forrester, 10 East, 60;) for, though the party lying upon the track was guilty of negligence in going to sleep in such a place, still it was not his act that caused the injury, but the want, in the engineer, of ordinary care, by the exercise of which he could have stopped the train.

On the other hand, if a vehicle is driven at an improper rate of speed through a street, and a passenger who sees it approaching, improperly attempts to cross, in the expectation that he will be able to pass before it can reach the spot where he crosses, and he is injured by coming in contact with it, that is a case in which the united negligence of both co-operated and produced the accident, which otherwise would not have occurred. Where such is the case, both parties are the joint authors of the act which caused the injury, and the degree or proportion in which each may have contributed to produce it, is immaterial, as one is not entitled to have satisfaction from the other for an act which had its origin in their mutual negligence.

But if the effect of the negligence of one party was to produce injury to a certain extent in any event—that is, if its effect was to produce a certain amount of injury even if the other party had been guilty of no negligence at all, then, though the negligence of the other party may have rendered the loss or injury greater than it would otherwise have been, still they are not the joint authors of all that has taken place, and it is possible to distinguish the amount of injury caused of the one from the amount of injury caused by the negligence of the other. If a certain amount of damage was caused, in any case, by the acts of the defendants, and an ascertainable amount by the acts of the plaintiff, it does not follow, because the plaintiff by his act increased the amount of his damage, that he is to have no remedy against the defendant for the damage which was caused by the acts of the defendant alone.

It will of course be found difficult, almost impossible to apply this principle of divided responsibility, to a case of personal injury resulting from the negligence of both the defendant and the plaintiff. Thus if a man on a train sees that there will be a collision, and resolves to leap from the train, but before he leaps, the collision occurs and one arm is broken, and then leaps to the ground and the other arm is broken by his fall—we think he might recover the damages resulting from the breaking of the first arm, with which he had nothing to do, but he would be precluded from recovering any thing for the injuries resulting immediately from his leaping from the train which was his own folly; if it should appear that such injury would not have probably occurred had he remained on the train.

But such a case would not often occur. A man is injured by an accident on a railroad to which he in some measure contributed by his own negligence. How many bruises or hurts were occasioned by his own, and how many by the company's negligence, the Courts will not stop to inquire; but the injury being one and the same, and resulting from one and the same act, a party who participated in the act and contributed even in the slightest degree to the result, cannot recover at all. It may be stated therefore, as a general rule in cases of personal injury, that the person injured must not have contributed to the injury; and having so contributed, he cannot recover.

The question will then arise,—

WHAT IS NEGLIGENCE ON THE PLAINTIFF'S PART?

In this state, at least, it is well settled that if a plaintiff uses *ordinary care*, he cannot be deemed to have contributed to the negligence. (Center *vs.* Finney, 17 Barb., 94; Seld. Notes, No. 2, 44; Eakin *vs.* Brown, 1 E. D. Smith, 36.) He is not bound to use extraordinary care to avoid an accident. It has even been decided in one case, that a passenger injured by a collision resulting from defendant's gross negligence, is entitled to recover, although at the time of the collision he was in the baggage car; if he was lawfully there, notwithstanding he knew the position to be much more dangerous, in the event of such a collision, than a seat in the passenger car, and that too, though the result might demonstrate that he would not have been injured if he had been in a passenger car. His imprudence or want of care was held not to contribute to cause the *accident* which occasioned the injury. (Carrol *vs.* New York and New Haven Railroad Company, 1 Duer, 571, and to similar effect, Colegrove *vs.* New York and New Haven Railroad Company, 6 Duer, 382.) But in the following case the plaintiff did contribute to cause the accident. A lunatic was traveling on a railroad in charge of his father, and the father left him in one car and took a seat in another. The lunatic not paying his fare after repeated requests, the conductor, in ignorance of his condition, put him off the train, and he wandered about the track and was run over by another train and killed. It was held that there was negligence on the part of the father, which was attributable in law to the lunatic, and none in the conductor, and no recovery could be had. (Willetts *vs.* Buffalo and Rochester Railroad Company, 14 Barb., 585.) So in another case, where the plaintiff was negligent in getting his vehicle in the way of defendant's cars, and defendant's cars might have been stopped in season to avoid a collision but for the want of adequate brakes, plaintiff was not allowed to recover. (Owen *vs.* Hudson River Railroad Company, 2 Bosw., 374.) So crossing a railroad track, where five different tracks ran parallel, after looking one way only has been held, in the case of a man of full age, conclusive evidence of negligence. (33 Barb., 429.) A great many other instances found in the books might be given to illustrate the general principles on the subject of negligence to which we have referred. Enough, however, have been given to give a tolerably fair idea of the state of the law as at present held. We may state, in conclusion, that the strictness of former rules is being to some extent abated, and that the Courts have, in a measure, relaxed the rules as to the liabilities of railroad companies for injuries caused by accidents. By imposing upon passengers the strict necessity of exercising care and caution on their own parts, they have tended to check the enormous verdicts formerly obtained against railroad companies for injuries to the person.

Cleveland and Pittsburg Railroad.

The annual meeting of the stockholders of this company was held in Cleveland on the 4th inst. From the report of the directors which was presented, we learn that the earnings during the year 1864 were $2,512,315 50, and the expenses $1,505,636 54, leaving as net income, $1,006,678 96. Two dividends of four per cent. each have been paid. During the year, $270,000 of bonds have been converted into stock. The financial condition of the company is sound and prosperous. It has no floating debt which cannot be paid from debts due, and all its engagements are promptly met. There has been expended on construction account during the year $664,032 52. The additions to the equipment of the road have cost nearly a quarter of a million dollars, and past experience makes it evident that ten locomotives, as many passenger cars, and two hundred and fifty flat cars, with an addition of twenty miles siding, will be needed for the prompt and efficient dispatch of business.

Three propositions were laid before the stockholders for their decision. The resolution in favor of increasing the capital stock for the purpose of providing for a large increase of motive power

and rolling stock, as recommended in the Directors' Report, was agreed to. That in favor of leasing the Tuscarawas Branch to certain persons interested in mining lands adjacent to the line, was also adopted. The proposition to purchase a half interest in the Cleveland, Zanesville and Cincinnati Railroad, (Akron Branch) was rejected.

The following gentlemen were elected directors: J. N. McCullough, Cleveland; James F. Clark, Cleveland; C. A. Reed, Cleveland; W. W. Holloway, Bridgeport; P. B. Geisse, Wellsville; David Gibson, Cincinnati; Charles R. Carroll, New York; George M. Ives, Hartford; H. C. Kingsley, New Haven; Noah L. Wilson, New York; B. F. Jones, Pittsburg; Joshua Hanna, Pittsburg.

Wealth and Resources of Rhode Island.

We have from time to time given our readers in a condensed form, statements of the wealth and resources of some of our nowest, largest and most flourishing States, to illustrate the wonderful progress which civilization is making on our free soil, and especially to convince our foreign readers of the permanent and increasing power of the republic.

We now propose to show them what the smallest of States among us may do for itself under the protection of the Union, and that area and land are by no means indispensable to great prosperity in the Western world. Rhode Island is not so large as many private estates in Europe. It is but about 49 miles in length, and 29 in breadth good measure, containing of land and water about 885,000 acres, but every acre of either is a gold mine in productive power. It was originally settled by a liberal-minded man, whose name is now synonimous with the spirit of toleration. The descendants of Roger Williams still are proud of the name and the fame of their illustrious ancestor. Its first form of Government was that of a Royal Charter granted some years after the first settlement in 1636, and it was one of the thirteen original colonies, though it hesitated in its adoption of the constitution longer than any of its associate colonies, not coming into the Union until 1790. Its population in 1701 was 10,000; in 1800 69,122, and in 1860 174,620.

It contains four principal cities and towns, viz., Providence, with a population of 50,666; Newport, a celebrated watering-place with 10,508, in the summer season one half more; and South Kingston, Bristol and East Greenwich with an average of about 4,000; Bristol, however, being the most populous of the three.

The cultivated land amounts to 329,884 acres, and uncultivated, 189,814. The value of the farms is estimated at $19,385,578, and the implements of husbandry used on them at $587,241. The live stock is thus enumerated. Horses, 7,121, milch cows, 19,700, working oxen, 7,857, other cattle, 11,548, sheep, 32,624, swine, 17,478.

The products of animals are as follows: butter, 1,014,856 lbs., cheese, 177,252, wool, 94,699; the value of slaughtered animals is $713,725, and of wax and honey is $5,801.

The cereals are necessarily small in quantity; of wheat, but about a thousand bushels, of rye more in proportion, to wit., 28,259 bushels, Indian corn, 458,912, oats, 234,453, barley, 40,998, and buckwheat, 3,573.

The commercial crops are too inconsiderable to notice, the only one of the least value being tobacco.

The miscellaneous crops are:

Peas and beans, bushels	7,699
Irish potatoes "	542,909
Sweet " "	946
Wine, gallons	507
Hay, tons	82,725
Clover seed, bushels	1,221
Grass seed "	4,229

The orchard products are of the annual value of $83,691; of market gardens, $146,661.

What Rhode Island lacks in agricultural wealth, it makes up by its mechanical industry.

Its manufacturing establishments in 1860, were 1,160 in number, but since the war they have largely increased. The capital employed was in 1860, $23,300,000, the value of the raw material annually consumed, $23,400,000, a little more than the capital. 33,000 operatives were employed, or about 21 per cent. of the whole population, and the value of the articles produced was $47,500,000! This is more than the capital employed twice over.

The number of the spindles run was 766,000, of looms 26,000, the cotton used amounted to 38,521,608 lbs. The spindles in the wool factories numbered 86,048, the looms 1,586, and the wool used was five millions of pounds.

The following is a list of the principal articles manufactured:

Cotton goods	$12,258,657
Woollen and mixed goods	6,599,280
Jewelry, &c	3,006,678
Clothing	1,188,086
Steam machinery	1,068,825
Flour and meal	555,619
Iron castings	336,600
Boots and shoes	315,959
Fish, (whale, cod and mackerel)	308,750
India rubber goods	246,700
Furniture	217,472
Printing	205,262
Gas	197,785
Lumber	172,174
Agricultural implements	117,845
Soap and candles	107,332
Sewing machines (6,000)	90,000
Leather	80,897
Malt liquors (6,400 bbls.)	31,267

A few thousand bushels of coal are annually produced in this State, but not of a good quality, nor is Rhode Island geologically a coal producing State.

The value of the foreign imports and exports is $716,828. The total of tonnage entering and clearing, 48,868 tons.

The banks about 90 in number in 1860, had an active capital of $21,090,619, and were so prosperous as to have a handsome surplus of assets. The Savings Banks principally used by the operatives, and 22 in number had deposits, the saved wages of labor of $7,822,000, which may be fairly considered to have been the gains of these 33,000 operatives.

There are five principal railroad lines in Rhode Island, the aggregate length of which is 119 miles, costing $4,571,496. It has no canals and does not need any, for its water communications are ample, and the gift of nature. Rhode Island has no public debt, or at least had none before the breaking out of the rebellion.

It will thus be seen that this little State is one of the most thrifty in the Union.

☞ A cargo of railroad ties were recently shipped from Washington to Spain. The ties were cut along the Eastern Branch from the white oak and chestnut timber.

Tonnage of Competing Coal Co's.

In the year 1864 the product of the anthracite collieries of Pennsylvania approximated eleven millions of tons. There were moved from the shipping points in the several basins very considerably over ten millions of tons, which shipments are exclusive of local consumption by the towns and workshops, etc., in the mining districts, that contain more than a quarter of a million of inhabitants.

Anthracite coal is forwarded to market down the Schuylkill, down the Lehigh, down the Susquehanna, up the Lackawanna, up the North Branch, and up the West Branch. The bulk of the movement, however, is toward Philadelphia and eastward destinations.

The subjoined statement from the *U. S. R. R. and Mining Register*, comprises the tonnage of the seven great competing Anthracite Coal Lines, which supply the general tidewater market:

	1864 Tons.	1863 Tons.
Phila. & Reading R. R.	3,065,559	3,065,261
Schuylkill Canal	1,000,500	885,542
Lehigh Valley R. R.	1,295,419	1,195,155
Lehigh Canal	758,087	699,557
Del., Lack. & W. R. R.	1,302,457	1,223,166
Del. & Hudson Canal	848,076	828,150
Pennsylvania Coal Co*	759,544	661,954
Total	9,029,642	8,588,785

The tonnage of the lines above named for four years antecedent to 1863 was in these quantities, to wit:

1862	6,897,601	1860	7,337,837
1861	6,843,489	1859	6,742,498

* The Pennsylvania Coal Company in 1864 shipped 504,507 tons by the Delaware and Hudson Canal, which makes the whole tonnage moved on that canal for the year 1,362,583 tons. The Pennsylvania Coal Company in 1864 forwarded 255,037 tons over the Erie Railroad.

Boston and Maine Railroad.

The total income of this company for the year ending November 30, 1864, was $1,272,601 53; and the total expenditures, $829,269 60. Two dividends of 8 per cent. were paid during the year, amounting to $342,178 79, leaving a surplus of $40,970 85. The total surplus is now $834,753 87. 2,574,345 passengers have been carried over the road during the year.

Railroads in New Jersey.

Applications are to be made to the Legislature of New Jersey, now in session, for the following named charters:

Newark and New York Railroad Company, with authority to construct a railroad from Newark to Communipaw Bay; for a horse railroad, with dummy engines, from Newark to the Hudson River; for a horse railroad from Newark to South Orange; to authorize the Paterson and Newark Railroad Company to build a bridge over the Passaic River between Belleville and Newark—to construct the road along the Passaic below high water mark, and to connect with a railroad in Hudson County; to authorize the Newark Plank Road Company to build a horse railroad along their wagon road; to authorize the Morris and Essex Railroad Company to construct branches and lateral roads, and to bridge the Delaware River; to charter a railroad to run through Essex, Union, Somerset and Warren Counties; to build a railroad from Peapack, through Morris and Union Counties to Essex; to charter a horse railroad from Newark to Lyons' Farm; to authorize the Weequahick Lake Association to build a horse railroad from the lake to Newark; to incorporate the Washington and Mulberry streets (Newark)

horse railroad; to authorize a railroad from Newark to Jersey City, with $100,000 capital; to authorize a horse railroad from Newark to Montclair.

Steam Tonnage in our Foreign Trade.

Continued from page 5.

The very small proportion of trade for consumption in Panama and of outward exports, the produce of Panama, is decisive that the tonnage of the United States Steamships on that line, cannot properly be regarded as in the foreign trade.

In 1862, further statements of tonnage arrived and cleared are given as follows:

Vessels at Panama and their tonnage for the year ending Sept. 30, 1862.

	Inward.		Outward.	
Vessels.	No.	Tons.	No.	Tons.
American	60	89,184	57	86,578
English	42	30,611	42	30,611
Spanish	2	475	2	475
French	2	536	2	536
N. Y. and all other.	70	3,350	70	3,350
Total	176	124,156	173	121,550

The value of cargoes in American bottoms, inward and outward, in 1862 was $59,671,194.

The following statement of the transit of treasure and freight over the Isthmus of Panama in 1862, towards the Pacific and towards the Atlantic, is also from the Consular Report for 1862:

Travel and Transportation over the Isthmus of Panama for the year ending Sept. 30, 1862.

	Towards the Pacific.	Towards the Atlantic.	T'l both ways.
Passengers...No.	21,456	9,706	31,162
Gold	$4,444,268	34,605,467	39,049,736
Silver	———	14,285,935	14,285,935
Jewelry	578,062	———	578,062
Am. mails, lbs.	232,886	31,964	264,850
Eng. mails, "	35,565	10,127	45,692
Extra bag'ge lbs.	345,547	217,901	563,448
Freight, lbs	54,758,378	20,061,601	74,819,919
Freight, feet	737,684	33,279	770,963

Of the treasure carried towards the Atlantic there was:

Gold to the United States	$26,401,693
Silver to the United States	16,513
Gold to England	8,091,032
Silver to England	14,198,008

As the tonnage accounts appear in the official records the various ocean steam lines are but imperfectly disclosed. A brief review of the history, progress and condition at the time referred to in the Treasury Document under analysis (1863) becomes necessary for a proper understanding of the subject.

After the experimental trip of the Sirius in 1838, the Great Western ran for several years (1840-1846) almost alone to New York. In 1842 and 1843 there were three or four arrivals of the British Queen from Antwerp; but the principal opening of the steamer trade was made by the Cunard Line established in 1840 and 1841 from Liverpool *via* Halifax to Boston. There were several of these vessels—the Columbia, the Acadia, the Caledonia and the Britannia—the first four of the line. The Columbia was lost in 1843, and was succeeded by the Hibernia and the Cambria, to which were added on the extension of the line to New York in 1848 the Niagara, Europa, Canada, and America, and the Trent and Severn of the West India line occasionally came to New York. The Cunard line was the pioneer as a commercial venture strictly. It always carried a larger share of merchandize than other British lines and larger also than the American lines afterwards established to British ports. A French line from Havre appears in the arrivals at New York in 1847, steamers of about 600 tons each, viz. the Union, Philadelphia, New York and Missouri but they disappeared in the ensuing year.

Simultaneously with the extension of the Cunard line to New York, and its enlargement to a total of 85,000 tons arriving in the fiscal year 1848-'49 there was established an American line to Bremen. The Washington and Hermann and a large steamer the United States made several trips to and from Havre. The Isthmus lines were begun nearly at the same time, expanding rapidly in 1850 and 1851, and as they touched at Vera Cruz and Havana, frequently their tonnage appears as foreign arrivals entering from Mexico and Cuba, though conducing little actual foreign commerce. In 1850 the first arrivals of the Collins line were reported at New York—the Atlantic, Pacific, Arctic, and Baltic. The tonnage of these ships rose to 75,000 tons annually in 1853 and 1854 but the line was abruptly discontinued in 1857.

An interruption of the Cunard line to New York occurred in 1855 amounting to an absolute discontinuance for the entire year, but it was resumed in 1856. The line ran to Boston, however, as usual.

In 1856 a French line from Havre was started to New York, composed of the Barcelone, the Lionnaise, the Alma, and the Cadiz, but they made a few trips only. Several British steamers—the Jason, Etna, Alps, etc., made a few trips also from Havre to New York in 1856 and 1857, but they were not afterwards continued.

From Bremen, the Hansa, a Bremen ship, in 1856 and 1857 made a few trips to New York, and the Jason and Argo (British) after the withdrawal of the Hermann and Washington (American). A line of Belgian steamers was also started in 1856, the Leopold, the Belgique and the Constitution, but soon withdrew. The Hamburg steamers Borusia and Hammonia, and the Bremen line, before referred to, continued in successful operation between the North German ports and New York from their beginning in 1856. In 1859 and subsequent years they received the addition of two or three heavy steamers, the Teutonia, Bavaria, and Saxonia from Hamburg, and the Bremen and New York from Bremen. Together the amount of tonnage from Hamburg and Bremen rose rapidly from 1858 forward, amounting to 109,892 tons, in the calender year 1863. The success of the line has been so decided as to lead to a large diversion of the trade of continental Europe through the ports of Hamburg and Bremen, ranking them next to England in the general amount of trade with the United States.

The trade with France, largely carried by the American line of steamers to Havre from 1857 to the close of 1861, is now received through a British built line, just making its first passages in June 1864, and a second line of new foreign steamers, is also started between Liverpool and New York.

The effect of the establishment of the Bremen and Hamburg lines in the trade of the United States with those countries is so striking as to require notice here. The following is a comparison, beginning with 1855, of the proportion of American and foreign vessels engaged in this trade:

	American.		Foreign.	
	No.	Tons.	No.	Tons.
1854-'55	50	39,525	236	159,807
1855-'56	88	37,293	214	121,498
1856-'57	36	37,411	264	171,844
1857-'58	30	31,300	235	169,060
1858-'59	9	11,224	218	186,599
1859-'60	5	4,033	193	170,222
1860-'61	12	8,298	181	161,005
1861-'62	10	7,361	196	189,604
1862-'63	9	9,018	183	179,595

The conduct of this trade has therefore almost wholly passed to other than United States vessels. The value of the trade has also increased beyond all proportion to the tonnage. In 1859-'60 the imports from the two ports were $18,497,607, and the exports $18,378703—a total trade of $36,877,-310, a very little indeed of which was carried by American ships.

The present condition (June 1864) of the foreign steam lines to the United States is shown in the following table, first embodied in a memorial to Congress by the Chamber of Commerce of New York:

Lines.	Ships.	Tons.
Cunard Line	11	26,870
Screw Line	4	6,682
Dale Line	12	23,757
London and New York S. S. Co	2	3,386
Anchor Line	3	3,694
Montreal Ocean S. S. line	3	2,819
Galway Line	2	6,000
National S. Nav. Co	9	28,690
Hamburg American Packet Co	5	11,700
N. German Lloyds' S. S. Line	4	10,155
General Trans-Atlantic Co.'s Line	5	4,700
Jamaica, Hayti, Nassau and Havana	2	1,500
Total	62	129,953

The Adriatic, one of the Galway Line and owned abroad was originally built for the Collins Line, and is now the only Steamers of American build which crosses the ocean!

Various propositions for the establishment of new American steam lines to foreign countries have been made during the past year, and it has been claimed that the aid of the government should be accorded to any lines which should be opened at least to the extent of the aid regularly accorded by the British Government in like cases. The circumstances surrounding any such enterprises at the present time are decidedly adverse, unless aid of some decided character is afforded. The national and semi-official character attached to European Steamer lines by the Government supporting them undoubtedly goes far toward securing them precedence in passenger carriage, in important and valuable freights, and in every element of security, with the advantages it brings, the consideration of chief importance now in distant voyages. A system of official recognition similar to that which has so long characterized the royal mail steamer lines of Great Britain is urgently needed for the United States.

At the instance of the promoters of a new steam line to Brazil, among others, Congress has just (June 1864) passed an act extending aid in the favor of guaranteed payments for postal service.

The following tabulations which originally appeared in the Report of the Chamber of Commerce, and prepared by Mr. Stevens, their able Secretary, are embodied also in the Treasury Document; and with these we shall conclude the present article.

The first series relates to the average duration of passage between Europe and the United States,

referring to 1859 for its statements. From this we make the following:

Cunard Steamers—

From Liverpool to Boston made 27 passages averaging ..... 13d. 20h. 53m.
From Boston to Liverpool 26 passages averaging ..... 10d. 23h. 21m.
From Liverp'l to N. Y. 26 passages. 18d. 8h. 20m.
From N. Y. to Liverp'l 26 passages. 10d. 16h. 40m.

Collins Steamers—

From Liverpool to New York 11 passages averaging ..... 12d. 0h. 30m.
From N. Y. to Liverp'l 11 passages. 10d. 22h. 0m.

New York and Southampton Line—

From Southampton to N. Y. 5 pass. 10d. 2h. 20m.
From N. Y. to Southampton 5 pass. 9d. 19h. 30m.

The shortest passage across the Atlantic was made by the Baltic (Collins) in 1854, and embraced 9 days 16 hours and 59 minutes.

The annexed exhibits the subsidies to American and British lines as they existed in 1857.

American Lines.

Lines.	Trips—No.	Miles.	Amount Mileage.	Amount of Subsidy.	Pay p. m.
Collins	29	3,100	124,000	$385,000	$3.10½
Bremen	13	3,700	96,000	128,987	1.34
Havre	13	3,270	85,000	88,484	1.00½
Aspinw'll.	24	3,200	153,600	290,000	1.88½
Pacific	24	4,200	201,600	348,250	1.70
Havana	24	660	32,112	60,000	1.86½
Vera Cruz.	24	900	43,200	26,062	0.07
Total			725,732	$1,035,740	$1.80½

British Lines.

Lines.	Trips—No.	Miles.	Amount Mileage.	Amount of Subsidy.	Pay p. m.
Cunard	52	3,100	304,000	£173,340	$2.38½
Royal Mail.	24	11,402	547,296	270,000	2.46
Pen. and Oriental.	24	16,596	796,637	244,000	1.53½
Australian	12	14,000	336,000	185,000	2.75
Bermuda	24	2,042	98,000	14,700	0.75
Panama	24	2,718	130,434	25,000	0.96
W.C.of Africa	12	6,245	149,880	23,250	0.62½
Total			2,362,247	£936,290	$2.29

The subsidies allowed by the British Government have been gradually increasing from the year 1850 and additions made thereto as new services were required for the lines, growing out of the increased commerce which followed their establishment, and in times of commercial distress as well as in prosperity, the same sustaining and unfaltering protection has always been afforded by the sagacious and far-seeing policy of that enlightened government.

While treating on this subject it will be well to look into the statistics of other nations and note their doings. Great Britain demands the first consideration. Of its registered steam fleet in 1860-'62 the numbers and tonnage show as follows:

	Vessels of 50 tons or less. No.	Tons.	Vessels over 50 tons. No.	Tons.
1860	802	18,471	1,186	433,881
1861	854	19,683	1,268	585,015
1862	898	20,864	1,319	515,270

The employment of registered steam vessels not including colonial, as divided between the home and foreign trade in 1860, '61 and '62, was as follows:

	1860.	1861.	1862.
Home Trade	92,254	102,795	104,020
Home & foreign partly	29,803	24,924	29,463
Foreign Trade	277,437	313,465	328,310
Total tons	399,494	441,184	461,793
Vessels	929	997	1,033

All which is irrespective of steamers engaged in the river trade. The number and tonnage of steamers built and registered in the United Kingdom from 1853 to 1862, is shown in the annexed columns:

Years.	No. of Vessels—Iron.	Wood.	Total.	Tonnage of Vessels.
1853	117	86	153	48,215
1854	152	22	174	64,255
1855	195	38	233	81,018
1856	175	54	229	57,573
1857	155	73	228	52,918
1858	112	41	153	53,150
1859	106	44	150	38,003
1860	149	49	198	53,796
1861	159	42	201	70,869
1862	181	40	221	77,338

The prepondency of iron in steamship building began in 1853, and it is noticeable how completely that material has controlled since that time. In the 10 years of the table there were 1,501 steam vessels built of iron, out of a total of 1,940 leaving but 439 built of timber.

The following shows the proportion of domestic and foreign steam shipping employed in the foreign commerce of the kingdom in 1853 and 1863 comparatively:

	Entered. 1853.	1863.	Cleared. 1853.	1863.
British	1,176,850	2,645,121	1,090,000	2,594,367
U. States.	46,670	618	51,347	449
Other f'g'n	112,116	507,701	109,402	458,144
T'l tons	1,335,636	3,153,440	1,250,749	3,052,960

The proportion to which foreign built steam vessels enter into the home or foreign trade of the kingdom, is relatively smaller than the sailing tonnage notwithstanding the opening of the coasting trade to foreign bottoms in 1853. The German States and the French have a moderate share in that trade—small indeed rather than moderate—while the United States have now absolutely none! The united tonnage belonging to all foreign nations, is not a sixth part of the whole tonnage employed. The contrast exhibited as to the proportion of American steam tonnage, employed in trade reaching British Ports in 1853 and 1863 as very striking, and at best a humiliating feature in our commercial condition.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 6, 1865, was as follows:

Passengers	$13,615 01
Freight and live stock	45,501 26
Mails and sundries	1,272 43
Total	$60,388 70
Corresponding week of 1864	41,568 41
Increase	$18,820 29

The earnings of the Grand Trunk Railway for the week ending Dec. 31, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$36,077 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	84,363 00
Total	$123,564 00
Corresponding week, 1863	109,765 00
Increase	$13,799 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 4th week of Dec., | $165,104 49
Corresponding week of 1863 | 124,238 60
Increase | $40,865 89

The earnings of the Chicago and Rock Island Railroad for the 1st week in January, 1865, were | $79,074 00
Corresponding week of previous year | 13,539 00
Increase | $65,535 00

Erie Railway.

The following is an official statement of the financial condition of this company:

Earnings for the 11 months to Nov. 30, 1864		$11,983,866 77
Estimate for December		1,216,133 23
Earnings for the year 1864		$13,200,000 00
Expenses to Oct. 1	$7,091,408 87	
November & Dec	1,708,591 13	
		8,800,000 00
Net earnings		$4,400,000 00
Int. on mort. bonds	$1,356,173 00	
Rents, taxes, &c	1,060,599 00	
		$2,416,770 00
		$1,983,230 00
Dividends July 1, 1864	$925,982 50	
Jan. div. on pref. stock	298,576 50	
		$1,224,469 00
Surplus		$758,761 00
4 per cent. on $16,398,100 of common stock is		655,724 00
Surplus after paying dividends		$103,037 00

Allegheny Valley Railroad.

An adjourned meeting of the stockholders of this company was held in Pittsburg on the 5th inst., to take definite action on the proposition to lease the road to the Mahoning and French Creek Railroad Company. After a brief discussion, the vote on adopting the proposition was taken, and resulted in its favor by a majority equal to two-thirds of the capital stock of the company. The lessees will immediately put under contract the extension of the road from its present terminus to Oil City. The extent of road to be built to complete a direct communication with Oil City is only seventy-five miles, the survey of which has been already made. It is a most important work, and must tend materially to the development of the resources of the country through which it will pass.

North Pennsylvania Railroad.

The earnings of this road during the year ending November 30, 1864, were:

From passengers	$305,307 66
" freight	435,850 59
" mail	2,947 25
" rents, &c	5,928 81
Total earnings	$750,034 31
Preceding year	524,637 69
Increase	$225,396 62

This is equal to an increase of $18,783 02 per month.

The opening of the Penn Haven and White Haven Railroad has added considerably to the passenger and miscellaneous freight business of the North Pennsylvania Railroad. The number of travelers has more than doubled in two years.

☞ The following gentlemen have been elected officers of the Philadelphia and Reading Railroad Company: President, Charles E. Smith; Managers, S. M. Felton, H. Pratt McKean, A. E. Borie, Robert B. Cabeen, J. B. Lippincott, Moses Taylor; Treasurer, S. Bradford; Secretary, Wm. H. Webb.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	24
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allonez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	20½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	90c
Black River ..... "	200,000	2½	----	14c
Bohemian ..... L. S	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	1
Boston ..... L. S.	20,000	----	5*	4
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	7	----
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	54
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	80,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	1	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	2½	30
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	----	⅜
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	6½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	54
French Creek ..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1⅞
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8½
Hanover ..... "	20,000	----	----	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	38
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	18

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2⅞
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhatten ..... "	20,000	----	2½	7
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	6½	----
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	25½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27
Native ..... "	20,000	----	3	87½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	⅛
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	4½
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	11½
Petherick ..... "	20,000	----	2½	12
Powabic ..... "	20,000	----	3½	55
Phila. & Boston ... "	20,000	----	15	2
Phoenix ..... "	20,000	----	----	21½
Pittsburg & Boston "	20,000	----	5½	90
Pontiac ..... "	20,000	----	3½	3½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	⅛
Quincy ..... "	20,000	----	10	100
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Rocoe ..... Ca.	200,000	1	----	65c
Rudisell	----	----	----	----
St. Clair ..... L. S.	20,000	----	3	7
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	3
Springfield ..... Md.	----	5	----	1½
Stadacona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	6½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	7½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	55c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	8½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	4½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson ..... "	20,000	10	----	9½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	----	----	----	⅛
Canada ..... Ca.	50,000	5	----	2½
Clute ..... "	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	⅛
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	82
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	24½
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9½
Big Mountain ..... Pa.	----	----	----	6
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	80,000	10	----	----
Butler ..... "	----	----	----	11½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	55
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	60,000	100	----	43½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	70½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	82½
George's Creek ..... Pa.	10,000	----	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	5,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	65
Locust Mountain ... "	----	----	----	52
Loberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. A	100,000	50	----	198
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	26
Schuylkill Valley ... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	40½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	62,760	50	----	57

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	⅛
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	1	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	⅛
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	5½
Consol. Gregory (G.) Col.	50,000	100	----	25
Copalinshe (G.) ... "	200,000	20	----	----
Corlisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	1½
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	⅛
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	9
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	⅛
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otato (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	50	----	6
Quicksilver ..... Cal.	40,000	25	----	96
Renfrew (G.) ..... Ca.	125,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) . A. T.	50,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	12
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94			9	.....	99
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863				.....	
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,433	7	.....	
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	40
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	22,230	68,085	0,516	—	.....	100
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223				.....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,639	10	.....	50
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	60
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,887	6,012	—	.....	
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	
30 Nov. '63	2.03	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	3	.....	
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,668	40,400	—	—	—	—	—	.....	
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,162	62,200	—	4,793	—	—	—	.....	
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	.....	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	2.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	
31 Dec. '62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	498	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	.....	48
30 Sep. '63	56.18	1.90	—	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	56	Brooklyn City and Newtown	284,765	346,000	106,000	11,790	61,453	7,881	3	.....	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,228	53,500	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	
30 Sep. '63	14.00	14.00	—	23	1	Central Pk, N. & E. Riv. (N. Y.)	994,655	448,073	550,000	.....	19,791	7,008	—	.....	
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	.....	
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	338,598	124,445	12	100	.....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	.....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g's	—	—	—	—	—	—	6	.....	
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	.....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	
30 Sep. '63	7.50	3.40	—	—	18	Rochester City & Brighton	—	81,500	66,000	6,000	7,688	3 977	—	.....	
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	270,354	51,127	—	100	60
30 Sep. '63	8.87	—	—	—	40	Sixth Avenue (N. Y.)	1,161,893	750,000	16,000	—	412,600	99,227	10	100	112
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	632,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	.....	
30 Sep. '63	2.00	3.60	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	.....	
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	762	—	.....	
						NEW JERSEY.									
31 Dec. '62	5.82	—	—	7	—	Hoboken and Hudson City	32,000	20,000	—	2,000	—	—	—	.....	
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,936	3	.....	
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	.....	
31 Dec. '63	17.03	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	40
31 Oct. '63	8.13	—	148	14	6	Citizens' (Pittsburg)	157,627	92,000	64,200	5,860	89,867	30,168	20	.....	
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	.....	
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	.....	18
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	53,757	7	50	45
30 Nov. '63	24.23	—	205	25	—	Germantown	330,446	112,245	250,000	—	133,506	23,745	6	.....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,652	9½	.....	22
31 Oct. '63	8.73	—	198	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	.....	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	.....	
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	.....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	.....	
31 Oct. '63	12.00	—	98	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,091	—	—	.....	
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	.....	
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,415	67,875	12,000	9,622	49,638	7,036	—	.....	
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	92,952	42,000	22,600	5,369	40,528	15,184	9½	.....	
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	6,983	—	.....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	.....	13
31 Oct. '63	19.40	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	.....	84
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	45
31 Oct. '63	6.25	—	138	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,694	20,428	17½	.....	27½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	70½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	.....	
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	.....	
31 Dec. '62	3.31	—	—	—	—	Passenger (Cinc.)	69,337	50,000	—	—	—	—	—	.....	
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mart (Cin.)	70,000	50,000	—	—	—	—	—	.....	
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	.....	
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	.....	
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	.....	
30 Nov '62	10.20	—	—	—	—	St Louis	295,604	296,604	—	—	—	—	—	.....	

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	204,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1873	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	12,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	90
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1880	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1879	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1880	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	20,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	23,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1908	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1903	110
2d Mortgage	50,500	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,500	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1908	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	135
Loan of March 31, 1848 ..... registered	8,906,342	6	" "	1868	131
" " " ..... coupon		6	" "	1868	131
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	109
" " " ..... coupon		5	" "	1874	109
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	105
" " " ..... coupon		5	" "	1871	110
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	111
" " " " ..... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 ..registered	249,977,300	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	110½
" " " (5-20s) ..... coupon		6	" "	1882	110
Loan of March 3, 1864, (10-40s) ... registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " ..... coupon		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	110
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	115
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,375,000	6	At maturity.	.....	96½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Year's " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	89,813,870	6	"	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	569,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	6		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	103
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'43-'50	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,987	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock	737,222	6	" "	1880	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'62-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	94
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,825,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	69
—State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	5	May & Nov.	1891	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,248,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1866	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	64,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,500,000	5	Jan. & July.	'65-'73	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'92-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	99
" — " " (war loan) .. "	2,000,000	6	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd	65
" — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'96	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	870,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'82	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1885	----
" — " " (st'k'g conv.) .. "	200,376	5		1895	----
" — " " (st'k'g) ..... "	5,586,556	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1885	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	299,408	5		1885	----
" — " " (") ..... "	148,711	5		'89-'90	104
" — " " (") ..... "	122,699	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,180	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	6	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'84-'86	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— " "	48,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	6	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan .... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	166,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	547,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	8	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1866	----
" — " " "	199,000	6	" "	1863	65
" — " " "	100,000	6	April & Oct.	1883	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1858	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. .. coupon	7,000,000	6	" "	'72-'88	70
" — " " S.W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'72-'89	----
" — " " C. & Fulton .. "	660,000	6	" "	'87-'92	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	.....	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " " —Notes ..... "	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	98,000	6	Jan. & July.	Var.	----
" " " —State bonds (war loan) .. coupon	551,820	6	" "	'66-'71	----
" " " " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " " " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " " " " " " ..	900,000	5	" "	1875	----
" " " " " " " ..	442,961	5	May & Nov.	1868	107
" " " " " " " ..	1,169,781	6	Jan. & July.	pleas.	----
" " " " " " " ..	1,300,000	6	" "	'65-'78	119
" " " " " " " ..	700,500	7	" "	1870	112
" " " " " Comptroller's f'nds	28,098	5	.....	.....	d'm'd
" " " " " " " ..	11,050	5½	.....	.....	d'm'd.
" " " " " " " ..	14,230	6	.....	.....	d'm'd.
" " " " " " " ..	421,000	6	Jan. & July.	'55-'67	----
" " " " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " " " " " " ..	64,000	5	Feb. & Aug.	1876	----
" " " " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " " " " " " ..	320,000	5½	Jan. & July.	1865	----
" " " " " " " ..	100,000	6	" "	1867	----
" " " —Canal Fund Loans	6,922,274	5	" "	'83-'74	105
" " " " " " " ..	15,889,025	6	" "	84-'70	117
" " " " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	101
" — " " (" ") ..... "	1,600,000	6	" "	1875	102
" — " " (" ") ..... "	4,095,259	6	" "	1881	102½
" — " " (" ") ..... "	2,400,000	6	" "	1886	101
" — " " (domestic debt)	125,690	6	" "	1863	103
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irredeemible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	93½
" — " " "	3,886,010	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,117,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds ..... coupon	685,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,957	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	.....	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	434,444	5	.....	1888	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1892	55
" — " " (Intern. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	50
" — " " (Hermitage) .. "	45,000	6	.....	1890	55
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'62-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'62-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'65-'93	----
" — " " (sterling) ..... "	1,565,000	5	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'72-'85	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,005	86,211	76,426	81,453	103,635	94,928	107,758	78,751	64,937	938,64[illegible]
1861	61,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,696	128,191	132,639	119,469	115,291	111,955	1,225,001
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	183,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	------	------	---- ----
Chicago and Rock Island:													
1860	72,834	66,703	77,406	89,170	104,272	100,403	82,595	139,049	134,500	146,630	92,573	75,457	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,778	90,607	75,676	76,459	102,353	138,374	119,547	117,086	146,268	161,508	138,795	185,595	1,423,439
1863	140,024	130,225	122,512	126,793	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,457
1864	158,735	175,432	243,150	176,888	188,565	205,860	195,103	271,141	331,494	312,049	319,816	303,187	---- ----
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	29,066	24 326	29,536	51,340	55,831	55,002	42,101	400,429
1860	32,192	33,403	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,756
1861	48,325	48,651	50,920	60,410	84,891	83,220	76,897	60,527	87,167	105,146	81,296	55,196	835,844
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108 956	90,991	994,677
1863	69,691	81,190	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,388	155,622	1,488,197
1864	98,123	111,495	157,982	174,580	188,629	------	------	---- --	------	------	------	------	---- ----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	52,220	780,236
1860	78,170	67,340	80,200	76,032	65,907	55,098	50,386	66,573	84,603	94,806	82,467	82,400	869,499
1861	85,239	74,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	85,401	105,253	944,959
1862	106,263	85,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,699	90,882	95 134	130,551	150,397	143,536	145,920	1,579,509
1864	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	182,110	183,649	184,614	208,241	---- ----
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	336,857	361,819	389,114	455,235	465,959	396,608	414,764	4,681,048
1860	354,000	345,000	433,311	457,161	393,409	392,409	319,955	477,642	600,124	587,242	561,445	412,723	5,[illegible]35,42[illegible]
1861	404,507	391,932	458,560	547,174	506,610	450,053	372,705	419 010	515,948	719,354	734,108	714,211	6,214,168
1862	699,097	601,595	635,006	626,070	587,416	528,842	595,924	615,962	756,421	885,136	902,[illegible]06	9[illegible]5,880	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	667,092	816,801	905,294	1,024,649	1,035,321	10,409,481
1864	984,837	914,133	1,094,506	1,079,508	1,052,[illegible]98	1,021,976	974,317	1,038,364	1,201,006	1,202,509	1,294,905	------	---- ----
Galena and Chicago													
1860	60,658	62,695	80,793	93,254	115,505	93,445	80,705	166,541	219,528	252,108	142,658	94,580	1,462,752
1861	97,255	76,859	101,600	103,795	166,707	162,823	145,389	150,359	200,[illegible]6	221,826	172,700	122 300	1,72[illegible]96
1862	109,867	105,424	74,346	90,180	1 8,194	225,048	190,456	129,019	188,370	208,[illegible]75	159,580	143,582	1,777,541
1863	132,517	121,161	129,226	186,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,261	196,872	220,625	------	------	------	------	------	---- --	---- --	---- ----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,805	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	148,424	173,261	197,762	246,263	2,023,537
1862	307,330	281,568	305,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,253	425,047	366,802	270,676	244,771	202,302	190,364	219,561	268,100	302,174	295,780	484,550	3,726, 40
1864	501,231	472,240	356,626	278,540	251,759	253,019	273,726	306,595	361,600	340,900	------	------	---- ----
Illinois Central:													
1859	182,936	134,311	154,600	153,644	144,894	149,592	139,102	181,612	246,829	248,892	250,742	192,523	2,129,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	224,156	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	266,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,[illegible]24	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,584	37,271	56,687	46,452	51,229	55,257	48,544	512,219
1863	55,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,803	710,225
1864	56,540	77,874	90,765	73,215	83,964	75,455	8[illegible]33	94 375	96,062	90,576	97,047	------	---- ----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,960	1,153,467
1862	83,903	62,407	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,272	61,835	1,163 734
1863	67,150	76,132	44,925	88,177	106,967	111,260	71,587	69,352	1 6,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,5[illegible]6	157,000	------	---- ----
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,064	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	2[illegible]8,651	274,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	166,951	170,362	161,391	126,553	178,773	235,690	276,181	231,[illegible]95	189,077	2,189,077
1862	163,152	158,728	157,500	193,120	200,526	181,963	180,915	226,819	276,109	3[illegible]5,518	30[illegible]284	270,539	2,647,833
1863	248,784	230,503	257,227	263,613	294,935	241,236	189,145	238,012	308,198	375,567	33[illegible]260	345,049	3,302,541
1864	256,600	304,445	333,058	327,294	264,818	311,717	279,129	355,264	396,330	404,563	444,523	39[illegible]091	---- ----
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	105,303	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,84[illegible]	30[illegible]333	245,0[illegible]8	200,134	2 124,214
1862	230,159	159,533	151,902	175,096	186,039	174,002	172,189	216,624	2[illegible]5,956	322,369	307,474	255,824	2,650,702
1863	242,073	245,858	256,432	238,405	254,153	204,221	193,328	215,449	308,168	375,483	33[illegible]91	306,196	3,168,066
1864	252,435	278,818	348,802	338,276	271,553	285,780	263,244	346,781	408,445	408,965	405,510	376,470	---- ----
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,203,783
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,038	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,01[illegible]375	965,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,101	1,074,700	11,069,563
1864	921,831	936,587	1,059,923	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,400,076	1,203,764	1,189,142	------	---- ----
New York and Harlem:													
1859	91,900	84,209	88,278	90,517	91,568	89,259	91,190	100,118	97,218	97,857	85,785	84,554	1,102,823
1860	97,016	95,666	88,595	90,463	89,577	93,376	100,619	104,116	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,556	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,068
1862	100,604	96,859	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,735	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	105,695	116,898	114,000	125,817	124,615	129,121	119,851	131,304	1,472,365
Philadelphia and Reading:													
1859	146 722	155,327	188,600	215,475	226,464	230,377	248,502	241,695	264,622	283,646	286,019	245,977	2,735,398
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,966	321,208	249,032	3,315,561
1861	161,106	160,528	191,266	252,154	263,917	270,061	289,987	295,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,385	388,725	414,707	448,994	463,873	496,567	454,826	4,068,837
1863	525,685	561,534	396,771	429,929	505,517	464,809	451,884	574,486	714,302	615,902	746,955	526,009	6,324,083
1864	436,741	532,766	617,021	569,183	------	936,188	---- --	-- ----	------	------	---- --	-- ----	---- ----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,879	182,566	188,831	165,795	154,032	203,553	245,928	256,544	221,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,290	301,938	3,031,767
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370 983	3,745,310
1863	337,350	366,595	461,965	462,987	427,094	395,845	350,753	407,077	463,509	508,814	466,200	457,642	5,132 [illegible]4
1864	290,676	455,211	602,603	574,680	499,547	420,942	486,687	669,102	705,974	758,860	743,751	------	---- ----
St. Louis, Alton and Terre Haute:													
1862	74 232	63,681	63,743	71,854	112,384	93,706	67,721	85,359	95,986	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,198	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,956	---- --	---- ----
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,546	67,426	84,879	122,785	106,100	126,027	77,599	51,296	926 [illegible]3
1861	59,939	47,043	62,551	76,274	79,278	80,074	95,454	135,722	142,537	162,553	137,066	94,574	1,172,100
1862	82,235	47,142	56,096	83,552	106,545	118,578	115,214	168,219	170,380	172,870	147,548	139,128	1,403 147
1863	86,321	91,971	103,056	122,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,239	1,454,796
1864	79,736	96,542	122,896	123,987	127,009	146,538	139,626	244,114	243,940	221,569	220,504	252,851	---- ----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1883	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	105
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	6	Ja Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1856	1,128,500	6	Jan. & July.	"	1876	104
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income 4 in '69, 5 in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £455,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1905	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora 1st Mort.	190,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 3d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (U. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	3,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,327,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	94
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99
Green Bay Extension Bonds	300 000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1894	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	226,000	7	Feb. & Aug.	New York.	1882	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	70½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	809,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1865	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1854	
C. and T. Income (convertible)	167,000	7	" "		1854	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1875	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,302,000	7	Jan. & July.	" "	1885	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100.000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	109
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	111
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after 64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'73	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'76	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1878	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,844,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	95
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1883	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "	----------	----	118
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati :						
1st Mortgage	800,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1874	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	260,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400.000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700.000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	660,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	95
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1890	----
1st Mortgage	1,800,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	95
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	119
1st Mortgage (S. F.), convertible	4,323,000	8	" "	" "	1882	119
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1889	109
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7*	" "	" "	1895	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	105
2d General Mortgage	2,194,500	7	" "	" "	1877	94
*Milwaukee and Beloit :						
1st Mortgage	880,000	8	----------	----------	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,383	7	----------	----------	----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	----	56
2d Land Grant	650,000	---	----------	" "	----	----
Income bonds	511,000	---	----------	----------	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	876,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	560,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'63 '78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1836	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	105
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	116½
Exchanged St'ks (S. F.) B'ds	668,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	164,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190.273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	634.000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	10 ½
5th Mortgage	1,739,500	7	June & Dec	" "	1885	102
Buffalo Branch	200,000	7	Jan. & July.		1891	104
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	950,500	7	Jan. & July.		1867	101
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	96
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1959	96
2d Mortgage	3,077,000	7†	" "	" "	1961	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	58
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'79	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	1	April & Oct.	" "	1880	----
Construction	4,242,030	1	March & Sept	" "	1876	17
Income	3,220,000	1	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	800,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1867	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	585,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	8	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110.000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	106
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1856	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1903	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1939	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1941	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	54-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	767,000	8	----------	" "	1875	15
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1852	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	------	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68½
2d Mortgage	937,500	7	" "	"	1863	27½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug	----------	1880	----
2d Mortgage	155 000	7	----------	----------	1886	----
3d Mortgage	318 500	7	----------	----------	1876	----
Six per cents	113,228	6	----------	----------	1879	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	20
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Interest Bonds	151,820	7	----------	----------	------	85
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	63
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1881	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	88.5	—	.....	59.6	...	...	.....	*Alabama and Florida*	1,451,886	*	—	877,953	600,000	105,958	1,515,704	54.0	.....	101,102	57,866	—	—
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	325,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,221,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,282	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	602	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,022	28,579	2,582,505	116.9	.....	606,156	270,260	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	445,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '63	23.3	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	337,000	100,000	—	422,290	23.8	46,938	65 909	36,666	5	—
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902 356	802,511	—	2,037,940	1,986,740	213,876	4,201,566	122.4	281,451	408,410	164,337	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	468,245	1,232,307	585,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191.000	64,859	2,439 775	124.0	183.357	329,539	92,439	—	98
31 Dec. '63	57.0	—	1.5	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460 193	62.0	129,574	285,397	13,968	6	—
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750.000	155,429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '63	8.48	8.9	9 3	—	3	—	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156.663	78,651	—	—
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	697.152	66.0	165,916	195 035	61,216	7	90
31 Mar. '64	61.3	1.0	63.5	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612 367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	150,839	6	108
								DELAWARE.													
31 Oct. '60	84.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	466,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	8	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	8.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	88.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	163,988	95,612	—	—
30 Apr. '60	43.5	—	28.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	88.1	—	.....	—	8	4	33	Savannah, Albany and Gulf	1,886,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	104.1	100.8	16.2	—	15	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.5	.....	.....	388,853	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	822,344	454,641	—	—
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,230,639	*	—	4,206,939	4,035,000	—	9,392,418	281.0	1,002,440	1,673,706	701,866	2	92
30 Apr. '64	240.0	000.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy.	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14 837,539	394.0	1,958,519	3,090,211	1,350,499	8	118
1 Apr. '63	242.0	—	.....	29.0	38	23	705	Chicago and Northwestern	12,325,880	510,963	—	3,731,316	8,335,000	226,641	13,147,13c	242.0	.....	1 083 054	444,508	—	37
31 Mar. '64	181.3	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	228.4	1,162,850	2,145,377	1,103,414	6	102
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,866,988	525,451	6,023,400	3,506,000	—	10,952,115	341.7	1 484,04	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,336,970	708.3	3,910,697	4,571,028	2,118,847	6	125
— — —	143.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	701,660	—	40
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,193,679	1,006,122	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,418	*	3,000	956,061	1,219,100	61,772	2,283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,895	154,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,382,284	140,639	2,458,108	110.0	.....	448,858	290,834	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	995,000	11,036	2,491,368	84.0	355,897	598,09:	350,525	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	283	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	105
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,202	774,61:	307,527	13	156
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	500,000	92,663	1,542,766	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	369,04	.....	86 0	7 mo's.	85,239	66,771	—	—
31 Dec. '63	100.0	—	.....	200.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	800 000	37,020	3,529,922	100 0	134,531	276.197	155,889	—	—
1 Jun. '58	88.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570 000	.....	.....	28.5	11 mo's.	458.821	21,866	—	—
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,189	2,930.000	337,532	4,275,99?	111.6	.....	426,406	227,534	—	—
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597.950	52,800	—	514,573	160.000	—	741,051	29.0	181,633	94,820	63,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,298,832	126,785	6,540	1,109,594	301,000	—	1,563,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	203.0	841,559	3,261,890	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	500.000	339,297	5,855,320	80.0	180,204	431,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665.000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	.....	136.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,016	248,969	105,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,386	188.0	.....	840,898	.....	—	—
31 May '64	284.8	—	23.4	—	87	97	1,269	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.8	1,558,2 73	3,417,1 81	1,697,060	12	106
31 Mar. '64	246.0	281.0	.....	—	98	110	1,125	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	71
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	160.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	650,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	855,992	6,331,899	256.0	.....	564,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	455,949	275,060	1,974,444	69.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,660	—	—
								MISSOURI.													
31 Aug '63	66.0	—	18.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	879,324	1,047,567	420,020	—	—
31 Dec. '62	265.5	—	17.7	68.0	21	26	507	*North Missouri*	6,898,779	604,993	—	2,469,267	4,350,000	.....	.....	188.8	.....	441,469	182,895	—	—
31 Dec. '62	152.0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	198.0	—	14.4	87.3	54	30	420	*Pacific*	11,162,670	662,617	—	3,496,916	7,000,000	137,019	20,455,420	196.7	807,040	879,056	227,398	—	—
28 Feb. '63	77.0	—	2.9	208.0	—	—	—	*South-Western Branch*	4,[illegible]6	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,462	128,886	—	—
30 Sep. '62	90.5	2.5	8.2	—	16	13	219	*St. Louis and Iron Mountain*	.....	344,168	—	1,971,127	2,601,000	57,261	4,906,277	90.1	232,631	262,236	65,250	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,533	444,633	205,564	757,331	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,783,205	867,734	—	2,494,900	3,088,491	—	7,283,475	149.0	Oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,378	*	21,925	1,050,860	3,068,491	139,952	4,259,303	102.2	136,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,549,414	51.3	184,991	291,852	188,121	6	104
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,762	*	—	169,200	566,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	112
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	29.0	187,427	402,880	290,840	9	137
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,280,000	4,850,000	—	10,346,252	261.0	1,012,096	2,307,448	620,681	—	53½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,033	503,718	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,380,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,018,326	482,656	8	120½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	858,727	397,729	8	144
30 Nov. '63	42.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	138½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	180,058	69,191	6½	78
30 Nov. '63	59.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	314,194	168,008	6	111
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,900	66,500	4,894,100	89.0	477,753	812,556	390,594	6	103½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	50.4	389,738	732,262	328,043	8	121½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	382,885	30,276	—	209,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	95,684	—	600,000	—	—	704,336	71.0	167,154	225,794	69,077	8	128
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	235,000	—	785,000	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,225,565	33.0	67,883	53,233	.....	—	10
30 Nov. '63	79.5	7.8	28.5	—	29	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	332,915	3,771,915	102.1	435,407	722,069	411,544	7	121½
30 Nov. '63	43.4	1.0	14.0	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,612	169,146	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,566	471,692	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	6.2	—	3	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	.....	.....	—	40½
30 Nov. '63	69.3	8.0	5.5	—	19	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,922	2,439,838	1,232,881	10	150
30 Nov. '63	46.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	182,153	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	686,480	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	116
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	89.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	95
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	600,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,151	—	.....	124.2	.....	3,040,148	1,728,548	10	149½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,568	1,087,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,656	773,000	600,000	4,620,160	2,000,000	—	7,768,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '62	53.0	—	—	46.5	11	15	91	Morris and Essex	1,674,061	*	67,000	1,157,800	340,000	87,080	1,849,625	62.0	.....	293,857	103,645	7	116
31 Dec. '62	33.5	—	.....	—	.....	.....	.....	New Jersey	3,640,516	443,573	1,461,396	4,397,800	642,600	400,017	5,736,574	33.5	.....	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	136,800	204,200	77,798	438,798	21.2	.....	90,612	29,592	—	170
31 Dec. 62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,303,555	1,250,000	145,694	2,597,167	—	[2 mos.	10,538	24,242	—	65
31 Dec. '62	24.1	—	.....	.....	.....	.....	.....	Warren	1,907,750	—	—	1,907,750	800,000	—	1,907,750	24.0	.....	229,889	154 908	6½	103
31 Dec. '62	38.5	—	.....	42.	—	—	—	West Jersey	821,984	*	—	581,993	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	34.0	—	1.0	105.0	3	6	38	Albany & Susquehanna	1,192,179	64,558	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,065	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,295,000	1,070	3,369,088	160.8	815,250	1,184,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,061,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,897	Erie	39,404,648	*	262,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,431	3,511,414	7½	82½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,521,713	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	—	18	26	100	Long Island	2,305,563	622,911	—	1,852,716	752,462	—	2,958,474	100.5	242,062	360,431	52,250	3	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,356,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,896	3,606,745	9	114½
30 Sep. '63	130.5	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	103.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,909	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,855	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	220,750	—	938 884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	153.6	43.5	18.2	—	23	27	348	Rome, Watert'n & Ogdensb'g	3,091,576	208,304	—	1,519,800	1,784,400	60,571	3,450,840	208.1	765,668	586,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	600,000	276,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,886	200,000	66,800	339,186	13.0	43,124	47,308	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,984	*	—	1,200,150	1,621,037	97,371	2,918,558	81.0	218,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	207,710	415,221	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	460,000	276,372	2,419,401	94.9	.....	105,955	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,034,509	171.9	.....	469,455	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,984	171.0	323,039	477,554	225,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	*	—	—	—	—
								OHIO.													
31 Dec. '62	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,953	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	6,579,508	922,670	106,183	1,625,358	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,158	499,086	113,147	2,500,000	1,634,000	—	4,966,265	202.0	.....	1,033,328	495,691	16	128
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	134.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,580	6,000,000	610,000	—	7,282,513	191.2	1,012,180	2 161,943	1,216,257	31	180
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,287	375 209	228,651	—	48
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	708,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	28	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,636,004	*	—	3,832,713	4,324,606	94,329	8,251,648	203.5	.....	1,436,317	552,800	—	98
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,554,500	7,288,790	—	8,107,006	188.6	756,262	1,691,266	823,714	8	109
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	360,673	575,250	662,488	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	69
30 Nov. '58	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	295,000	—	2,137,867	ope	r. w. Lit.	Miami	256,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,606,678	460,583	—	2,462,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	85.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,287	1,400,000	—	5,096,520	138.0	1,002,647	1,943,778	701,582	10	140
30 Jun. '63	173.8	33.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,584	378,487	53,095	11,164,820	226.0	445,157	820,025	299,650	—	.....
30 Apr. '62	192.8	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	884,000	179,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,726	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	448	Sandusky, Dayton and Cinc.	3,983,572	595,400	102,865	3,260 887	1,496,728	11,190	5,189,662	205.9	388,894	600,162	183,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & N'w'k	1,355,156	*	—	962,571	1,299,100	127,118	2,694,694	125.0	220,717	272,302	92,283	—	.....
31 Dec. '63	242.4	—	.....	—	43	18	923	Toledo & Wabash	9,496,636	*	25,000	3,314,775	6,441,320	38,273	10,152,632	250.0	1,379,940	1,439,795	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	98.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	8	1,308	Beaver Meadow	1,964,230	409,560		1,983,900	1,000		1,984,900	24.5	247,089	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	325,613	308,567	11,465	—	16
31 Oct. '63	62.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	162.0	165,772	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,015,294	2,160,583		5,693,254	4,571,000	1,006,961	13,276,201	202.0	1,469,494	1,157,083	825,143	9	225
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,450		1,212,590	34.9	151,830	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,983,607	*		1,000,000	1,000,000	Lease'd to Northn Cen.		106.907	334,799	110,368	—	31
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,855	169,268	10	—
31 Oct. '63	36.9	13.6	17.6	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.8	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,225,992	223,000	2,174,427	54.0	143,578	259,929	101,570	—	30
31 Dec. '63	60.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	82.0	—	59	12	1,209	Lehigh Valley	3,622,008	889,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,330,058	774,074	10	81
31 Oct. '63	26.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading R. R.)		7	4½		
31 Oct. '63	24.6	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	50
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	68.8	274,980	511,896	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,648,484	2,883,497	13,450,250	16,949,224	—	38,245,868	356.9	5,211,202	1,891,413	5,111,412	—	66
31 Oct. '63	17.0	7.0	42.2	17.0	18	41	101	Phila., Germant'n & Norristn	1,131.070	236,439		1,267,200	405,500	—	1,672,200	24.0	244,425	332,493	179,905	9	68
31 Oct. '63	230.0	—	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	27½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,480	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,223	10,047,328	—	26,815,828	403.0	2,721,689	6,252,902	3,706,900	7	56
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	613,822	—	—	999,200	250,000	—	1,249,200	28.2	187,074	644,050	353,648	10	145
31 Oct. '63	96.9	—	51.4	—	76	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477 500	200 5	647.020	2,540 248	1,602,119	10	70½
31 Dec. '63	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	5,277,436	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,728	101,589	—	12
31 Dec. '63	466.3	—	74.6	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,224	*	—	6,164,532	12,936,171	—	19,932,741	468.8	3,472,914	5,132,934	2,106,623	—	9
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178.778	112,824	—	500,000	791,597	Lease'd to Northn Cen.		40.476	144,748	87,112	10	46
31 Oct. '63	29.6	—	3.1	—	5	4	196	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,000	29.6	75,858	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	457,417	8,500	—	—	13.6	24,919	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,006	1,145,000	345,646	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	230,014	96,146	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,942	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	805,214	514,000	99,110	1,137,707	47.6	.....	29.967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	636,654	1,902,000	880,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	45	37	667	Memphis and Charleston	5,866,578	878,039	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	878,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	554,949	319,518	.....	59.4	60,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	555,507	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,582	*	—	2,056,544	1,731,000	—	.....	150.0	.....	734,118	357,884	6	—
1859.....	—	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.5	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,026	76,016	—	696,922	800,000	264,544	.....	45.8	57,960	127,963	87,243	—	—
1859.....	50.0	—	0.8	8.0	—	—	—	Winchester and Alabama	.....	*	—	216,962	413,000	408,477	.....	50.0	.....	1,245	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	58.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	58.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,388,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	249	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,[illegible]	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	947 618	262,587	—	74
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt. Central		.....	.....	8	108
30 Jun. '63	28.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,885	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,560	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	68,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	112.7	703,034	136,302	43,092	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	10
30 Sep. '60	68.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2517,500	590,056	.....	167.7	270,846	490,427	222,214	—	—
30 Sep. '59	133.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	5,040,636	374,998	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,136	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,225,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,584	213,352	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,823	.....	78.6	159,961	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	836,750	204,805	28,853	.....	43.5	1,058,054	168,768	79,565	6	90
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	—	—	—	Seaboard and Roanoke	1,468,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,982,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 963	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	671,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.5	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	46
10 May, '64	163.9	—	10.6	—	29	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,852	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,084	2,063,370	49.0	.....	242,798	117,842	—	16
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,268,510	1,154,868	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,360	1,649,510	1½	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,458,706	—	—	4,458,706	108 0	160,421	107,640	20,006	—	—
1 July, '61	50.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,429,232	60 0	.....	130-58	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	81.5	50.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,261	—	—	4,273,261	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	614,658	5,000,000	3,875,000	—	10,763,723	48.1	.....	2,027,436	1,236,894	12	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (prof.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	550,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37
Chemung (guarantied)	380,000	—	—	....
Cayuga & Susquehanna (guarant.)	343,500	—	—	....
Cheshire (preferred)	2,017,825	7	—	55
Chicago & Alton (preferred)	2,412,398	7	7	93
Chicago & Northwestern (pref.)	2,400,000	7	5½	66½
Coohecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,00	—	—	....
Dubuque & Sioux City (preferred)	1,997,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	800,000	—	—	....
Elmira & Williamsport (preferred)	800,000	—	—	50
Erie (preferred)	8,535,700	7	7	98
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,800,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,334	7	3	55
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,582,600	10	10	146
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,246,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,00	6	0	....
Paterson & Hudson (guarantied)	630,000	—	5	....
Paterson & Ramapo (guarantied)	248,000	—	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	—	0	....
Philadelphia & Reading (pref.)	1,551,900	7	7	....
Philadelphia & Trenton (guar)	1,000,000	—	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,00	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	648,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	952,900	7	7	60
Troy & Greenbush (guarantied)	2 4,40	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1636	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1873	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1565	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1565	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,783,652	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1865	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	108
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	600,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	568,500	6	M & N.	1876	94
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1565	....
Md stg. loan converted	200,376	5	" "	1565	....
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1882	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	250,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,22 ,900	—	....
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	7,500,000	10	206½
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	68,000	—	....
Illinois and Michigan			—	....
Lehigh Navigation	50	2,479,950	6	73½
" (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	8	....
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	....	—	....
Sault Ste Marie	100	....	—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	31
" " (preferred).	50	2,722,607	—	34½
Susquehanna and Tide Water	50	2,048,260	—	15
Union (preferred)	50	2,750,000	—	8
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 62	— @	64 —
Pig, American, No. 1		— @	58 —
Bar, Swedes, assorted sizes (in gold)		— @	92 50
Bar, English, Refined	180	— @	195 —
Bar, English, common	165	— @	180 —
Band, English	225	— @	— —
Horse Shoe	220	— @	— —
Rods, English	200	— @	2 0 —
Hoop, English	230	— @	310 —
Nail Rod	per lb.	— @	17
Sheet, Russia	per lb.	30 @	33
Sheet, English, Single, Double and Treble.		— 10 @	12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb, or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 31 @	33
English Spring (1st & 2d qlty.)		— 19 @	32
English Blister (1st & 2d qlty.)		— 21 @	32
English Machinery		— 21 @	24
American, Blister		— 16 @	20
American, Cast, Hammered		— 30 @	34
American, Cast, Rolled		— 19 @	23
American Spring		— 15 @	20
German		— 22 @	24
Milan (in bond)		— — @	—

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— @	65
Sheathing, &c. Old (cash)		— @	—
Sheathing, Yellow		— @	50
Pig, Chile		— @	—
Bolts		— @	65
Braziers'		— @	65
American Ingot (cash)		— 48 @	49

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	15 50
Spanish		14 75 @	15 —
German Refined		14 75 @	15 —
English		14 75 @	15 —
Bar	per lb.	— @	18
Pipe and Sheet		— @	22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 72 @	73
Straits		— 61 @	61½
English		— — @	58½
Plates, Charcoal I. C	per box	20 50 @	21 —
Plates, I. C. Coke		17 — @	17 50
Terne, Coke		14 50 @	15 50
Terne, Charcoal		18 — @	19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	8 50 @	9 —
Clinch (cash)		10 — @	10 50
Horse Shoe, Forged (cash)	per lb.	— 38 @	40
Wrought English (cash)		— — @	70
Ausable Horse, Norway Iron, Forged		— — @	50
Zinc Nails (6 mos)		— — @	25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15 @	1 20
Para, Coarse and Medium		— — @	—
Carthagena, &c		— 72 @	75
Guayaquil		— — @	—

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 51 @	—
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 93 @	94
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 73½ @	74
Naptha, Refined, (60@63 gravity)		— 58 @	—

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th 5.	F.6	Sat.7.	M 9	Tu.10.	W.11
American Coal Co.	50	51½	....	....	....	52
At. & Gt. W. (O) 1st m't.	97	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	105	107	....	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	....	34½	....	34½	34½	35
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" " pref.	....	....	94½	95	....	....
" " 1 M.	....	....	....	105	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	118½	119	....	120	120	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n.	39	38½	38	38½	40½	39½
" " pref.	72½	70½	68½	71½	70½	70½
" " 1st M. '87	97	96	95	95	....	95
" " 2d M.	....	....	....	....	....	....
" " S. F.	107	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " L. B.	....	....	....	95	....	....
Chicago & Rock Isl.	103½	102½	103	....	103½	103½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	99	97	95	98	95½	95½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	80
Clev. and Toledo	109	108½	108	109½	....	....
" " S. F. 7 p.c.	....	....	....	....	108	....
Cumberland Coal, pref.	47	45½	46	....	46	45½
Del. & Hudson Canal	210	....	....	....	209	208
Del., Lack. & West.	....	....	....	....	....	225
" " 1M. 8 p.c. '71-6	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	112	....
Erie	85½	83½	82½	84	84½	84½
" pref.	100½	100	98	99	97½	....
" 1 M. 7 p.c. '67	104½	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	112	....	....	....	....	....
" 4 M. 7 p.c. '80	....	104½	104½	....	....	....
" 5 M. 7 p.c. '85	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	47½	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	112½	112	113	110½	108	109½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	126½	127	....	128	127½	126½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	18	16½	....	15½	14½	12½
Michigan Central	116½	116½	114½	114	114	112½
" S F. 8 p.c. '83	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	72½	72½	72½	75	74½	74
" " guar'd.	145	....	145	147	....	....
" " 1M. S.F. 105	....	....	....	105	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	49	....	45	45½	46	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	22	16	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	68½	68½	....	67½	67	....
" 1st. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	60	....	60½	....	....	....
New York Central	119	119	118	119	117½	116
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	116½
" " 7s, conv. '76	....	....	....	....	....	113
" " 6s, S.F. '83. 105	....	....	....	....	....	....
" " 6s, S.F. '87	....	....	....	....	....	103½
N. York & Harlem	....	....	....	....	....	98
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '78	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	32½	32½	32½	32½	33	32½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	301½	....	....	....	....	....
Panama	....	....	....	260	....	262
Penn'a Coal Co.	....	....	....	....	193	....
Phila. and Reading	118	117½	116½	116½	115½	116
Pitts. Ft. W. & Chicago	101½	100½	100½	101½	....	100½
" " 1M.	....	....	....	109½	....	....
" " 2M.	....	101x	....	101	....	....
" " 2M. 90	....	....	....	....	....	....
Quicksilver Mining Co.	1st	99	97½	98½	98½	98
St. L., Alton & T. H.	....	43	43	43	....	41
" " pref.	....	....	70	71½	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds.	....	....	75	....	80	....
Tennessee 6s, 1890	....	56	....	....	51	....
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5.	F.6	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	....	105	....	....	....	....
U. S. 6s, 1871, coup.	....	....	....	....	....	....
U. S. 6s, 1874, reg.	....	....	....	....	....	....
U. S. 6s, 1874, coup.	....	105	104½	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 6s, 10-40s, coup.	102½	102½	102½	102½	102½	103½
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	111	....	....	....	....	....
U. S. 6s, 1881, cou.	110½	110½	111	111½	111½	112½
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	135
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	96½	97	97½	97½	97½	....
U. S. 6s, 5-20s, coupon	108½	108½	108½	104½	109½	110
U. S. 6s, 5-20s, new	103½	108½	108½	109½	109½	109½
U. S. 6s, " reg.	....	....	....	109½	....	110½
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	....	....	....	....	119	119
American Gold	227½	....	226½	226½	222½	222½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	37
Camden & Amboy	149½	....	....	149½	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	99	99	....
" " 6s, '83	101	....	100½	....	....	....
" " 6s, '89	99	....	....	....	....	99
" mort. 6s, '89	....	....	....	107	....	107
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	50	....	....	....
" " 7s	....	....	....	....	103½	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	....	....	....	....
" 6s	....	....	100	....	....	....
Lehigh Valley R. R.	....	....	....	50	....	....
" " 6s	....	100	....	100½	....	....
Little Schuylkill R. R.	....	42½	42½	....	....	41½
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	53½	....	....	....
Morris Canal	....	....	....	....	....	95
" " pref.	125	....	....	....	125	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s. 92	....	....	....	93½	93½	....
" " 10s	....	....	....	....	100	....
Northern Central	53½	....	53½	53½	53½	53½
Pennsylvania R. R.	64½	64½	65½	65½	66	66
" 1st m.	....	....	....	....	....	....
" 2d m.	105½	....	105½	105	....	....
Penn. State, 5s	91	....	....	....	91½	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	102½	103	103	....	....	....
Philadelphia City, 6s	95	95	95	....	95	95
" " new	99½	98½	98	98	97½	97½
Philad., Germ. & Nor.	58	....	58	....	58	58
Phila. & Reading	59½	58½	59	58½	58½	58
" " 6s, '56	....	....	....	....	....	....
" " 6s, '70	....	....	....	101	101	101
Philadelphia & Erie	28½	28½	....	27½	27½	....
" " 6s	....	....	103	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	31	....	....	3	....	....
" " pref.	35½	....	34½	35	....	34½
" " 6s '82	93	84½	84½	....	....	....
" " 6s '76	....	84	84	....	....	....
" " 6s '72	90	....	....	90	90	....
Sunbury and Erie, 7s.	107	....	....	....	....	105
Susq. Canal	....	15½	....	14½	....	....
" " 6s '78	....	....	....	....	....	58
Union Canal, pref.	....	....	....	....	3½	....
" " 6s '83	....	....	22	22½	20	22½
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	19	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	25
Race and Vine, "	....	....	....	10	....	....
2d and 3d streets, "	....	70½	....	....	....	....
Spruce & Pine, "	....	34	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore City 6s, 1875	....	....	109	....	....	....
" " 1886	....	....	103	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890.	109	109½	109	....	108½	109
Balt. and Ohio	112	112	112	....	112½	112
" " b'ds, '62	....	....	....	....	....	....
" " " '67	101	....	....	....	101	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	108	....	106	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	....	....	....	....	....	....
" " " '95	....	....	96	....	96	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W. 11.
Boston and Lowell	....	....	....	....	107	....
Boston and Maine	126	126½	126	....	126½	....
Boston and Providence	145	144	....	....	....	....
Boston and Worcest.	135	138	138½	....	....	....
Cheshire, pref.	60	60	....	....	55	....
Concord	....	....	....	....	....	....
Connecticut River	111	....	....	....	....	....
Eastern, Mass.	103	....	103	103	103½	103½
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	121	120	....	121	121	121½
Manchester & Lawr'ce	....	116	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	94½	....	94	....
Old Colony and Fall R.	125	....	123	122	121½	....
Ph., Wil. & Baltimore	69½	69½	70½	70½	....	70½
Portl'd, Saco & Porta.	....	....	....	106	....	104
Vermont & Canada	....	....	106½	106½	108½	....
Vermont & Mass.	....	....	....	....	42	42
Western	149	150	150	150½	150	150
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	99	....	96	....	....	....
Metropolitan "	51	50	50	50	50	50
Middlesex "	59	59	60	60	60	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	54½	54½	....	53½	54	....
Isle Royale "	18	....	....	....	....	....
National "	....	....	....	....	27	....
Minnesota "	26½	....	....	26½	25½	....
Pewabic "	56½	55	....	55½	55½	....
Pittsburg "	....	55	....	....	90	....
Quincy "	....	....	....	100	100	....
Rockland "	12½	....	....	....	12	12

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of December:

Maryland 5s	65	to	68
United States 6s, 1881	42½	"	43½
Do. 5s, 1874	48	"	50
Virginia State 6s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	37	"	39
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, January 14, 1865.

Stock Exchange and Money Market.

The nations of the old world staggering under the enormous loads of debt created by official profusion and aggressive wars, seem to have a very large amount of sympathy for us, in regard to our financial affairs. The cases are entirely dissimilar. Our previous national debts were fully paid off without difficulty even in the infancy of the Nation, and now that we are approaching manhood with vastly increased strength and resources, we feel assured that our backs are fully equal to our burthen. Perhaps it would be useful employment for foreign unfriendly cities to look at home. What is the present financial position of England? We see by our latest files that it is causing great solicitude. The following is an extract from a London Journal of the 25 of December last:

"Fifty years of peace find us with a heavier debt than at the end of the great war. It is 800 millions even yet, and since the beginning of the century we have paid the almost fabulous sum of £2,262,488,852 for interest alone. In fourteen years the taxation has increased 7s. 9d. per head per annum, so that we have each of us individually a heavier burden to bear. Nor ought we to be bamboozled with the deception that the increase has been rendered necessary to the urgency of our defensive requisitions. In ten years there is an increase in the Civil List of £8,035,975; and in the cost of collecting a revenue, which a wholesale repeal of duties ought to have greatly reduced, of £1,236,428. The excess of taxation has amounted to 11.77 per cent., or a total of £7,398,012. Long speeches have, indeed, fobbed us off with the fallacy that, because the proportion of taxation per article has been reduced, our burdens are virtually diminished. But no man of common sense believes that if in 1854 he paid £62,800,000, and in 1864 he was charged £70,200,000, he disburses less merely because the amount is more skillfully imposed. Nor must we be confused by the sophistry of the Exchequer into giving Mr. Gladstone credit for effecting a great reduction in the income, property and assessed taxes. A property tax of 1s. 2d. yielded £10,642,621 in 1855, and a reduction to 7d. in 1864 has yielded £9,084,000. We ourselves, find that we pay a larger amount at 6d. than on the same income we did at 9d.; but the reason is simply this, that what are called active officers have been let loose upon the public, that fresh rack-rent valuations have been made of all property, that surcharges have been unscrupulously resorted to, that extortion in every available shape has been stimulated by express direction of the Exchequer, that the house duty has been most unfairly enhanced, and the land and assessed taxes have been stretched to the utmost. If these overcharges had been equally levied there would have been less reason to take exception to the process; but when men feel that, while they are paying at this exorbitant rate, districts where more reasonable surveyors act are exempt, they are little disposed to credit Mr. Gladstone with a relief which proves to be only the hocus-pocus of figures, and the legerdemain of the way of stating the public accounts. In thirty years our expenditure has increased £26,201,000, equal to the interest of the whole of the public debt. This is all a Reform Act has done for us."

Surely after such a picture as this we may feel assured that we are as yet in no such predicament. For eighty years we have scarcely known what taxation was, and we are therefore better prepared than any nation on the globe to meet its temporary pressure. But besides this we are convinced of our own strength by each day's disclosures. Even the Confederates admit that they as well as ourselves had no previous idea of our gigantic power. In the meantime we have only to proceed with coolness and courage to the end in view, and all will yet be well. Every indication points to the early termination of the struggle, and there is no feeling of exhaustion on our part. The Money Market is active, and good rates are paid for money, showing that it can be used to advantage, and the signs of general prosperity bear out the idea. As much as 10 per cent. has been freely paid on good commercial paper. The weekly report of the associated Banks to Jan. 7, shows the following results:

Loans	$199,444,969
Specie	19,666,211
Circulation	8,283,832
Deposits	147,442,071
Showing a dec. in loans since Dec. 31, of	$4,400,282
" " specie	491,230
" " circulation	100,806
An increase in deposits of	$79,820

We are glad to know that the city Banks adhere to the policy of retaining their specie reserves, in contradistinction to that of many of the leading country institutions, which have almost denuded themselves of coin, not caring to carry a large amount of their means as a dead weight, and anxious to make a profit by its conversion into currency. These banks will however lose in the end all they gain now by this disposition of their funds for when called on to resume specie payments, as they certainly will be as soon as the Government withdraws its legal tenders, they will find their profits disappear like the gilded equipage of Cinderella, when the hour approaches for a return to their normal condition.

The gold market has been quiet the past week, and has ruled quite equally. It has stood pretty firmly in the neighborhood of 226. A fall of a few per cent. however occurred on Tuesday. The probable arrival and sale of large quantities of captured cotton in this city, to the extent of 15 or 16 millions of dollars will have a large effect both on the prices of gold and exchange, and be felt to an extent not fully estimated by speculators. Exchange for good commercial bills continues to rule under par as it has done for a long time past. None but the best class of bills bring anything above par. The number of National Banks according to the latest returns is now 685, with a total capital of $143,641,400, and a circulation of $78,724,520, a little more only than half their capital, and quite in contrast with the issues of many banks in the interior.

Governments continue steady and in great demand. The subscriptions are so numerous and on so large a scale, that the Treasury Department is relieved of its pressure, and it is thought will be able to get along very comfortably in the future. Besides the collection of the internal revenue is proceeding with great success, and the people appear more ready than ever to meet the wants of the Country. The balance in the Sub-Treasury on Tuesday was $26,233,051 59.

Railway shares and securities show a decided advance in the prices of last week. There is more inquiry, and large transactions have taken place in them. There are some exceptions as there always will be owing to the dexterity of manipulation, but as a whole we may aver that the Railway interest is stronger and still improving.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 98; Ohio 6s, 1870, 101; Brooklyn City Water Loan, 107; Mariposa 2d mort., 20; Manhattan Gas, 185; Nicaragua Transit, 5; Copake Iron, 4¼; Indiana 5s, 86; North Carolina 6s, 58; McGregor Western 1st mort., 79½; Buffalo and State Line, R. R., 200; Warren R. R., 103; Sixth Avenue R. R., 112; Ashburton Coal, 16; Schuylkill Coal, 7½; Wyoming Valley Coal, 57; Quartz Hill Gold, 6; Ocean Bank, 95; Shoe and Leather Bank, 110; Mechanics Bank, 115; Bank of Commerce, 117.

Philadelphia.—Pittsburg 6s, 74; do., 6s, 90; Reading 6s, 1843–'80, 100; Trenton R. R. 6s, 100; Union Canal, 1¼; 13th and 15th streets R. R., 27½; Ridge Avenue R. R., 13; Atlas Oil, 1.69; Bull Creek, 2¼; Big Tank, 2¼; Briggs, 6⅛; Brandon Island, 1¼; Crescent, 2¼; Cow Creek, 1.69; Continental, 2⅛; Cherry Run, 29¾; Caldwell, 7½; Corn Pl., 6⅝; Curtin, 14; Dalzell, 9½; Densmore, 6½; Dunkard, ¾; Egbert, 3⅝; Excelsior, 1⅝; Eldorado, 1.94; Farrel, 1¾; Franklin, 2⅜; Globe, 1⅛; Germania, 1⅛; Irwin, 10¾; Krotzer, 1⅜; McClintock, 5; Mingo, 3⅞; Maple Shade, 34½; McElheny, 5¾; Noble and Delamater, 10⅜; Oil Basin, 9½; Oil Creek, 7⅜; Oil C. and C. R., 2.94; Phila. and Oil Creek, 1¼; Perry, 4; Pope Farm, 1¼; Penn, 7⅞; Petroleum Centre, 3; Seneca 5¼; Story Farm, 2½; Sherman, 1¼; St. Nicholas, 4; Tarr Farm, 3⅛; Tremont, 9; Tarr Home, 4½; Rock, 4; Howe's Eddy, 1¼; Hibbard, 2; Keystone, 1⅝; Mineral, 2.56; Union, 2; Venango, ¾; Walnut Island, 2.69; Watson, 2⅝; Penn. Mining, 11½; Green Mt., 4¼; Big Mt., 6; Shamokin, 15½; Fulton Coal, 7½; Swatara, 6½; Butler, 11½; N. Y. and Middle Coal Fields, 9⅝; Girard Bank, 51; City Bank, 60¼; Farmers' and Mech. Bank, 146; Bank of North America, 190¼; Commercial Bank, 60. The latest quotations are: City 6s, 95@95½; do., new, 97½@98; State 5s, 91¼@91¼; do. coupon, 95@96; do., 6s, W. L., 102¾@103¼; Phila., Wil. and Balt., 70¼; Reading, 57⅜@57¾; do., 6s, 1870, 101@101½; do., 1886, 35½@135½; Camden and Amboy, 147@149½; Penn. R. R., 65@65¼; do., 1st mort., 106½@108; do., 2d mort., 105@106; Little Schuylkill R. R., 41½@42; Morris Canal, 94½@95; do., pref., 124¾@126½; do. bonds, 99½@100; Wyoming Valley Canal, 69@70; do., 6s, 99@101; Susquehanna Canal, 14@14½; do., 6s, 57@58; Sch. Nav., 25@30; do., pref., 33@34; do., 6s, 1882, 84@85; Union Canal bonds, 23@24; Delaware Div. Canal 34@35; do., bonds, 98@99; Elmira and Williamsport, 31@32; do., pref., 50½@51; do., 7s, 1873, 103½@105; do., Chattle 10s, 75@78; Long Island R. R., 47@49; Lehigh Coal and Navigation, 72½@74; North Pennsylvania, 29¼@30; do., 6s, 94@94½; do., 10s, 110@100¼; Philadelphia and Erie, 27¼@27½; do., 6s, 102@103; Minehill, 57@58; Catawissa, 16¼@17; do., pref. 36@37; Lehigh Valley, 79@80; do., bonds, 100@101; Fifth and Sixth streets, (horse,) 47@48; Second and Third, 70¼@70½; Race and Vine, 10@12; West Philadelphia, 73@73; Spruce and Pine, 33¼@34; Green and Coates, 24@25; Chestnut and Walnut, 48@50; Arch, 19@20; Thirteenth and Fifteenth, 27@28; Girard College, 20@26; Tenth and Eleventh, 45@47; Norristown, 58@58.

Boston.—Northern (Ogdensburg) 1st mort., 96; do., 2d mort., 26; Boston Hartford and Erie 7s, 73; Northern (N. H.) 6s, 100½; Boston and New York Air Line 6s, 59; New Bedford and Taunton R. R. 6s, 101½; Cambridge R. R., 6s, 99¼; Eastern R. R. 6s, 1874, 103¾; Housatonic R. R., 98; Massachusetts 6s, 1875, 120; Vermont 6s, 1871, 97; Maine 6s, 1883, 98¼; New Hampshire 6s, 95; Boston 5s, 1883, 120; Chicago 7s, 1881, 100¼; Boston Water Power, 39; Union Steamship Co., 136; Mammoth Vein Coal, 31¾; Newport Coal, 58; Short Mt. Coal, 40½; Locust Dale Coal, 31¾; Belmont Coal, 9⅞; Boston Gas, 810; Bank of Commerce, 113½; Mt. Vernon Bank, 112½; Merchants Bank, 115; Suffolk Bank, 120; Albany and Boston Mining Co., 23; Buckingham Plumbago, 2¼; Boston, 4; Bedford, 90c.; Bay State, 20½; Black River, 14c.; Boston and Nova Scotia Gold, 105c.; Copper Falls, 30; Canada, 1¼; Dana, 1¾; French Creek, 80c.; Green Mt., 4½; Gt. Basin Oil, 2½; Hanover, 3½; Huron, 38; Hancock, 8¼; Madison, 3; Manhattan, 7; Mesnard, 6¼; Macomb Lead, 1⅜; Native, 87½c.; Northwestern, 4½; Ottawa, 25c.; Renfrew Gold, 50c.; Star, 6¾; South Side, 3; Superior, 7½; St. Clair, 7; Tremont, 2½; Toltec, 2⅛; Winthrop, 2⅝.

Baltimore.—Marietta and Cincinnati bonds, 98; N. W. Va. 1st mort., 106; City Passenger R. R., 18¼; George's Creek, 118; Bare Hill, 3; Balt. Chrome, 2; Am. Gas Coal, 2; Laurel Cannel Coal, 5.10; Penn. Oil, 1.35; Santa Clara, 24¾; Maryland Copper, 0.70; Springfield, 1.30; Canton Co., 86; Atlantic Coal, 1.25; Maryland Anthracite, 56½; Farmers' and Planters' Bank, 31½; Bank of Baltimore, 101. The latest quotations are: Balt. and Ohio, 112@112¼; do., 6s, 1867, 101@104¼; do., 1875, 105@107; do., 1880, 108@109; do., 1885, 108½@109¼; Northern Central, 53¼@53½; do., bonds, 1885, 95@96; N. W. Va., 00@05; do., 1st mort., 104@107; do., 2d mort. 100@103; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@99; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 85@88; do., guar., 107@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 109@109; do., 1886, 107@108; do., 1890, 108@109; do., coupon, 107@109½; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 17¼@18; Canton Co. 33½@36; Gardner, 0.50@0.90, Gas Coal, 2.00@2.05; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.25@1.40; George's Creek, 118@125; Santa Clara, 24@25¼; Balt. Chrome, 2.00@2.50; Bare Hill, 2.85@3.00; Atlantic Coal, 1.20@1.25; Mineral Hill, 1.50@2.85; Baltimore Coal, 130; Laurel Cannel Coal and Oil Co., 5.10@5.25.

Albany and Susquehanna Railroad.

This road has been completed and opened to Cobbleskill, in Schoharie County, 45 miles from Albany; and the company have iron and material to complete the track to Richmondville, five miles, further. Most of the grading is completed to Oneonta, Otsego Co., 80 miles from Albany, to which point the iron will be laid early in the Spring. Considerable grading has also been done between Oneonta and Binghamton. There is to be a tunnel of 2,000 feet in length, about 17 miles from Binghamton, of which the approaches are excavated and some 800 feet of the heading, and upon which the work is being prosecuted day and night.

The first division of the road, 35 miles has been in operation over a year. The gross earnings for the first year from September 30, 1863, to September 30, 1864, were $97,861 07 of which about 50 per cent were required for running expenses. The earnings in October and November, 1864, show an increase over the corresponding months of 1863, of $7,000 88. The total expenditures for construction and equipment of the road to date have been $2,855,321 04.

The Albany and Susquehanna Railroad Company have thus complied with the conditions entitling them to the first installment of State aid, $250,000; which are, that the company shall have expended at least $1,000,000 in the construction and equipment of the road, and in good faith put the same in operation 40 miles from the city of

Albany, through a portion of the County of Schenectady, to the town of Cobbleskill, Schoharie Co.

Under favorable circumstances it is thought the entire line from Albany to Binghamton, can be completed in eighteen months.

Railroad Fares.

We were sorry to see our tables giving the results of the operations of the New York City Passenger Railroads for 1864, and the past ten years, which we had prepared with much labor, so unceremoniously appropriated by the *Tribune* in its issue of Monday last, while the conclusions which those tables forced upon us were not adopted. The *Tribune* is decidedly opposed to any increase of fares, because these roads enjoy "valuable franchises which they obtained on certain conditions, one of which was the restriction of the fares to five cents. This restriction they now seek to escape, under the plea that five cents are considerably less now than they were when the bargain was made." And the *Tribune* admits the fact of the depreciation of the five cents "broadly and fully." We as broadly and fully admit the fact that these companies, when the franchises were granted, did agree to carry passengers for five cents; but we *do not admit* that they agreed to carry passengers for five cents in paper currency not worth over 40 to 50 cents on a dollar. What they agreed to receive was in specie or its equivalent. What they get now is neither one nor the other. There is some plausibility in the argument that some of them being "corruptly chartered,their stock watered," etc., they should now compensate the public for the dividends heretofore paid on a valuation represented by thrice the actual cost of construction and equipment. Putting aside the fact that this would only apply to a small portion of the roads now in operation, it is a sufficient answer to this argument to say, as between the parties to that agreement, that the public *agreed* to pay five cents; and whether this rate would pay on half the actual cost of the roads, or on thrice the cost, was a risk the companies assumed. The franchises proved to be valuable, and the stock sold at its value. To argue now that because the owners of this property five or ten years ago received large dividends, the present owners should operate the roads at a loss, is a sort of logic that we do not understand, But it is not a fact that all of them have paid these enormous dividends. The Second Avenue road has barely paid its expenses for years. The Sixth Avenue has not paid more than fairly upon a fair cost for a number of years, while the past year it has actually been operated at a loss. The Ninth Avenue has never but little more than paid expenses. In 1863–'64 it has been run at a loss of nearly $20,000. The Third and Eighth Avenue roads have been profitable; but even with *their* profits to make up the deficiencies of the others, the whole aggregate profits of all the roads will only show an amount equal to about three per cent. on their represented cost, and this too in currency. Reduce this to a specie standard, and it amounts to about one and a quarter per cent. Even admitting that the cost has been watered, as the *Tribune* says, to thrice the actual amount, which is not the fact, the profit then would be less than four per cent. The *Tribune's* argument is rather an appeal to popular prejudice, than a plea for fair dealing. The railroad companies would now no doubt be content with the agreement, viz: five cents per passenger, but the public do not carry out their side of the contract when they insist upon being carried for what is worth but little more than two. In asking seven cents, the companies get about three-fifths the amount they formerly received; and when the *Tribune* insists that what is called five cents now is *the* five cents *agreed* upon, and endeavors to hold the companies to their bond upon such a technicality as this, we must differ from it in toto. It would be quite as reasonable to insist that the *Tribune* should be sold for two cents in paper now, because it sold for two cents in specie three years ago.

All these considerations apply as well to the case of the New York Central Railroad. Its franchise, like the city roads was given with certain conditions attached. They were to carry passengers for two cents per mile. No one will pretend for a moment that they agreed to take a piece of paper worth less than one for this service simply because it had the words "two cents" printed on it. And in now asking an increase to two and a half cents, they are simply asking that they may get actually about one-half the amount that the Legislature agreed they should receive. We might furnish tabular statements of its receipts and expenditures for a series of years to show the justice of this increase, but we do not care to spend our time in compiling tables to be appropriated without credit next day to the *Tribune's* money article.

Michigan Southern and Northern Indiana Railroad.

This company has declared a dividend of 3½ per cent. on the common stock, free of government tax, payable on the first day of March. The transfer books will be closed on the 14th of February. Also a dividend of 5 per cent., less the Government tax, on the guaranteed stock, payable on the first day of February. The transfer books for the guaranteed stock will be closed on the 17th inst. In connection with the declaration of these dividends, the managers have issued the following notice:

In order to reconcile conflicting interests in dispute growing out of a claim made by a portion of the guaranteed stockholders for back dividends, this company has consented as a compromise to accept of a proposition made by parties owning and representing a large majority of the guaranteed stock, and by parties who have heretofore brought suits for back dividends against this company, which suits are now on this settlement withdrawn. This company deems it but just to offer the same terms of settlement to the remaining stockholders as have been accorded to the majority above named, viz:

In addition to the 5 per cent. cash dividend payable on the first day of February next, this company is ready to issue to the guaranteed stockholders, common stock at par to the extent of 80 per cent. of the guaranteed stock held by them, in full payment of all claims for dividends and interest accruing prior to 1st of February, 1863, indorsing such payment upon the face of the guaranteed stock certificates. All common stock so issued prior to the closing of the common stock books on the 14th of February prox., will be entitled to the 2½ per cent. dividend on common stock, payable 1st March, 1868.

The guaranteed stock outstanding at the date of the last annual report was $2,588,600. This, we learn, has been reduced to $2,100,000; of which $1,500,000 will accept the compromise. No suits are now pending on account of these arrears of dividends, and the whole question has been practically closed.

Illinois Central Railroad.

The sales of lands by this company in 1864 were 264,422.05 acres for $2,898,980 19. The net cash collections on this account were $2,451,911 37. Applied as follows, viz: to purchase $2,300,000 of Construction bonds, $1,440,090; credit Interest funds $1,011,820 81—total $2,451,911 37. The interest on the funded debt during 1864 was $1,-000,027 50. This charge will be reduced in 1865 $164,360, being the interest at 7 per cent. on $1,-667,000 bonds paid in 1864, and $681,000 of the $3,000,000 bonds called in for payment, but still outstanding, though the interest ceased on the 13th of October last. The demand for the Lands of the Company continue on a large scale, and the Company have been readily enabled to raise their first cash installment on new sales to 20@25 per cent.

☞ We again call the attention of our readers to the advertisement of the "New York, Philadelphia and Baltimore Petroleum and Mining Company."

The extraordinary advantages offered capitalists by this new branch of industry are naturally causing great interest, and we believe investors will do well to consider the inducements offered them by this very respectable and powerful company.

☞ Our readers will notice, on the 2d advertising page, the advertisement of Messrs. Sampsons & Baldwin, Iron merchants. This is a well known house in the trade, formerly in Broad street, now removed to No. 16 Cliff street, with warehouse and offices reaching through to 241 Pearl street. Complete assortments of the best kinds of iron, may be found at their establishment, where they also act as agents for the Ticonderoga Iron Company. Magnetic iron ores and Charcoal blooms for sale, delivered on Lake Champlain. These ores are in high repute.

☞ The Union Trust Company have taken a Banking Office at No. 73 Broadway, next below Trinity Church, and with a capital of $1,000,000, will accept the usual trusts and deposits committed to concerns like the old New York Life and Trust and United States Trust Companies. Mr. Isaac H. Frothingham, is President, Hon. John V. L. Pruyn, Vice President, and W. T. Aldrich, Secretary. The Trustees are Merchants and Bankers of the highest character in the city and in the interior of the State.

☞ Proposals will be received until February 1, 1865, by the New York and Middle Coal Field Railroad and Coal Company, at the office of the Resident Engineer, in Orwigsburg, Schuylkill County, Penn., or at the Office of the Company in Philadelphia, to construct the remainder of the earthwork and masonry of the Eastern Division of their Railroad, extending from Schuylkill Haven to the mouth of Lizard Creek in the Lehigh Valley, and also to construct the Western Division of their road, extending from Schuylkill Haven into the Middle Coal Field together with the Branches, to accommodate the trade of the various coal districts. Proposals will also be considered for the necessary hoisting Machinery for a system of inclined Planes to be used in connection with their Railroad.

Interest and Dividends.

The Erie Railway Company have declared a dividend of 3½ per cent. on the preferred stock and 4 per cent. on the common stock. These dividends will be paid at the Treasurer's office on the 1st February, less the Government tax.

The Cleveland and Pittsburgh Company have declared a dividend of 5 per cent., payable February 1.

The Mount Carbon Railroad have declared a dividend of 3 per cent., payable on demand, clear of all taxes.

The Little Schuylkill Navigation Navigation, Railroad and Coal Company have declared a semi-annual dividend of three per cent., clear of all taxes, payable on the 23d instant.

The East Mahanoy Railroad Company have declared a semi-annual dividend of three per cent., clear of State tax, payable on the 10th instant.

The Huntingdon and Broad Top Mountain Railroad Company have declared a semi-annual dividend of 3½ per cent. on its preferred stock, payable on the 17th instant.

The Lehigh and Luzerne Railroad Company has declared a semi-annual dividend of six per cent., payable on the 18th inst.

The West Branch Canal have declared a dividend of five per cent. in cash, and a dividend of ten per cent. in stock.

The Chestnut and Walnut Street Passenger Railway Company have declared a dividend of $1 50 per share, subject to National and State taxes, payable on the 12th instant.

The Spruce and Pine Street Railway Company have declared a semi-annual dividend of one dollar and a quarter per share, less the tax, payable on the 18th instant.

The Second and Third Street Passenger Railway Company, have declared a dividend of five per cent., clear of taxes, payable on demand.

The Tioga Iron Company have declared a dividend of five per cent., payable on the 16th inst.

The Minehill and Schuylkill Haven Railroad Company have declared a semi-annual dividend of four per cent.. equal to two dollars per share, payable on the 20th instant, clear of all taxes.

Population of China.

The following statistics relating to the internal condition of China proper are taken from the statistical chart of a new work, by Mr. R. Montgomery Martin, late her Majesty's treasurer for the colonial, consular and diplomatic services in China, and member of the Legislative Council at Hong Kong, entitled "China, Political, Commercial and Social." In China proper it appears there are 367,632,907 inhabitants, and in the dependencies of Mantchooria, Mongolia, Turkistan, Thibet, &c., about 40,000,000, making a total of 400,500,000 of people under one Government. The population on each square mile is 283, and the area in square miles is 1,297,999. The quantity of land is estimated at 830,829,100 English acres, of which 141,119,743 is under cultivation. The land tax realizes 27,854,023 taels of silver; the salt revenues 4,618,834 taels and other duties 991,092 taels. The total fixed revenue of the province is 35,016,023 taels, of which sum 22,445,573 taels, and 3,423,955 shih of rice (a shih being about 160 pounds avoirdupois,) are transmitted to the imperial treasury, while 5,569,829 taels remain in the provinces. The standing army and militia number 1,232,000 men. The table from which the above statistics are taken is prepared from various authorities, the greater portion having been furnished in China and translated from the official records.

Albany and West Stockbridge Railroad Sinking Fund.

The report of the Trustees of this Fund, for the year ending Nov. 30, 1864, is as follows:

		Dr.
Bonds and mortgages on hand per last report		$436,865 74
Bonds and mortgages paid since last report		75,465 08
		$361,400 66
Bonds and mortgages loaned since last report		29,800 00
		$391,200 66
Albany city bonds (cancelled) per last report		$63,000 00
Albany city bonds (water loan)		77,000 00
Albany city bonds (coupon)		68,000 00
N. Y. Central Railroad bonds		5,000 00
Albany co. bonds pr. last rep't.	$15,000	
Albany co. bonds purchased since last report	216,000	
		$231,000 00
Cash deposited in Bank		87,017 61
		$872,218 27
		Cr.
Contributions from Western Railroad as per last report		$313,111 14
Interest on investments, per last report	$505,825 63	
Interest on investments since last report	58,335 78	
	$564,161 41	
Less amount paid agent's salary, exps., premium on investments, &c	5,054 24	
		$559,107 17
		$872,218 26
Interest due, not paid	$3,989 09	
Interest accrued, not due	10,877 47	
		$14,866 56

THOMAS W. OLCOTT, JOSEPH C. Y. PAIGE, } Trustees.

☞ The Carleton *Sentinel* states that the location of the Wolhaupter route for the branch railroad is finished. The distance is eight and three quarters from the St. Andrews' road at M'Kenzie's Corner. The work is comparatively light; the steepest grade will be 60 feet per mile, the same as in the De'Beck line, while the terminus of the former will be 300 feet nearer the Houlton road than the latter.

Pittsburg City Railroad Indebtedness.

The Annual Report of the City Solicitor which was presented at a meeting of Council on the 4th inst., is a complete review of the progress made during the year in compromising our railroad indebtedness. From it we learn that, in May, 1864, the suits on coupons had swelled to the number of ninety-nine, and the aggregate amount of judgments, interest and cost, reached $525,000. On the first of January, 1864, the Controller, John McCargo, Esq., had lifted four hundred and forty-eight of the old bonds, and since then he has canceled nine hundred and twenty-six—making a total of thirteen hundred and seventy-four. He has also negotiated the compromise of about one hundred and fifty more, leaving less than three hundred of the old bonds still outstanding. Nearly all the judgments have been compromised on the same terms with the bonds.—*Pittsburg Chronicle.*

Carriers by Railway.—Special Contract for Conveyance of Live Stock.—Reasonableness of Condition.

In the recent case of Gregory *vs.* The West Midland Railway Company, the complaint stated in the first Court, that the defendants were the owners and proprietors of the West Midland Railway, and of certain trucks and carriages used by them to carry cattle thereon for hire and reward, and the plaintiff delivered to the defendants, at their request, a cow, to be by them safely and securely carried in the said trucks, from Abergarenny to Newport for reasonable reward in that behalf, and it became the duty of the defendants to use due and proper care and skill in and about the carriage of the cow on the said journey, and in and about the management of the said trucks, yet the defendants so carelessly and unskilfully conducted themselves in and about the carriage of the cow, and the management of the trucks, that by reason thereof the cow was greatly injured and deteriorated in value during the said journey.

Second Court—that the plaintiff employed the defendants, at their request, and for hire and reward, &c., to provide for the plaintiff a certain truck or carriage as aforesaid, to be used on the said railway for the conveyance of a cow of the plaintiff, from Abergarenny to Newport, by the defendants, and safely and securely to carry the cow thereon from Abergarenny to Newport, and the defendants provided the said truck and received the cow to be carried as aforesaid; and in consideration of the said employment promised and undertook that the truck or carriage provided by them should, at the time of their providing the same, be reasonably fit and proper for the conveyance of the cow on the said railway, and that they would safely and securely carry the cow on the said truck from Abergarenny to Newport; yet the plaintiff avers that, although all things were done, &c., by him, the said truck so provided by the defendants, and in which the cow was carried, was not at the time of the defendants' providing the same, reasonably fit or proper for the conveyance of the cow on the said railway, and the defendants did not safely or securely carry the cow in the said truck from Abergarenny to Newport, whereby the cow, whilst on the journey was greatly injured, &c.

The answer denied first, the first count; second to the same, that the plaintiff did not deliver the cow to the defendants on the terms alleged; third, to the same, that the cow was delivered to, and was received by the defendants, to be carried from Abergarenny to Newport, under a special contract, to wit., between the plaintiff and the defendants, then signed by the person who delivered the cow to the defendants for carriage as aforesaid, whereby the said receipt and carriage thereof were made and were subject to certain just and reasonable conditions, referred to by and embodied in the said contract, that is to say, &c., (setting out the first, third and fourth conditions;) and all conditions were performed and fulfilled, and everything happened to entitle the defendants to the benefit and protection of the said special agreement and conditions; and the defendants say, that the injury to, and deterioration in value of the said cow, and the supposed causes of action in the first count mentioned, were not occasioned, nor did the same happen or arise by the neglect or default of the defendants or their servants;

fourth, to the second count, that the defendants did not promise as alleged; fifth, to the same, that the plaintiff did not employ the defendants to provide the said truck or to carry the cow therein, nor did the defendants provide the said truck, or receive the cow for the purposes and on the terms alleged; sixth, to so much of the breach in the second count as alleged, that the said truck was not at the time of the defendants providing the same, reasonably fit or proper for the conveyance and carriage of the cow, that the said truck was at the time reasonably fit, &c.; seventh, to the second count, similar to the third allegation of the answer.

Issue was joined on these pleadings.

At the trial, before Byles, J., at the Monmouthshire Summer Assizes, 1863, it appeared that the plaintiff, on the 16th of March, 1863, sent a cow and a heifer to the station of the defendants' railway at Abergarenny, to be forwarded to Newport. He paid 4*s.* 8*d.*, for the carriage and signed a cattle ticket specifying the rate of charge, and containing the following words: "I hereby agree to the conditions of carriage on the back hereof." They were as follows:

"The Newport, Abergarenny and Hereford Railroad Company give public notice that they undertake the conveyance of horses in wagons, oxen, cows, sheep, calves or pigs, upon the terms and conditions hereafter stated, and by such only will they be bound; first, they are to be free from all risk or responsibility with respect to *any loss or damage* arising in the loading or unloading, from suffocation or from being trampled upon, bruised, or otherwise injured *in the transit*, from fire, *or from any other cause whatsoever*, it being hereby agreed that the same is to be carried *at the owner's risk;* second, that they are not to be held responsible for carriage or delivery within any certain or definite time, or in time for any particular market; third, that, as the charge for conveyance is for the use of the wagon and locomotive power, *the owner* or his representative, *is requested to see to the efficiency of such wagon before he allows his stock to be placed therein*, and *complaint* must be made *in writing* to the station inspector or clerk in charge, as to *all alleged defects*, either at the time of booking or *before* the wagon leaves the station; fourth, the owner or his drover shall ride free in the wagon in which his stock is loaded, and shall have the care thereof, but as no fare is charged, it is agreed that such owner or driver shall so ride entirely at his own risk. This ticket to be delivered up at the place of destination, in default of which the stock herein named will be detained, and remain at the owner's risk and expense."

The defendants' servants put the cow and heifer, without halters, into a sheep or calf truck with low rails, and during the journey the cow fell or jumped out of the truck, and was greatly injured.

The person on whose land she fell had a claim against the company, and killed her, keeping the carcase for his own use. The plaintiff on paying for the carriage and signing the ticket at the Abergarenny station, was told that the animals had been placed in a truck ready to start, but he did not see either them or the truck.

A verdict was entered for the plaintiff for 80*l.*, if he should be entitled to recover, notwithstanding the conditions; to be reduced to 15*l.*, if he should be entitled to the carcase of the cow only; leave being reserved to the defendants to move, and it being admitted that the truck was not a proper truck for the purpose.

In Michaelmas Term, the defendants' counsel, accordingly obtained a rule to set aside the verdict and enter it for the defendants, on the ground that the plaintiff was bound by the special contract; or to reduce the damages to 15*l.*

The plaintiff's counsel showed cause.

MARTIN, B.—I have a very strong opinion that the view I took of this act—which is contained in my judgment in the House of Lords—is the correct one, but I yield to the House of Lords and act upon their judgment; and looking upon this case and that of M'Manus *vs.* The Yorkshire and Lancaster Railway, together, it seems I am bound to give judgment against the railway company, and that the case exactly falls within the view taken by the majority of the Court of error in M'Manus's case.

Now, the first question is, what is the real meaning of these conditions? The railway company "give public notice;" therefore I apprehend they are conditions strictly within the first proviso in the act. It is impossible as it seems to me for words to be framed more clearly than those in the first condition. The company declare that as far as they are concerned they will not be bound for any sort of loss or damage occurring from the commencement of the loading to the end of the journey. But then, notwithstanding this, there was a question raised with respect to their obligation to provide a suitable wagon; and it strikes me the real meaning of the third condition is "in addition to any damage arising from the loading, we state we will not be liable for any misfortune arising from any defect in the wagon or locomotive power," and they put it upon the owner to examine the wagon. Putting the first and third conditions together, it seems to me they were framed with the intention of expressing, in the strongest words the English language enables them to use, their determination not to be liable for any loss to cattle whatever, and they give us the reason for that; "we make no charge for it; our charge is simply for the use of the wagon and the locomotive power." I cannot conceive how words can be used more strongly, clearly and explicitly to communicate a determination, (so far as their determination is of any avail.) Looking at the remarks of the majority of the Court of error in M'Manus's case, as to the condition there being reasonable, I am unable to distinguish it from the point in controversy here about the wagon; and it does not seem to me that the owner is called upon to look after the wagon himself. Taking the conditions, as I am bound to do, they do provide for the company's non-responsibility throughout, which M'Manus's case has said is an unreasonable thing for them to do, and the condition creating it is therefore void. Whether it is a satisfactory footing upon which the law should stand is another matter. It is in point of fact—instead of leaving people to take care of themselves—attempting to take care of them by a legislative enactment. We are bound to give effect to what the Legislature has enacted, and in my judgment this case depends entirely on the case of M'Manus, from which we cannot depart.

POLLOCK, C. B., BRAMWELL and CHANNELL, B. B., concurred. Rule discharged.

Boston and Worcester Railroad.

For the year ending November 30, 1864, the receipts of this road from transportation were $1,409,685 45; rents $18,057 99; mails $12,139 95; interest $28,386 69; other sources $2,715. Total $1,470,985 08. The expenses were as follows: Fuel $133,941 23; general expenses $42,376 25; passenger department $101,957 72; freight department $164,289 05; new iron, sleepers and other road repairs $151,747 79; repairs of buildings $29,111 95; new buildings $19,121 81; bridge repairs $11,162 61; passenger car repairs $23,921 38; new passengers cars $34,000; freight car repairs $11,696 30; other cars do. $19 99; engine repairs $55,754 38; new engines $31,914 35; oil $13,360 03; waste $4,075 43; wages of switchmen, flagmen, &c. $18,574 09; losses and damage $9,727 95; Agricultural Railroad as rent $15,534 09; tax and insurance (including State tax of $64,045 56) $81,955 30; United State tax and stamps $30,278 72. Total expenses $984,520 45. Two dividends were paid amounting to $450,000. The government tax of $23,684 20 added to this makes $473,684 20 as the total income of the road. A balance remains of $12,780 48, which is added to the reserve fund, which is now quite large. The road is in excellent condition.

Boston and Lowell R. R.

The gross income of this road for the year ending November 30, 1864, was $636,881 25, and the expenditures $475,034 92—leaving a balance of $161,846 33. The net income from traffic of the road has been $179,570 08. The increase of gross income has been $148,406 22, of expenses, $119,475 73, and of net income, $28,930 49. The fuel has cost $63,605 28: repairs on the road $65,820 31; equipment $85,728 80. The company has paid in taxes and insurance, $26,292 82, and in interest $27,148 75. The sinking fund for the reduction of bonds amounts to $187,647. Two dividends, one of three, and one of three and a half per cent., including the United States tax, have been paid, amounting to $113,195 88. The surplus on hand is $415,499 75.

This company, together with the Nashua and Lowell company, have purchased of the several manufacturing companies at Lowell their wharf and estate in Boston, known as the Mill Pond estate, for $300,000, for the enlargement of the freight depot in that city.

Eastern Railroad.

The total income of this company for the year ending Nov. 30, 1864, was $1,063,741 16. The cost of working the road was $579,765 77. The interest paid during the year amounted to $95,608 43, and the United States tax $28,552 54. The net earnings, after deducting all expenses, including tax and interest, were, $364,814 42. Two dividends of 3 per cent. each, have been paid to the stockholders, amounting to $220,626, and a surplus is left of $144,188 42. The total surplus on hand is $303,885 85. The number of passengers carried in the cars during the year was 1,920,767.

Central Pacific Railroad.

SAN FRANCISCO, Monday, Jan. 9, 1864.

The Central Pacific Railroad Company advertise for 5,000 men to work on the grade of the road over the Sierra Nevada Mountains. They expect to have fifty-two miles in running order in August.

Boston, Hartford and Erie R. R.

A meeting of the stockholders of this company was recently held in Boston for the purpose of choosing directors, and for the transaction of other business relating to the recent consolidation with the New York and Boston (Air Line) road. After the adoption of by-laws, a ballot was made for directors, and the following were elected by a large majority:

Geo. M. Bartholomew of Hartford, Ct.; Benjamin E. Bates, Jas. M. Beebe, Jas. L. Little, Joseph L. Little, Jos. W. Clark of Boston; Earl P. Mason, Wm. S. Slater of Providence, R. I.; Le Grand Lockwood of Norwalk, Ct.; Sabin L. Sayles, of Killingly, Thos. Belknap of Hartford, Jas. Low of New York, Oakes Ames of North Easton, H. H. Boody, Henry J. Gardner, Edward Learned of New York.

Fitchburg Railroad.

The gross earnings of this road for the year ending Nov. 30th, were $868,351 88, and the total expenses $559,010 53; leaving a net income of $309,341 35. After paying two dividends of four per cent. each, free from the government tax, and all the expenses of the road for the year, a surplus of the profits remains amounting to $11,236 09, which is added to the reserve funds of the company.

Dubuque and Sioux City Railroad.

We are happy to announce to the people of this city, that premonitory symptoms of the Dubuque and Sioux City Railroad presented themselves in town on Saturday last, *in forma* of a corps of engineers who had just run a line through *via* Onawa. If any evidence had been wanting of the truth of our assertion, that the Dubuque and Sioux City road would consolidate with the Cedar Rapids and Missouri river road, and that but one line would be run through from the place of the junction, we have now the most conclusive proof of what we have so often alleged in the fact of the survey of the route on the line where we charged it would be.—*Sioux City Register Dec. 3.*

☞ The following is a statement of the movement of specie at New York during the month of December:

Specie in Banks and Sub-Treas. Dec. 1	$28,961,268
Received from California in Dec.	2,205,619
Imported from foreign ports in Dec.	114,976
Gathered in from hoards in Dec.	4,876,964
Supply	$36,158,827
Exported in December	6,104,377
Leaves in Banks & Sub-Treasury Jan. 1, 1865	$30,054,450

☞ The Petroleum Tables in the New York *Shipping List* show the following exports for the year 1864:

	Gallons.
From New York	21,288,499
From Philadelphia	7,760,148
From Portland	70,762
From Boston	1,696,307
From Baltimore	929,971
Total	31,745,687
Exports in 1863	28,200,721
Exports in 1862	10,887,701

☞ The shareholders of the projected railroad between Lebanon and Pinegrove, held a meeting last week in Philadelphia, and organized by the election of an efficient Board of Directors. The Reading Railroad Company has a corps of Engineers on the proposed route, and the location attained so far is an excellent and economical one. —*Lebanon Courier.*

Vermont and Massachusetts Railroad.

The gross earnings of this road for the year ending November 30, 1864, were $342,297; running expenses $191,244; surplus of net earnings, after deducting expenses, interest, taxes, &c., for the year, $101,247, which has been applied to the extinguishment of the debt. The actual net indebtedness of the corporation is now but $506,073, including all the bonds outstanding, and deducting therefrom the cash assets on hand. Besides these cash assets, they have on hand stock materials, fuel, waste railroad iron, costing and worth more than $50,000, which not being available for the payment of the debt, is not included among the assets. The rolling stock and equipments are in good order. The number of shares is 28,801, making the net earnings the past year $3 51 per share.

Railroads in Vermont.

Five new railroad charters have been granted in Vermont, namely: The Essex County Railroad, from St. Johnsbury to Island Pond; the Eastern Vermont Railroad, from Windsor to Bellows Falls on the Vermont side of the Connecticut river; the Ascutney Railroad, from Gassett's Station on the Rutland and Burlington Railroad, *via* Perkinsville to Windsor; the Fairfax Railroad, from Fairfax village to Georgia and Fairfax station at East Georgia, and the Rutland and Castleton Railroad, whose termini are indicated by the title.

Military Railroad in Arizona.

In the House of Representative, Washington, December 21st, Hon. G. D. Poston, by unanimous consent, offered the following resolution, which was read, considered, and agreed to:

Resolved, That the Committee on Public Lands be directed to inquire into the expediency of making a grant of public lands to aid in the construction of a military road from the head of navigation on the Colorado river to Great Salt Lake City, and from some point on the said river to Prescott, the capital of Arizona; and also as to the propriety of an appropriation of lands for the improvement of the navigation of Colorado river.

The Russo-Chinese Telegraph.

The *Russian Correspondence* states that a telegraphic despatch has reached St. Peterburg announcing that the telegraphic service is now organized as far as the frontiers of China. The line passes by Kasan, Jumene, Omsk and Irkoutsk, where it divides into two branches, one to Irbitt and the other to Chadrinsk. The total length of the line is 5,438 verstes (five-eights of a mile each). The works have all been completed in three years.

The Siberian line is to be prolonged on the sides of China and America.

☞ The bill for the consolidation of the Hudson River and New York and Harlem railroads was introduced in the Legislature at Albany, on the 11th inst. Its chief provisions are:

First. That the roads shall be consolidated, and the terms of consolidation fixed by the boards of direction of the two comprnies, and ratified by them, and not by the stockholders.

Secondly. It is provided that in case any stockholder of either of the two roads shall refuse to accept of the consolidated stock, the board of direction shall have power to appoint appraisers to fix the value of the old stock belonging to the recusant stockholder, and the award of such appraisers shall be final.

Western (Mass.) Railroad.

The gross receipts of the Western Railroad for the year ending November 30, 1864, were $2,994,378; increase of receipts over 1863 $559,286; increase of expenses in 1864 over 1863 $611,000; of that amount about $200,000 has been paid for State and National taxes, which does not include the Government tax on materials for repairs, such as re-rolling of iron, spikes, wheels, frogs &c., which amounts to a larger sum.

Mexican Pacific Railroad.

Great preparations are being made in Mexico for the construction of a railway from Vera Cruz to some port on the Pacific coast. The task of making it has been committed to M. Escadon, by an Imperial decree. He receives a bonus of $8,000,000, and it is said though it appears doubtful, that he is to have the right forever of fixing the rates at which goods and passengers shall be carried.

Russia in India.

A Constantinople correspondent of the London Telegraph, under date of November 30th, says: "It is a fact of the utmost importance, and should be made known, that Russia has now for some time had telegraphic communication with India. A Russian line passes direct to Teheran, and from thence there is a line communicating with the Persian Gulf submarine cable. Of course it would be impracticable to make use of this means of sending messages for our governmental service; but for commercial purposes it might, to a certain extent be employed. Whether this be so or not, the circumstance of Russia having this line at her command is suggestive of serious consideration, and cannot fail to attract attention."

☞ An ordinance has passed both branches of the Baltimore City Council authorizing and directing the Register of the city to borrow on the credit of city for six months at a rate of interest not exceeding six per cent. per annum, a sum or sums of money in all not exceeding forty-five thousand dollars, and out of the money so borrowed, to pay the interest due on the first day of January, 1865, on the bonds or certificates of loan of the Northwestern Virginia Railroad Company, guaranteed by the Mayor and City Council of Baltimore.

The amount so loaned is to be paid out of the internal improvement tax for 1865, and the amount of interest paid by the Register charged to the internal improvement tax account.

☞ The Metropolitan or underground railway of London is enjoying substantial evidence of success. One week in December there were carried over the road 273,669 passengers, the receipts being £2,703. This is the largest weekly receipt since the opening. This is equal to £720 per mile for the week, or at the rate of £37,000 per mile per annum, and is very largely in excess of the receipt per mile on any other railway in the kingdom.

☞ It is said that the Dubuque and Sioux City Railroad Company intend to proceed immediately to build the road for some distance westward, and, should the winter prove open, the road will be completed into the coal fields of Hardin county before next spring. The track on the Northern Road is now down to within about three miles of Waverly. It is expected that the work will be completed to the depot at that place.—*Cedar Falls Gazette.*

Worcester and Nashua Railroad.

The earnings of this road for the year ending November 30, 1864, were $338,285 06—an increase of $87,261 03 over the previous year. The company have an undivided surplus of $112,750 66.

Old Colony and Fall River Railroad.

The earnings of this road for the year ending November 30, 1864, were $964,029 88. Expenses, etc., $596,638 39. Net earnings, $371,391 49. Total dividends for the year 8 per cent.

☞ We learn from the Message of the Governor of Maine that the whole debt of the State as represented by loans is $5,337,000, of which debt $2,965,000 has been created the past year. To provide for the liquidation of this debt the Governor suggests the establishment of a sinking fund by setting apart a fixed sum annually. The loss of revenue to Maine by existing State Banks surrendering their charters by quitting the field or transforming themselves into National Banks will not be less than $80,000 per annum.

☞ The work of double tracking the Erie Railway from Corning west to Salamanca, is now being pushed, and workmen are engaged at different points along the road.

☞ The Commissioner of Internal Revenue has decided that coupons on railway bonds should be returned as income for the year in which they mature.

Great Northern Oil Co.

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And 67 Exchange Place near B'way.

CAPITAL, - - - - $2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other OILS.

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J. A. WISNER, Sec'y and Treas'r.
E. E. HENDRICK, Superintendent.
WM. N. MARCUS, Gen. Agent.

WM. G. FORD, S. T. SUIT,

Formerly of Memphis, Ten. Formerly of Louisville, Ky.

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Formerly of Louisville, Ky.

THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, Jan. 5, 1865.

DIVIDEND.—The Directors of this Company have this day declared a Dividend from the Earnings of the Road for Six months, ending 31st December, ultimo, of THREE AND ONE-HALF per cent. on the PREFERRED STOCK.

Also, a Dividend of FOUR per cent. on the COMMON CAPITAL STOCK.

Both payable (less the Government tax of five per cent.) at the Treasurer's Office, Erie Place, on WEDNESDAY, the First day of February next, to the Registered Holders of Stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed on the afternoon of MONDAY, the 16th inst., and be re-opened on the 24 of February.

3t-2 HORATIO N. OTIS, Secretary.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $300,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

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Secures a policy for $5,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

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Secures a full policy for $5,000, and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.
RODNEY DENNIS, Secretary.
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EDGAR FORMAN, Agent,
161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

4t-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.

JAMES R. YOUNG, Secretary.

New York, Dec. 16, 1864. 3t-52

FOR SALE.

30 Platform Cars—4-8½ or 4-10 Gauge.
2 Locomotives 4-8½ Gauge, 24 Tons, 15×20 Cylinder.
1 " 4-8½ " 23 " 15×24 "
1 " 5-6 " 24 " 14×20 "

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WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven Ct.

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Pressure Steam Warming AND Ventilating Apparatus.

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PAR VALUE, $5 PER SHARE.

SUBSCRIPTION PRICE, $1 PER SHARE.

No further assessment or call on the subscribers, as 50,000 Shares are reserved for Working Capital.

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TREASURER—H. F. DEVOE, New York.
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DIRECTORS.

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O. KING, Baltimore, Md.
J. H. GOULD, Philadelphia, Pa.
W. WOODRUFF, Baltimore, Md.
DR. T. S. RING, New York.
A. CLARK, Tarr Farm, Pa.
H. B. CLARK, Oil City, Pa.

GENERAL SUPERINTENDENTS.

J. S. CLARK, N. Y. A. CLARK, Tarr Farm, Pa
H. B. CLARK, Oil City, Pa.

OFFICES:

No. 71 Broadway, New York.
Nos. 612 and 614 Chestnut street, Phila.
And 147 Baltimore street, Baltimore, Md.

This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property, embracing upwards of six hundred and thirty-five acres, has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success, and prospect of a very large product of oil.

OFFICE IN NEW YORK, where Prospectus, Maps, and every information can be obtained,

No. 71 BROADWAY, NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 22, 1864.

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January and opened on the 3d day of February.

THOMAS E WALKER Treasure

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IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

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GEO. G. GOODYEAR. HARVEY DURAND.

REFERENCES.

Hon. John J. Cisco, late Assistant U. S. Treasurer,
Jacob Russell, Esq., Cashier U. S. Treasury,
H. T. Morgan, Esq., (of H. T. Morgan & Co.,) New York.
Hon. Erastus Corning, Albany, N. Y.
A. B. Johnson, Esq., Utica, N. Y.
Jay Cooke & Co., Washington.

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Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Dunver's Patent Steam Hammer

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 21, 1865.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Philadelphia and Reading Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1864, were:

From 342,252 passengers	$909,882
" freight on 807,106 tons mdze	953,776
" " 3,065,577 tons coal	7,203,775
" U. S. mail	28,497
" other sources	178,411
Gross receipts	$9,269,341
Gross expenses	4,961,191
Rec'pts over cost of work'g the road	$4,308,150

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

1863—Passengers.	Travel	Tons. 211,972	$566,520
	Merchandize	647,363	678,143
	Coal	3,065,261	4,897,200
	Mail		21,309
	Miscellaneous		94,730
	Gross receipts		$5,252,902
	Gross expenses		2,916,159
	Net profit		$2,336,743
	Gross expenses including renewal fund in the year 1863 were 46.64 of gross receipts.		
	" " in the year 1864 were 53.52 " "		

1864—Passengers.		Tons. 342,252	$909,882
	Merchandize	807,106	953,776
	Coal	3,065,577	7,203,775
	Mail		28,497
	Miscellaneous		178,411
	Gross receipts		$9,269,341
	Gross expenses		4,961,191
	Net profit		$4,308,150
	Gross expenses including renewal fund in the year 1864 were 53.52 of gross receipts.		

Increase. p. c.			60.6
	Increase		$342,362
			$3,016,499
			2,045,092
			$971,407
			29.1

The receipts and expenses per passenger and per ton, have been as follows:

	Cost. 1863.	Received. 1863.	Cost. 1864.	Received. 1864.
Per passenger	$0 91.3	$2 67.8	$1 18.7	$2 65.8
Merchandize per ton	0 50.3	1 08.2	0 63.0	1 18.2
Coal "	0 47.0	1 59.8	0 81.0	2 85.0

The gross receipts from passengers and merchandize in the year 1862 were.. $926,980
Year 1864 were 1,863,668

The result of the year's business as condensed from Transportation and Income Account, may be stated thus:

Receipts over cost of working the road		$4,308,150
From which deduct—		
Interest on bonded debt	$467,534	
Interest on bonds and mort..	34,620	
Cost of new cars and engines	1,080,838	
Cost of machines for workshops	12,603	
Cost of coal barges	97,818	
Cost of real estate	233,644	
Cost of new second track, sidings, telegraph, bridges, &c.	597,760	
Sinking funds, as directed by stockholders	273,420	
		2,916,837
		$1,391,313
Amount to credit reserve fund, 1864, per report of Nov. 30, 1863	2,171,259	
From which is deducted for sundry drawbacks on traffic for 1863, paid	$40,897	
and for State Tax on dividend for 1863	47,167	
and for so much of stock dividend declared Dec. 2, 1863, as was not provided for by Bonds purchased and cancelled	327,016	414,580 1,756,679
		$3,147,992
which has been appropriated as follows:		
15 per cent dividend declared Nov. 30, 1864, on Common and Preferred Stock, $17,454 82, at 15 per cent	2,618,129	
Less stock created in lieu of bonds cancelled	104,000	
	2,514,129	
U. S. Tax on above dividend 5 per cent	130,907	
State do	130,906	
		2,775,942
Balance of Reserved Fund		$372,050

The year just closed has been one of great prosperity to those engaged in mining and transporting Anthracite coal.

It has not been an object with the Managers to obtain an excessive share of the profits. They have thought that a liberal policy would stimulate production, and thus insure abundant supplies in the future. This branch of the business, however, has been less regular than in preceding years.

The necessary consequence of these fluctuations has been a great irregularity in the rate of production. It will be observed that the charges for transporting passengers and merchandise have been about the same as in the previous year.

This traffic has been increased more than fifty per cent. during the last year and has more than doubled within two years, showing great activity in the branches of business other than coal. The profits from these two sources are now in excess of the amount required for the payment of interest, and for the annual appropriations to the established sinking funds, and will leave, for the stockholders, the profit on the transportation of coal, the chief source of revenue. The large expenditures to accommodate the increasing business were not available until the latter months of the year.

In the spring and summer, the supply of coal cars particularly, was altogether inadequate to the demand and even in the latter months, was barely equal to it.

The Managers believe, however, that the capacity for transportation, although at times not equal to the wants of the producers of coal, has, on the average, met the requirements of consumers; this is shown by the fact that the season closed with inactive demand and receding prices.

With the addition of the locomotives now constructing and the facilities of the new sidings, recently completed, the coal tonnage, with a regular business, can be largely increased.

It is believed to be the duty of the Company, as well to the producer as to the consumer, to furnish ample transportation facilities for the full supply of an article so essentially necessary as coal; nor can it be doubted that this policy is, manifestly, for the interest of the Stockholders.

If it were wise, originally, to construct the railroad, the propriety of the expenditures, for the required rolling stock and necessary appurtenances, cannot be doubted.

The main workshops of the company at Reading, are now entirely inadequate for the enlarged equipment. It is, therefore, intended to erect new and commodious buildings, on property recently acquired. At the present time a large number of locomotives are necessarily without shelter and suffer greater injury, by exposure, that any saving which could be effected by delay in erecting new engine houses.

It has become evident that the present facilities for shipping coal, at Port Richmond, are not equal to any material increase of business; it has therefore been decided to improve a portion of the adjoining river front, so wisely secured, many years ago, by the erection of three large and commodious wharves, and to extend some of those now existing, to the new wharf line, adopted by the Port Wardens, which will greatly increase their capacity.

The stocks and bonds held by the Company have been increased $685,214 67.

These investments have been made, chiefly, for the purpose of extending the lateral roads, and their branches. The benefit of these expenditures cannot be fully realized during the year in which they have been made.

A portion of this investment has been in the purchase of the securities of various companies, the works of which are leased to this Company. Such purchase is only made when it can be done on advantageous terms, thus diminishing the annual rent, and to that extent, equivalent to a reduction of liabilities.

Throughout the entire year the bonds of the Company have commanded a premium; the purchases for the Sinking Fund have been, therefore, only $104,000 00.

The Sinking Funds, required by the terms of the various mortgages, amounted, last year, to $118,609 00. In some cases it has been found impossible, except at great sacrifices, to obtain the particular class of bonds required by the mortgages; to meet these requirements, the temporary investment of $400,000 00, in government securities, has been continued.

The appropriations to the sinking funds created by the stockholders, amounted last year to $273,420 00.

The bonded debt has been reduced, since the last report, by purchase, $104,000 00, and by conversion, $2,259,000 00, thus leaving it November 30th, $6,675,300 00.

In the last Report, reference was made to the claim to convert into stock the bonds issued in 1844, with the right originally, of conversion, and which were extended, at their maturity in 1860 or 1880. The highest judicial tribunal of the Commonwealth sustained the view of the Managers, that the privilege of conversion had expired.

The amount of convertible bonds, outstanding, is $624,500,000, which are due in 1886.

The negotiation for the lease of the Mine Hill and Schuylkill Haven Railroad and the arrangement with the Schuylkill Navigation Company, have been closed, on the terms stated in last Report.

The wharf at New Castle was finished in December last, and is now ready for the shipment of coal.

The entire line of the Junction Railroad is now in daily use, with the exception of the tunnel under Market street, West Philadelphia, and this is in progress of completion.

The profits of the year having been appropriated as has been stated, the managers, on the 30th of November, declared a dividend of fifteen per cent. payable in stock, on the 31st of December. This course was adopted as, by delay, the holders of the convertible bonds could have collected the coupons, due on the 1st inst., then converted the bonds into stock and also have participated in the dividend. By the means thus pursued, no justice was done to the bondholder.

The Managers deem it proper to state their reasons for not making a larger distribution of stock, to represent the value of the new property acquired.

It has cost unusual prices and it may well be questioned whether it should have a permanent representation in the capital stock, at the high rates paid for it. Other reasons have also influenced them. Many years ago, during the construction of the road and subsequently, in extending the bonded debt, large sacrifices were necessarily made to obtain the required funds, and these losses were charged to the cost of the works or capital account. The property acquired, during the last few years, in excess of the stock divided, reimburses, to a considerable extent, the losses thus incurred.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Northern Illinois Railroad.

We have received a copy of the Third Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1864:

The proportion of revenue credited in account with the Racine and Mississippi Railroad amounts to	$77,616 83
The expenses of maintenance of road charges connected with operating, amount to	17,909 55
Leaving Nett	$59,707 28
From which have been paid:	
Coupons on 1st mort. bonds	$39,302 80
Interest " "	1,414 39
Taxes " "	3,359 13
	44,076 32
Making amount credited Revenue, Interest and Dividend for the year	$15,630 96

The extension of the road down the Mississippi, under the powers obtained through the charter of the Warsaw, Rock Island and Galena Railroad Company, has been prosecuted energetically, and as much work has been accomplished as could be done without involving extraordinary expenditures, which it would be imprudent to incur in the present times of extreme prices of labor and materials. The track is laid to the first station, "York," ten miles below Savanna, and that portion of the line will be opened for business on or before the 1st of January. The grading to Fulton, seven miles further, is finished, with the exception of two bridges, and about a quarter of a mile into Fulton, where the work is very light. The bridges on the whole line to Port Byron, 27½ miles from York, are all under contract to be put up this winter, so that the grading can easily be accomplished to admit of the line being opened throughout before next winter. Contracts have been made for the ties necessary for the whole line.

On the completion of the line to Port Byron, thereby making a through route to Rock Island, all northern travel for the Iowa and Nebraska, Missouri and Mississippi Railroads will come by Savanna. The travel between the upper and lower Mississippi will also take that route. Savanna will become an important point, as the connection with the boats for the upper navigation. But, apart from the up river navigation, the route by Savanna will be the shortest for railroad travel to all points on the Mississippi; North, the Northern Illinois and Racine and Mississippi Railroads, making connection at Freeport with the Illinois Central for Dubuque, and at Clinton Junction with the Chicago and Northwestern for Prairie du Chien, La Crosse, St. Paul, Fond du Lac, Oshkosh and Green Bay, and affording an outlet on the lakes at Racine, and by connection with the Milwaukee Railroad at Milwaukee.

The connection at Port Byron, will afford a supply of coal for which the demand at all points North, will be more than it can be hoped to supply sufficiently for many years to come.

On the completion of the connection at Port Byron there is reason to expect there will be little time lost before the line from Rock Island to Warsaw, below the lower rapid of the Mississippi is finished. At Warsaw, the Mississippi is, on an average, closed less than two months in the year, while from Port Byron to Warsaw, in late years, the rapids have been impassable the whole year, with the exception of a few weeks. On that portion of the river, the railroad bridge at Rock Island, and the bridge in course of construction at Fulton are also obstructions to navigation of no slight character. The Captains of steamboats, and others experienced in the navigation of the Mississippi, anticipate in the completion of the through line from Savanna to Warsaw, that the travel and trade of the river will be most advantageously conducted by transfer to the railroad, in connection with boats running to Warsaw for the lower navigation and Savanna for the upper navigation. In corroboration of these opinions, there could be nothing stronger than to refer to the fact that the boat built to run on the Ferry between Savanna and Sabula, drawing only 24 inches of water, has waited all summer without finding an opportunity to get over the rapids, and has been obliged to be laid up below the rapids for the winter. It is unnecessary to give statistics of the trade to be obtained, if these views are correct, as all who have any knowledge of the river business state that it will be difficult for a Railroad Company to supply the requisite rolling stock for a number of years.

The extending connections of the Northern Illinois Railroad suggest the propriety of constituting a company of more extended interests, and, in the coming year, there will probably be an opportunity of uniting with the Racine and Mississippi Railroad under a new organization which will consolidate under one corporation, the two lines, making the route of 180 miles from Racine to Port Byron.

BALANCE SHEET.

Construction and general exp., No. 1.	$595,820	92
" " " 2.	183,118	93
Steam ferry boat Northern Illinois	21,177	65
Supplies	4,561	58
Bills receivable	7,822	27
Real estate	8,019	80
Open accounts receivable	7,406	80
Personal property	924	15
Cash	194	56
	$829,046	66
Capital stock	$65,020	00
First mortgage, 8 per cent bonds	500,000	00
Revenue interest, and dividend	20,736	95
Open accounts payable	135,670	38
Bills payable	107,619	33
	$829,046	66

President.—G. A. THOMSON.
Sup't of Construction.—R. W. SMITH.
Secretary & Treasurer.—W. V. BAKER.
Engineer.—NATHANIEL BAILLIE.
Directors.—Richard Irvin, Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Edward P. Barton, William Shannon, G. A. Thomson, R. A. Knapp, S. C. Tuckerman, Henry T. Fuller, D. W. Dame.

Wealth and Resources of Delaware.

This little State is in many respects the twin of Rhode Island, of about the same size and a little less population. It is 92 miles in length and 22 in breadth, containing 2,120 square miles or 1,356,800 acres. It is divided into three Counties, New Castle, Kent and Sussex, and these are subdivided into 25 hundredths. The soil which contains abundance of marl is very fertile. The cereals, especially wheat flourish abundantly, and the flour known as that of the Brandywine Mills, is justly celebrated and highly esteemed in commerce. The State has quite an interesting history. It was settled by the Swedes in 1627; several nations of the old world at the time, endeavoring to establish colonies in the new. It was captured by the Dutch in 1655, and by the English in 1661. Its population in 1860 was 112,216 of which only 1,798 were slaves.

In 1790 the white population was 46,310, the free blacks 3,899, slaves 8,887. It is now determined by the people to abolish slavery altogether. The principal cities and towns are Wilmington with 21,508 inhabitants, New Castle 5,004, and Dover the capital, 4,498. The first named is a very thriving manufacturing and commercial place, carries on a prosperous trade, and is noted for its success in ship building, both in wood and iron.

Delaware contains 647,035 acres of improved land and 367,230 unimproved. The value of the farms is $1,426,357, and the implements of husbandry used in their cultivation $817,883. The valuation of the whole real and personal property of the State in 1860 was $46,242,181. The live stock consists of 16,562 horses, 2,294 asses and mules, 22,595 milch cows, 9,530 working oxen, 25,596 other cattle, 18,857 sheep and 47,848 swine.

The products of animals were as follows:

Butter 1,480,502 lbs., cheese 6,579 lbs., wool 50,201 lbs., wax and honey 68,130 lbs., and the value of slaughtered animals $573,015.

The cereal crops were of wheat 912,941 bushels, rye 27,209 bushels, Indian corn 3,892,337 bushels, oats 1,046,210 bushels, barley 3,646 bushels, buckwheat 16,355 bushels. The commercial crops were, tobacco 9599 lbs., hops 414 lbs., flax 8,112 lbs., molasses 761 gallons.

The miscellaneous crops are:

Peas and beans, bushels	7,438
Irish potatoes "	377,931
Sweet " "	142,213
Wine, gallons	683
Hay, tons	36,973
Clover seed, bushels	3,595
Grass seed "	1,165
Flax seed "	2,126
Sorghum molasses gallons	852
Sild cocoons lbs	9

The value of the products of the orchards was $114,225, and of market gardens $87,797.

The number of manufacturing establishments was 564 with a capital of $5,360,000, using raw material annually of the value of $5,375,000, employing 6,192 operatives of whom only 860 were females, and producing fabrics of the value of $9,920,000.

The value of the principal articles produced was as follow:

Flour and meal	$1,844,919
Cotton goods	919,108
Iron castings	640,000
" bar, rolled, &c	550,500
Lumber	261,172
Boots and shoes	226,470
Clothing	179,840
Woollen and mixed goods	156,635
Printing	105,332
Agricultural implements	90,581
Soap and candles	61,500
Furniture	50,052
Leather	37,240
Gas	33,175
Sewing machines	15,000
Jewelry, plated ware, &c	1,800

The total of imports and exports for 1860, was $82,427. The tonnage entered and cleared 3,299 tons, the shipping built 5,826 tons.

The number of banks in that year was 12 with a capital of $1,680,745.

The railways are five in number with an aggregate length of 182½ miles, of which 127 miles have been completed at a cost of $4,548,850.*

The Philadelphia, Wilmington and Baltimore is part of the direct route between New York and Washington.

The Chesapeake and Delaware Canal, is its largest and only work of the kind. It connects the Delaware and Chesapeake Bays, by a cut of about 12½ miles in length, 66 feet in width, and 10 feet in depth, thus facilitating an inland coasting trade of great importance and value. The celebrated coal of Cumberland is brought in large quantities through this Canal. The State had no debt in 1860.

Within the last four years, real estate has been changing hands, in consequence of the discovery of their great value as fruit producers. The cultivation of peaches is going on in a large way, and rapidly increasing. Farms suitable to this culture have been sold very cheaply, and have paid for themselves in a single crop. There is no other Country in the world where this fruit is so universally used and so cheaply supplied.

It is believed that the superiority of the product in Delaware, owing to the nature of its soil, the genial character of its climate, and its easy access by water to the cities of Philadelphia and New York, are likely to make it one of the richest of the small States, and the low prices of land are attracting a considerable immigration.

It is stated on good authority of recent date that the value of the products of three or four peach orchards in 1864, was more than that of all the fruit orchards as returned in the census of 1860. And as the art of preserving the fruit has been recently discovered, not only has the demand increased for the use of the table during the proper season, but for preservation and export.

The crop for 1860 is stated to have been equal to one million of baskets, on which there was an actual profit of 70 cents per bushel, making the enormous sum of $700,000.

* See Table of Railroads in the United States, p. 12, No. 1, Vol. XXXVIII.

Interest and Dividends.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable free of U. S. tax, Feb. 1.

The Cleveland, Columbus and Cincinnati Railroad company have declared a dividend of seven per cent., payable, free of U. S. tax, at the office of the United States Trust Company, Feb. 1.

The Delaware and Hudson Canal Co. have declared a semi-annual dividend of ten per cent., payable Feb. 1.

The Metropolitan Insurance Company, of New York, have declared a dividend of 6 per cent. on the outstanding certificates of profits to the holders thereof, payable on and after the 20th of Feb. next; also a dividend of 10 per cent. on the capital stock of the company, payable in cash on demand; also a dividend of 50 per cent. in scrip, on the net earned participating premiums of the company for the year 1864, for which certificates will be issued on and after the 20th day of March next.

The West Philadelphia Passenger Railway have declared a semi-annual dividend of five per cent., clear of tax, payable on the 20th inst.

The Locust Mountain Coal and Iron Company has declared a dividend of four per cent., clear of tax, payable on the 23d inst.

The Glenville Coal Company has declared a quarterly dividend of $1 50 per share.

Mortality of the City of New York.

The number of deaths in this city in 1864 was 25,645, against 25,196 in 1863—an increase of 449, viz:

	1864.	1863.
Males	13,662	13,266
Females	11,983	11,930
Men	5,959	8,665
Women	5,114	4,931
Adults	11,073	10,596
Children	14,572	14,600
Children, under 1 year	6,058	6,118
Ratio of deaths to 1,000 living in	28.7	——
Ratio of deaths to 1,000 living in	——	25.1

The increase of population is estimated at 80,000 in 1864 over 1863. The above calculation of the ratio of mortality is based upon an estimated population in 1863 of 1,000,000, which is a very low estimate, considering our immense floating population.

Finances of New York.—Comptroller's Report.

In the reports from the Comptroller's Office, submitted to the Legislature in January, 1863 and 1864, respectively, the receipts on account of the General Fund revenue for those fiscal years were:

	1863.	1864.
Estimated at	$8,227,000 57	$8,650,805 00
And the expenses for same years at	8,971,705 16	8,518,690 91
Deficiency September 30, 1863	$744,704 59	
Surplus September 30, 1864		$137,114 09

The actual receipts including balances and payments on account of the same fund were:

Receipts	$8,643,504 08	$7,787,536 56
Payments	9,836,291 85	8,651,351 23
Actual deficit	$1,192,787 77	$863,814 67

The receipts on account of the General Fund revenue for the fiscal year ending September 30, 1865, are estimated at the sum of $9,703,824 72
And the payments including deficiency at ..... 9,314'711 15

Estimated surplus September 30, 1865 ..... $389,113 57

The large falling off in the estimated receipts for 1864, arose from delay in collecting and forwarding to the Treasury the tax due from the City of New York. It has, however, been mostly received since the close of the fiscal year.

The entire debt of the State at the close of the fiscal years 1863 and 1864, compares as follows:

	1863.	1864.
Canal debt	$23,278,470 25	$22,441,770 25
General fund debt	6,505,654 37	6,278,954 37
Total	$29,784,124 62	$28,720,724 62

Notwithstanding the heavy payments made by the State for expenses incident to the war amounting to over fourteen millions of dollars, nothing has been added to the debt, and all the principal that has become due has been promptly paid. The policy of paying the debt as it becomes due continues to be pursued, and it is hoped that a few years more will find the State substantially free from incumbrance of any kind. Within the last four years its amount has been reduced to the extent of $4,892,251 23.

The following table contains the particulars of the canal debt in 1863–'64:

	1863.	1864.
Under Article 7, Section 1	$8,427,724 26	$7,591,024 26
" 7, " 3	11,940,000 00	11,940,000 00
" 7, " 10	642,585 99	642,585 99
" 7, " 12	2,258,000 00	2,258,000 00
Total	$23,268,310 25	$22,431,610 25

—the average interest on which is 5¾ per cent.

The following statements from the Canal Department show the receipts and payments on account of the canals during the fiscal years 1863–'64:

Receipts during the years named—

	1863.	1864.
From tolls	$5,028,431 32	$4,308,781 20
" rents of surplus waters	1,165 00	1,511 82
" interest on current revenues	58,016 50	30,002 19
" miscellaneous sources	30,888 53	5,970 31
Total receipts	$5,118,501 35	$4,346,065 52

Payments during same years—

To Commissioners for repairs	$149,347 09	$166,069 98
" Contractors for repairs	353,893 02	498,938 41
" Superintendents for repairs	156,038 63	234,115 71
" Collectors for salaries, clerk hire, pay of inspectors and office expenses	56,774 51	59,320 29
" Weigh Masters	9,164 07	9,256 88
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	45,565 20	61,208 19
Total payments	$770,862 52	$1,028,909 46
"Surplus revenues"	$4,347,618 83	$3,317,356 06

Payments to sinking fund—

Under Article 7, Section 1	$1,700,000 00	$1,700,000 00
" 7, " 2	350,000 00	350,000 00
" 7, " 3	1,116,242 66	1,116,242 66
Total to sinking funds	$3,166,242 66	$3,166,242 66
Payments to the Treasury under Art. 7, Sec. 3, to defray the expenses of Government	200,000 00	151,113 40
	$3,366,242 66	$3,317,356 06
Remainder	$981,876 17	$.....

Especial attention is called to the continued decrease in the canal revenues, the large increase in the expenditures, and the probable necessity of a resort to further taxation to meet the constitutional requirements in regard to the sinking fund. This might have been avoided by a more judicious application of the large "remainders" of 1862 and 1863, which were mainly devoted to "extraordinary repairs." It is too late now to remedy that mistake, but the facts referred to should at least moderate the zeal of those who have been in favor of commencing a new enlargement of the canals, and engaging in other new enterprises, on the assumption that the unprecedented revenues of those years were to increase instead of diminish.

THE STATE FUNDS.

The several funds particularly treated of in this report are the following: The General Fund; the General Fund Debt Sinking Fund; the Common School Fund; the United States Deposit Fund; the Literature Fund; the College Land Scrip Fund, and certain trust funds of small amount.

1—General Fund—Revenue.

	1863.	1864.
Deficiency of the revenue	$.....	$1,192,787 77
Warrants drawn on the Treasury	9,804,599 47	8,417,161 94
Amount transferred to the following funds for interest on money in the Treasury belonging to said funds, viz:		
School fund	19,024 05	26,421 58
Literature fund	812 11	1,594 14
United States Deposit fund	5,450 86	10,442 63
Railroad sinking funds	898 98	1,134 26
Amount transferred to other funds	4,880 50	1,140 00
Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1862 and 1863	625 88	668 91
Total payments	$9,836,291 85	$8,651,351 23
Amount of receipts into the Treasury for the fiscal years ending Sept. 30	$7,820,009 06	$7,785,069 51
Transferred from school fund for bonds for lands	1,214 00	1,949 00
Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1863 and 1864	668 91	518 05
	$7,821,891 97	$7,787,536 56
Balance in Treasury Sept. 30, 1862	821,612 11	.....
Total means	$8,643,504 08	$7,787,536 56
Deficiency in revenue	$1,192,787 77	$863,814 67

The following statement shows the condition of the Treasury at the end of the fiscal years 1863 and 1864:

	1863.	1864.
Amount of warrants drawn on the Treasury on account of the several funds	$12,711,367 84	$10,820,138 87
Amount of warrants drawn and unpaid	625 88	668 91
Balance due the Treasury Sept. 30, 1863	.....	534,289 16
	$12,711,998 72	$11,355,096 94
Amount received into the Treasury on acc't of the several funds	$10,821,808 68	$11,269,575 12
Amount of warrants drawn and unpaid	668 91	518 05
Balance in the Treasury Sept. 30, 1862	1,351,733 02	.....
	$12,177,704 56	$11,270,093 17
Amount overdrawn Sept. 30	$534,289 16	$85,003 77

Statement of balances due from and to the Treasury Sept. 30, 1863–'64:

	1863.	1864.
From the General Fund revenue	$1,192,787 77	$863,814 67
From the General Fund debt sinking fund	.....	209,501 55
	$1,192,787 77	$1,073,316 22

	1863		1864	
To the school fund, viz:				
Capital	$394,019 08		$523,312 59	
Revenue	62,408 96	456,428 04	56,805 50	580,118 09
To the literature fund, viz:				
Capital	$22,721 51		123,721 51	
Revenue	16,297 87	39,019 38	19,455 12	143,176 63
To the U. S. deposit fund, viz:				
Capital	$87,387 18		157,494 12	
Revenue	241 07	87,628 25	697 10	158,191 22
To the Mariners' fund, viz:				
Capital	$194 81		164 81	
Under protest	1,169 76	1,334 57	1,169 76	1,334 57
To the General Fund debt sinking fund	38,888 56		.....	.....
To railroad sinking funds	35,155 85		.....	.....
To soldiers' allotment fund	54 96		.....	54 96
To college land scrip fund	.....		.....	64,762 40
To the Treasurer for am'ts overdrawn	534,289 15		.....	85,003 77
	$1,192,787 77			$1,073,316 22

General Fund Debt Sinking Fund.

	1863.	1864.
Balance from previous year	$104,960 38	$38,878 56
Amount received into the Treasury during year.	350,000 00	350,000 00
Total means	$454,960 38	$388,878 56
Amount paid during year	416,081 82	598,380 11
Balance Sept. 30, 1863	$38,878 56	$.....
Balance due Sept. 30, 1864	.....	209,501 55

General Fund State Debt.

The amount of the General Fund State debt on the 30th Sept. was	$6,505,654 87	$6,278,954 37
The principal of the debt is re-imbursable as follows, viz:		
On demand	$53,910 68	$53,910 68
1864	287,700 00	.....
1865	178,000 00	178,000 00
1866	385,000 00	385,000 00
1868	942,961 05	942,961 05
1870	700,000 00	700,000 00
1875	900,000 00	900,000 00
1878	800,000 00	800,000 00
At pleasure	2,258,082 64	2,258,082 64
	$6,505,654 87	$6,217,954 37
Not paying interest		61,000 00
Total		$6,278,954 37

The amount of the contingent State Debt for stock issued and loaned to sundry railroad companies, is $338,000 00.

School Fund.

	1863.	1864.
This fund amounted to	$2,694,552 38	$2,734,213 15
Amount received into the Treasury for year ending September 30	$395,315 38	$382,291 26
Amount paid out of the Treasury during the year ending 30th September	332,906 42	325,485 76
Balance in the Treasury on the 30th Sept.	$62,408 96	$56,805 50
The revenue of this fund is estimated for the current year, viz:		
Interest on State stock	$65,803 27	$65,803 27
Interest on Comptroller's bonds	21,378 00	21,378 00
Interest on bonds for lands	20,000 00	16,000 00
Interest on bonds for loans	23,000 00	15,000 00
Interest on loan of 1840	3,000 00	2,900 00
Interest on money in the Treasury	24,000 00	31,000 00
Dividends on bank stock	4,800 00	5,500 00
	$161,981 27	$157,580 27
From the income of the U. S. deposit fund	165,000 00	165,000 00
	$326,981 27	$322,581 27
The payments for the year are estimated at	$324,000 00	$324,000 00

Literature Fund.

	1863.	1864.
This fund amounted to	$269,952 12	$269,952 12
Balance in the Treasury on the 30th Sept.	16,297 87	19,455 12
The revenue of this fund is estimated for the current year at	43,577 02	44,346 16
Estimated payments during the same period	43,000 00	41,243 91

United States Deposit Fund.

Capital	$4,014,520 71	$4,014,520 71
Revenue	261,868 79	260,965 01
Balance in the Treasury on the 30th Sept.	241 67	697 10
The revenue of this fund is estimated for the current year at	255,609 36	256,697 15
Estimated payments during the current year, viz:		
Appropriations:—		
Common school dividends, including the salaries of the School Commissioners of the several counties	$165,000 00	$165,000 00
Dividends to the academies	28,000 00	28,000 00
Am't to be added to the capital of the school fund	25,000 00	25,000 00
Instruction of common school teachers in the several academies	18,000 00	18,000 00
State Normal school, for maintenance	12,000 00	12,000 00
Teachers' institutes in the several counties	8,000 00	8,000 00
Balance of appropriation per chap. 210, Laws of 1863, for teachers' institutes	1,062 25	.....
	$257,062 25	$256,000 00
Tranfer from revenue to capital for diminution in the loans under foreclosure of mortgage	4,000 00	5,000 00
	$261,062 25	$261,000 00

	1863.	1864.
Tonawanda Railroad Company sinking fund	$71,430 77	$74,079 41
Tioga Coal, Iron, Mining and Manufacturing Company sinking fund	8,079 95	9,823 58
Long Island Railroad Company sinking fund	4,081 95	4,204 41
Mariners' fund	11,334 57	11,334 57
Soldiers' allotment fund	54 96	54 96
Indian annuities	7,361 67	7,361 67
College land scrip fund	.....	64,762 40

The deficiency in the General Fund at the close of the fiscal year, 30th September, 1864, was $1,192,787 77. On the 30th September, 1863, it was $863,814 67. This has been substantially extinguished by the receipt of taxes from the city of New York since that date. Consequently it will not be necessary to make provision for any deficiency, unless it be for one to be created by unnecessary and unexpected appropriations. With proper prudence and caution in this respect, the State tax for the ensuing year may be largely reduced. The equalized valuation of real and personal estate for the year in the aggregate $1,500,999,877. For the ordinary expenses of Government, a tax of 1½ mills will be sufficient. There will be then required for schools, ¾; for canals, ⅛; for the extension of Chenango Canal, unless that act shall be repealed, 3-16. Total, 2 11-16, against 5¼ for the current fiscal year. There is no good reason why the tax should exceed the rates named.

The following is a brief statement of the principal payments made on account of the war, or directly occasioned by it, since its commencement:

Under the Act of April 16, 1861	$3,000,000 00
Bounties 1862 to 1864 inclusive	9,076,873 44
Arms and equipments for State troops	841,197 19
Militia, National Guard	553,924 53
Sick and wounded soldiers	182,284 66
Harbor and frontier defence	4,979 42
Bureau of Military Statistics	20,403 22
Claims of State troops	183,134 28
Adjutant Generals office, muster roll department	6,282 45
Volunteer militia	84,506 35
On account of United States direct tax	400,000 00
	$14,353,085 54

Imports and Exports of the Port of New York.

The Custom House has made up its statement of imports (in gold) and exports (in currency) to the close of September. The following are the imports at New York from foreign ports, for July, August and September, 1864:

	July.	August.	September.
Entered for consumption	$6,382,928	$6,603,653	$4,390,114
Entered for warehouse	14,954,635	10,437,478	5,258,568
Free goods	917,684	936,474	832,557
Specie and bullion	128,052	245,858	56,220
Total entered at port	$22,383,299	$18,223,463	$10,539,459
Withdrawn from warehouse	3,386,873	7,967,843	6,852,329

The following is a comparative statement of the imports of foreign merchandise at this port and Customs revenue for the first nine months of the last four years:

	Imports of Mdze.	Customs Revenue.
1861	$134,989,116	$15,856,132 35
1862	137,856,395	42,276,832 80
1863	137,547,817	42,323,075 69
1864	189,504,769	56,370,920 13

The exports from New York for the months of July, August and September, 1864, were as follows:

	July.	August.	September.
Domestic produce	$26,251,673	$26,617,850	$15,595,548
Foreign free	249,404	127,537	848,742
Foreign dutiable	5,137,460	2,231,782	2,460,138
Specie and bullion	1,947,329	1,001,813	2,835,398
Total exports	$33,585,866	$29,977,982	$21,739,826
Total export of specie	31,638,537	28,976,169	18,904,428

The following will show the exports, quarterly, exclusive of specie, for the first nine months of each of the last four years:

	1861.	1862.	1863.	1864.
1st quarter	$33,477,742	$32,075,568	$50,615,908	$41,429,756
2d quarter	33,123,489	29,798,344	41,046,726	48,416,686
3d quarter	30,175,918	45,313,299	38,825,587	79,519,134
9 months	$96,777,149	$107,187,211	$130,487,221	$169,395,576

The re-exports of foreign goods for the nine months of 1864, included in the above total, amount to $1,582,848 of free, and $13,961,235 of dutiable, making a total of $15,543,583 re-shipped to a foreign market. This is three times the quantity re-shipped for the same period of the previous years.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	1¼
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	24
Algomah ..... "	20,000	----	2	2¾
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C ..... N. C	2,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	10½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	80c
Black River ..... "	200,000	2½	----	14c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	1
Boston ..... L. S.	20,000	----	5*	4
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	52½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	29½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	½
Dudley ..... L. S.	20,000	----	----	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	5
El Dorado (Silver) "	20,000	----	----	----
Escott ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	----
Etna ..... L. S	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	53
French Creek ..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	----	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	----
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	38
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Philip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	5
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	80c
Manhattan ..... "	20,000	----	2½	6½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	5	----
Merrimac ..... "	20,000	----	3½	----
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	8
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	20½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	28
Native ..... "	20,000	----	3	87½c
Naumkeag ..... "	20,000	----	1	5
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake ..... "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	11½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	54
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	21½
Pittsburg & Boston "	20,000	----	5½	87
Pontiac ..... "	20,000	----	3½	2½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	100
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	30,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	65½
St. Clair ..... L. S.	20,000	----	3	7
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	6
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	7½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	85c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson	20,000	10	----	9½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	6	----	9½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Roselle ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	67c.
Wallkill ..... N. Y.	----	----	----	1
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	82
Ashburton ..... "	50,000	50	----	16
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	56
Bear Valley ..... "	40,000	12½	----	21½
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	11
Big Mountain ..... Pa.	----	----	----	6
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	1½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	55
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	68½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	82
George's Creek ..... Pa.	10,000	----	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	52
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	50	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	198
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	30
Princess Alex ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	24½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	39½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	57

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	¼
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Brigge (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	500
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	900
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Coriaannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	¼
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	95½
Renfrew (G.) ..... Ca.	120,000	2½	----	60c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2horse.	Cars. 1horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	97
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,500	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	22,230	88,685	0,516	—	....	95
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,283	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	53
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	61
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	405	55,780	15,491	8	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	89
30 Sep. '63	24.00	—	—	—	43	Brooklyn Central & Jamaica	844,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	182,838	9	100	150
30 Sep. '63	10.50	4.25	—	55	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,656	444,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	728,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.62	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	94	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	15	—	Rochester City & Brighton	—	81,500	66,000	6,900	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	112
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.22	—	—	7	—	Hoboken and Hudson City	32,000	20,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	10	80
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,800	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	18	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.18	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,060	63,459	14,824	7½	....	17
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	—	202,367	58,757	7	50	47
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	6½	....	24
31 Oct. '63	8.73	—	190	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	12½	....	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	105	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,360	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,543	72,437	5,983	—	....	9½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,629	96,803	36	20	67
31 Oct. '63	5.02	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr. F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	34
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	45
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	57,604	20,428	17½	—	20½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,487	100,000	—	—	—	—	—	—	—
30 Nov. '62	5.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	208,604	208,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	per c.	Months.	Year.	p. c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	15,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	300,000	7	J. & J.	1909	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	136,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J	1869	....
Pittsburg, Allegheny and Manchester:	84,200				
1st Mortgage	28,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	—	—	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	135
Loan of March 31, 1848 .....registered	3,908,342	6	" "	1868	131
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 .....coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	107
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	105
" " " ..... coupon		5	" "	1871	110
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	111
" " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111¼
" " " ..... coupon		6	" "	1881	111¾
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,900	6	" "	1881	111¾
" " " ..... coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) ....registered	510,756,900	6	May & Nov.	1882	108
" " " (5-20s)..... coupon		6	" "	1882	109
Loan of March 3, 1864, (10-40s) ....registered	81,680,000	5	Mar. & Sept.	1904	101¾
" " " " ..... coupon		5	" "	1904	102¼
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	....
" " " " ..... coupon		6	" "	1884	109¾
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	118
" of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	....	97¼
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	.....
Two Year's " " " "	15,748,000	5	" "	.....	.....
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	....
" " " " " of '64	88,813,870	6	"	1867	....
STATE LOANS.					
Alabama—State bonds .....ecupon	3,423,000	5	Jan. & July	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	....
" — " " (B'k of State).. "	610,000	6		1868	....
" — " " (").. "	38,000	5		1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	155
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" — " " ..... "		6	" "	'81-'82	103
" — " " ..... "	1,000,000	6	" "	1887	....
Florida—State bonds..... coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1866	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1,989,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1850	86
" " " ..... "	2,058,173	2½	" "	1856	68
—State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" " " special stock "	1,216,737	5	" "	.....	....
" " Deferred stock ..... "	1,243,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " " " "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1852	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'94-'96	....
" — " " (bank) ..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	99
" — " " (war loan) .. "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	.....	d'm'd.	65
" — " " (R. R. etc)... "	3,902,000	6	.....	'67-'70	....
" — " " (banks)..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101¼
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	....
" — " " (st'k'g conv.)... "	200,376	5		1865	....
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	106
" — " " (dollar)..... inscribed	500,000	6		1890	....
" — " " (") ..... "	104,000	4½		1888	....
" — " " (") ..... "	767,500	5	Chiefly quarterly.	'42-'58	....
" — " " (") ..... "	199,408	5		1880	....
" — " " (") ..... "	143,711	5		'89-'90	103
" — " " (") ..... "	153,680	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,400	6		1885	....
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)... "	508,350	6	" "	'88-'90	....
" — " " (" ").-dollar	416,800	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	124½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat'ec.) "	150,000	6	" "	1870	....
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — scrip	200,000	6	" "	'64-'66	....
" — "	247,000	6	June & Dec.	'68-'72	....
—	68,000	5	" "	'66-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	6	" "	'77-'78	116½
" —Bounty Fund Loan..... "	500,000	6	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g Fd) "	100,000	6	" "	1879	....
" —War Loan.....(") "	547,000	7	" "	1886	100
" —Redemption Fn (") "	2,000,000	6	" "	'68-'88	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July	1883	....
" — " " " "	199,000	6	" "	1883	97
" — " " " "	100,000	6	April & Oct	1883	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	70
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'86	....
" — " " C. & Fulton .. "	600,000	6	" "	'87-'89	....
" — " " Platte Co. ..... "	700,000	6	" "	1889	....
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants	780,000	....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	831,820	6	" "	'65-'71	....
" " " " (" "). "	200,000	6	" "	1871	....
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas	....
" " " " " Deficiency Loans..	348,107	5	" "	pleas	....
" " " " " " "	900,000	5	" "	1875	....
" " " " " " "	442,961	5	May & Nov.	1868	107
" " " " " " "	1,189,781	6	Jan. & July	pleas	....
" " " " " " "	1,900,000	6	" "	'68-'78	119
" " " " " " "	700,000	7	" "	1870	112
" " " " Comptroller's b'nds	28,098	5	.....	d'm'd	....
" " " " " "	11,050	5½	.....	d'm'd.	....
" " " " " "	14,230	6	.....	d'm'd.	....
" " " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	....
" " " " " "	287,700	4½	J., A., J., & O	1864	....
" " " " " "	68,000	5	Feb. & Aug.	1876	....
" " " " " "	28,000	5½	J., A., J., & O.	1865	....
" " " " " "	320,000	5½	Jan. & July.	1865	....
" " " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " " " " "	15,889,025	6	" "	64-'76	117
" " " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1866	95
" — " " (" ") ..... "	579,666	6	" "	1868	....
" — " " (" ") ..... "	2,183,532	6	" "	1870	101
" — " " (" ") ..... "	1,600,000	6	" "	1876	102
" — " " (" ") ..... "	4,095,309	6	" "	1881	102½
" — " " (" ") ..... "	2,400,000	6	" "	1886	101
" — " " (domestic debt)..... "	125,680	6	" "	1862	108
" — " " (war loan).....coupon	1,500	....	" "	1866	....
" — " " (" ") ..... "	279,313	....	" "	1868	....
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " " "	10,780,095	5	Jan. & July.	due.	93½
" — " " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " " "	3,090,514	5	Mar. & Sept.	due.	....
" — " " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	107½
" —State bonds..... coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " " "	875,029	5	Feb. & Aug.	1864	....
" — " " " "	1,045,629	5	June & Dec.	1864	....
" — " " " "	1,558,673	5	Jan. & July.	1865	....
" — " " " "	2,277,755	5	" "	1868	....
" — " " " "	1,766,214	5	" "	1870	109½
" —State bonds..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds..... coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	350,917	5	.....	.....	....
" —Relief Notes in circulation...	97,360	....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1942	100
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	55
" — " " (interl. impr.) "	2,063,506	6	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	608,000	6	.....	1890	56
" — " " (Hermitage) . "	48,000	6	.....	1890	55
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'65-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" —State bonds (railroad) .....coupon	18,264,642	6	Jan. & July.	'85-'90	50
" " " (railroad) .... "	12,624,500	6	" "	'85-'90	....
" " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1897	....
" — " " (domestic) .... "	100,000	6	" "	1877	....
" — " " (") .... "	1,100,000	6	" "	75-'86	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,005	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,64[illegible]
1861	51,531	75,621	78,361	65,358	75,250	63,761	73,474	186,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	122,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	150,969	153,254	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,634	66,702	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,939	92,573	75,457	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,383	138,374	119,947	117,086	146,268	161,503	138,796	125,595	1,423,489
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,506	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	205,906	195,103	271,141	331,494	312,049	319,816	309,187	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,000	24,026	28,456	31,340	35,931	35,000	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	50,020	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	835,868
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	183,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	58,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,004	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,063	90,324	65,502	63,137	52,269	60,285	84,640	98,528	88,401	105,283	955,939
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,500	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	184,058	176,105	208,339	158,077	120,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	436,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	419,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	436,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	983,859	8,400,334
1863	845,695	859,949	956,445	943,099	848,783	770,148	731,243	687,092	816,801	995,254	1,024,649	1,095,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,668	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,760	122,309	1,720,390
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	168,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,625	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,775	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	166,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	494,550	3,726,140
1864	501,231	472,240	555,620	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,811	154,000	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,004	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,964,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,852	284,020	243,249	224,401	2,899,612
1862	190,130	295,607	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	322,593	359,463	3,445,927
1863	299,944	271,085	275,643	298,224	324,687	407,992	343,929	511,305	478,576	496,433	457,679	424,531	4,571,028
1864	318,200	409,595	445,320	421,457	414,731	497,223	404,197	585,424	767,363	664,299	617,731	------	------
Marietta and Cincinnati:													
1862	38,904	26,252	25,801	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	66,540	77,874	90,755	73,215	83,964	75,055	89,503	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	80,900	44,895	709,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,272	61,835	1,168,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,597	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,647	113,398	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,938	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	163,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,506	557,227	268,613	294,925	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	311,717	279,129	355,264	398,330	404,503	444,523	398,091	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	140,550	133,620	123,377	144,982	236,844	307,333	242,049	200,134	2,124,214
1862	230,159	195,658	251,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,498	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,559	709,671	637,792	525,396	6,308,703
1860	887,128	402,530	561,078	585,141	551,700	495,943	544,494	692,892	868,995	811,458	730,736	523,047	7,154,622
1861	489,065	420,798	627,051	559,088	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,425	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,139,142	------	------
New York and Harlem:													
1859	91,900	84,209	88,278	90,517	91,868	89,239	91,196	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,605	88,598	90,473	89,577	93,378	100,639	104,119	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	85,856	97,337	92,802	91,968	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	90,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,776	128,706	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,605	264,622	283,646	268,619	245,977	2,715,306
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	269,987	265,358	234,456	276,209	291,763	278,219	2,905,379
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,625	4,088,837
1863	325,686	361,834	396,771	429,920	606,517	464,809	451,884	574,486	714,302	815,902	746,955	625,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,061,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,982	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,884
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	81,706	67,721	85,959	95,909	118,887	129,166	125,610	1,117,597
1863	109,808	110,603	120,310	123,116	113,796	123,949	118,077	130,378	153,470	144,786	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,856	155,730	144,942	218,295	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,109	125,027	77,599	51,256	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	83,464	138,722	142,537	162,858	137,686	92,574	1,172,100
1862	82,236	47,142	56,006	83,552	106,545	113,578	115,214	168,219	170,880	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	162,585	166,554	116,379	150,565	151,052	134,562	111,380	1,459,798
1864	79,736	95,542	132,866	125,987	127,009	156,536	159,020	244,114	245,940	221,569	220,206	222,851	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1883	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1904	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1891	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107
" " " 1850	700,000	6	Jan. & July.	"	1880	108
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	98
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	105
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '99, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	655,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £452,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort a. M.	1960	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	106½
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	94
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	91
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1886	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,023	6	" "	" "	1890	50
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	110,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,660	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	105
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	112
2d Mortgage	2,516,500		March & Sept.	" "	1891	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	90
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62–'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	105
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,855,000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1901	
Florida and Alabama:						
Internal Improvement (State)		7			1861	
Free Land, 2d Mortgage		8			1861	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,970	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	199,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1888	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1891	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	95
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	110
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			118
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington & Cincinnati (exchanged)	200,000	6				
	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1878	100½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	93
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,000,000	7				
Memphis, Clarksev. and Louisv. :						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio :						
State (Tenn.) Loan	1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	119½
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	119½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	106
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	601,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103½
2d General Mortgage	2,194,500	7	" "	" "	1877	93
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	105
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		55
2d Land Grant	650,000	---		" "		
Income bonds	511,000	---				
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1860	----
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1850	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5				83 '47
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelousa, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	104
D'bts of former Co's outst'ding.	224,920	---				
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	116
Exchanged St'k (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1885	101
Bonds of Aug. 1859, Convertible	851,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	104½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	102
Buffalo Branch	200,000	7	Jan. & July.		1891	104
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	105½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.		1867	97½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	95
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	96
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1884	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	300,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	100
" 1844, "	810,000	6	" "	"	1880	104
" 1843, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'84-'74	----
ninoy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$690,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1892	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1890	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	64
2d Mortgage	937,500	7	" "	"	1863	27½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	6	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	93
Mortgage (coupons)	198,000	5	" "	"	Richm'd &	----
Mortgage, (coupons)	926,000	6	" "	"	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	20
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1860	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	104
Albany City Bonds	1,000,000	6	Jan. & July.	"	'60-'78	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1926	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1853	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	45.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,461,336	*	—	877,963	503,500	105,955	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	100.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	160.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,376	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	280,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,004	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	46	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,200	23.8	46,938	75,000	36,066	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,810	154,337	—	....
31 Aug '64	61.6	11.2	66.7	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,:09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,559	2,439,775	124.0	183,357	329,539	92,429	—	98
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	....	—	117
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,863	78.631	34	....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687.152	*	—	602,105	61,000	—	687,152	66 0	155,916	195,055	61,235	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720.462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,639	9	108
								DELAWARE.													
31 Oct, '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	408,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41,466	—	....
31 Oct, '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	*	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	....	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	56.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	55.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	.....	53.0	.....	168,953	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,345	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	.....	12,296	1,658,976	102.5	236,241	464,611	212,676	19	72
31 July '59	55.0	—	....	7	2	107		Muscogee	774,244	162,534	—	599,350	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	....
1 May, '58	65.1	—	....	8	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	464,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002.440	1,673,706	701,866	24	92
30 Apr. '64	240.0	666.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,439	394.0	1,995,519	3 090,211	1,350,499	8	118
1 Apr. '63	242.0	—	....	29.0	53	23	705	Chicago and North western	12,325,889	510,983	—	3,731,316	8,385,000	226,641	13,147,136	242.0	.....	1 063,054	448,503	—	35
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,148	—	8,380,575	228.4	1,162,840	2,143,876	1,103,414	6	93
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,464,068	2,201,481	1,279,40-	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.6	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,016,697	4,571,028	2,118,847	6	121
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	40
								INDIANA.													
.. .. ..	108.0	•	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec, '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	360,525	—	....
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,227	108.0	312,859	527,863	295,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	387,302	774,618	307,527	13	154
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	50.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	289.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Deamoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
.. .. '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct, '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,160	2,930,000	337,532	4,375,993	111.8	.....	428,408	227,534	—	....
30 Jun. '63	29.0	—	....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,520	53,355	4	80
30 Jun. '63	65.1	—	....	—				Louisville and Frankfort	1,898,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120.069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisv'le and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	500,000	339,297	5,355,320	80.0	180,204	491,922	225,047	—	....
31 Mar. '61	206.0	—	....	205.0	46	37	611	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,805,000	1,150,717	.....	206.0	.....	1,232,624	555 454	—	....
31 Aug '60	53.7	—	....	135.3	....	....	....	*Vicksburgh, Shreveport & Texas.*	1,062,891	*	—	1,283,015	243,909	108,454	1,719,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	.....	340,893	.....	—	....
31 May '64	284.5	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,749,939	—	15,066,822	329.3	1,556.2	3,417,185	1,687,060	12	104
31 Mar. '64	246.0	241.0	....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,256	—	18 407,655	527.0	2,171,477	3,384,294	1,680,777	—	67
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	195.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	—	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	326	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	584,342	228,092	—	....
31 Oct, '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	793,285	455,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	255,047	121,958	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	570,324	1,047,567	420,926	—	80
31 Dec, '62	268.5	—	17.7	65.0	21	26	507	*North Missouri*	6,398,779	504,950	—	2,459,207	4,250,000	—	.....	165.8	.....	444,460	152,895	—	....
31 Dec. '62	152 0	—	5.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb, '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	....
28 Feb, '63	77.0	—	1.9	208.0	—	—	—	*South-Western Branch*	4 [illegible] 786	116,883	—	71,513	4,500,000	—	.....	114.0	93,271	241,482	128,886	—	....
30 Sep. '62	80.6	3.6	8.2	—	16	13	219	*St. Louis and Ire Mountain*	[illegible]	344,168	—	1,971,127	3,501,000	87,301	5,936,277	93.1	211,021	248,324	65,240	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,381	36.5	76,344	79,781	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	55.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	159,953	172,113	91,489	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	104½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,992	10,781,833	866,070	31,231,011	286.8	.....	3,922,203	2,305,788	6	112
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,896	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	281.0	1,012,096	2,307,448	620,581	—	53½
								MASSACHUSETTS.													
30 Nov. '63	28.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	5	108
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,016,326	482,056	8	125
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	144½
30 Nov. '63	44.6	24.0	60.1	—	50	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	140
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	77
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,942,286	52.4	169,351	344,194	168,008	6	111
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	842,556	390,594	6	104
30 Nov. '63	50.0	42.6	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	119
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	307,496	—	.....	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,884	—	600,000	—	—	704,348	71.0	167,154	223,794	59,077	8	128
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	430,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	387,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	61	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	119
30 Nov. '63	43.4	1.0	14.9	—	13	16	388	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,542	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	245,305	226,800	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	*	923,842	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,095	77.3	112,508	271,815	140,186	—	50
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,287,520	—	4,746,504	218.0	1,275,925	2,439,838	1,232,831	10	150
30 Nov. '63	46.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	98½
								NEW HAMPSHIRE.													
31 Mar. '63	91.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	96.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.5	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '61	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	67
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	116
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	31,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,243,214	82.0	.....	366,846	153,718	4	93½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	289,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	149
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,937,376	117,09[illegible]	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	94.0	—	43.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,706,800	64.0	812,041	1,941,276	1,127,214	10	175
31 Dec. '63	53.0	—	.....	45.5	14	15	91	Morris and Essex	1,074,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400.017	5,739,574	33.8	.....	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	264 200	77,798	458,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907.750	24.0	.....	239,889	154 908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581.893	212,500	31,743	821,984	—	82,936	90,122	44,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	5	36	Albany & Susquehanna	1,192,179	61,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	45.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	909,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,389,088	104.3	618,390	1,134,256	217,218	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	518,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	505,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	100	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	75½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,923	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,952,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,232,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,896	3,606,745	9	112½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,200	11,614,628	163.8	1,443,679	1,412,428	471,509	—	.....
30 Sep. '62	118.0	2.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,200	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,886	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.6	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	161,198	325,625	117,460	7	.....
30 Sep. '63	189.6	48.5	18.2	—	2[illegible]	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	60	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,065	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,586	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,984	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,668,558	220,996	—	606,911	1,240,000	190,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,234,500	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,809,223	*	197 000	1,340,213	791,055	102,391	3,114,954	171.0	321,000	477,564	235,201	8	.....
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	5	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,961	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	30	508	Central Ohio	5,579,508	922,670	106,133	1,623,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	80.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,891	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,019,130	2,151,943	1,216,257	31	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	123,857	2,917,322	67.0	248,387	375 209	228,651	—	4h
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,208,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	85
31 May '64	109.2	72.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	6	108
31 Dec. '58	81.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	559,673	575,250	822,400	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	15	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,462,217	2,905,000	.....	.....	144.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	20.6	—	25	26	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791 362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,085	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,248,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	110,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.0	52.0	.....	—	55	25	448	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,498,728	11,190	5,130,662	205.9	388,804	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,355,156	*	—	862,571	1,399,100	127,118	2,604,604	125.0	220,717	272,202	92,283	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,900,036	*	25,000	3,314,775	6,561,550	38,272	10,152,632	250.0	1,279,950	1,459,798	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	582,219	342,661	22½	75
30 Sep. '63	66.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		5,500,000	284,000	3,866,380	3,852,380	146.0	328,613	308,567	11,465	—	16
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	168,712	276,338	118,193	8	104
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	292.0	1,469,494	1,757,083	828,143	9	222
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	558,400		1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.0	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northu	Cen.	196,907	334,790	110,366	—	31	
31 Oct. '63	13.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,358	109,288	10	—
31 Oct. '63	30.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,048	774,074	10	80
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	980,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	41½
31 Oct. '63	24.5	106.0	63.3	—	34	—	51	Mine Hill and Schuylk. Haven	3,211,613	*		4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	56
30 Nov. '63	55.6	18.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	66.8	274,990	511,896	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,783,457	15,430,250	16,049,124	—	38,245,668	356.9	5,211,202	1,891,413	5,111,413	—	64½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	236,439		1,267,200	405,000	—	1,672,200	24.0	244,425	334,489	179,566	9	57½
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,000	80,151	13,619,096	230.0	428,759	689,300	198,486	7½	26½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	25,613,828	403.0	2,721,689	6,252,902	3,706,900	7	54
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	643,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	95.0	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,400,000	1,017,500	—	8,477,500	200.5	647,029	2,540,248	1,602,119	10	72
31 Dec. '64	59.5	—	7.2	80.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,066,877	72.0	256,176	315,722	101,589	—	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,936,173	—	19,952,741	468.3	3,472,914	6,132,934	2,106,623	—	92½
31 Dec. '63	23.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to Northn	Cen.	40,476	144,758	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,563		367,200	396,500	66,206	832,009	29.6	75,358	124,693	70,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	266,800	—	—	62.0	297,700	421,757	199,185	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,200		437,917	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	—	—	109.6	—	283,283	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*		985,743	980,410	108,172	2,067,325	102.0	—	220,014	98,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	50	700	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,997	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	160,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,027,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,409	*	—	798,285	554,949	319,518	—	59.1	69,870	177,256	80,125	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	20,782	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,582	*	—	2,066,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,983	87,243	—	—
1859	30.0	—	6.5	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	175,000	240,000	171,569	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	266,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,056	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	856,289	941,015	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt.		Central	—	6	104½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper. by		R.R. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	11.0	3.8	105.6	5	5	221	Manassas Gap	2,942,648	210,680	—	2,969,861	775,500	118,780	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	346,427	248,004	less	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	15	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,300	1,851,500	292,842	4,745,258	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	89.5	—	326,554	213,862	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,994	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	843,360	96,828	—	78.6	159,981	279,941	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,783	79,580	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	824,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '62	56.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	229,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,183,734	414,741	—	45
10 May, '64	103.9	—	10.6	—	20	24	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,662	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,139	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,128,430	54,750,510	7,336,405	77,210,345	1,096	—	4,388,510	1,164,856	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,880	1,649,510	1½	—
31 Dec. '62	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,840	20,005	—	—
1 July, '61	80.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	80.0	—	135,235	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.1	30.5	—	—	20	18	150	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	125	Panama	8,500,000	*	615,858	5,000 930	3,375,000	—	10,763,723	48.7	—	2,027,438	1,185,924	12	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	33½
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	55
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	64½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & Williamsport (preferred)	500,000	--	--	50
Erie (preferred)	8,535,700	7	7	94
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	--	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	88
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	98
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	102
2d Mortgage	294,750	6	----------	----------	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	83
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,500	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	3,224,695	—	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	72
" " (scrip)	50	1,503,000	6	----
Monongahela Navigation	60	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	----	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	31
" " (preferred)	50	2,722,807	—	34
Susquehanna and Tide Water	50	2,048,200	—	14½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	58 —	@ 61 —
Pig, American, No. 1		— —	@ 58 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		180 —	@195 —
Bar, English, common		165 —	@180 —
Band, English		225 —	@ — —
Horse Shoe		220 —	@ — —
Rods, English		200 —	@210 —
Hoop, English		230 —	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 30	@ — 33
Sheet, English, Single, Double and Treble		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 31	@ — 38
English Spring (1st & 2d qlty.)		— 19	@ — 32
English Blister (1st & 2d qlty.)		— 21	@ — 32
English Machinery		— 21	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 21	@ — 26
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 65
Sheathing, &c. Old. (cash)		— —	@ — —
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 65
American Ingot (cash)		— 47½	@ — 48½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— 14	@ 14 25
German Refined		— 14	@ 14 25
English		— 14	@ 14 25
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 70
Straits		— 60	@ — 61
English		— 57½	@ — 58
Plates, Charcoal I. C	per box	19 50	@ 20 —
Plates, I. C. Coke		16 50	@ 17 —
Terne, Coke		14 —	@ 15 —
Terne, Charcoal		17 50	@ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	8 50	@ 9 —
Clinch (cash)		10 —	@ 10 50
Horse Shoe, Forged (cash)	per lb.	— 38	@ — 40
Wrought, English (cash)		— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15	@ 1 20
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		72 —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 51½	@ — 52
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 92	@ — 92½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 72	@ — —
Naptha, Refined, (60@63 gravity)		— 58	@ — 60

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th 12	F. 13	Sat. 14.	M. 16	Tu. 17.	W. 18.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	34	34	----	33½	34½	33½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	92½	----	----	91½	----	92
" " pref.	----	----	----	95	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	119	----	----	119	118	119
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	37½	36	35½	39½	37½	37
" " pref.	68½	67	67	69½	67½	67
" " 1st M.	94	----	91	----	----	91
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	95	----	----	----	----	----
Chicago & Rock Isl.	102½	102½	102	102½	101½	100½
" " 1st M. '70	----	----	112	----	109	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	93½	93½	92½	93	91½	91½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev and Toledo	109	----	----	----	109	----
" S. F. 7 p.c.	----	----	79½	----	----	80
Cumberl and Coal, pref.	43	42½	43	45	44½	47½
Del. & Hudson Canal	205½	170x	164	164	165	----
Del., Lack. & West.	223	223	----	222	----	----
" 1M. 8 p.c. '71-6	----	112	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	82½	83½	83½	84½	79½	78½
" pref.	98	99	----	----	96	95
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	113	113	----	----
" 4 M. 7 p.c. '80	104½	----	104½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	108½	109	108½	110	109	108½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	108	107	----	107	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	125½	125	----	125½	124½	123
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	116	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	14	12	13½	12	11½
Michigan Central	110	110	109½	111	110	109
" S F. 8 p.c. '82	----	----	----	119½	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	72½	72½	72	72½	71	70½
" " guar'd. 1st	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	103½	----
" " 2 M.	----	----	94	----	----	93
Mil. and P. du Chien	44	45	----	45	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	55	----	----
Missouri 6s	----	----	----	67½	----	67½
" 1sa. to H. & St. J. R.	----	----	84	----	----	85
" " Pacific	70	----	70	----	70	70
New York Central	115	117½	117	118	116	115½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	116½	----	116	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	105	105	----	105	----	104
" " 6s, S. F. '87	102	----	----	----	----	104
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	105½	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	32	31½	30½	30½	25½	27
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	320	----	312
Panama	265	----	265	264	----	----
Penn'a Coal Co.	195	----	----	----	----	190
Phila. and Reading	114½	113½	113½	114	112½	110½
Pitts. Ft. W. & Chicago	99½	98½	98	98½	97½	98
" " 1M.	109	----	108	107	----	108
" " 2M.	----	----	100½	101½	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	97	97½	97½	98½	98	97
St. L., Alton & T. H.	----	----	----	----	43	43
" " pref.	70	----	----	----	----	70
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	78	80	----	----	----	----
Tennessee 6s, 1890	----	----	56½	58	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	101½	101
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th 12.	F.13	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	102	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¼	102⅜	102⅜	102⅜	102⅜	102⅜
U. S. 5s, 10-40s, reg.	----	----	----	----	----	102⅜
U. S. 6s, 1881, reg.	111⅜	111⅜	----	----	112	111⅜
U. S. 6s, 1881, cou.	112⅜	112¼	112⅛	112	112	111⅜
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	135	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	135	1.5	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅜	----	97⅛	97⅛	97⅜
U. S. 6s, 5-20s, coupon	110	109⅜	110	109⅜	109⅜	109⅜
U. S. 6s, 5-20s, new	110	109⅜	----	----	109⅜	109⅜
U. S. 6s, " reg.	110⅛	110	----	----	109⅛	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	118⅛	----	118	----	----	----
American Gold	218⅜	----	221⅜	217⅜	214⅜	215⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	W. 11.	Th.12	F.13.	Sat.14.	M.16.	Tu.17.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	37	35	34⅛	33⅜	33⅛	
Camden & Amboy	----	----	----	149	149	
" " 6s, '67,	----	----	----	----	----	
" " 6s, '70,	----	----	----	----	----	
" " 6s, '75,	----	----	----	----	----	
" " 6s, '83,	----	----	----	----	----	
" " 6s, '89,	----	99	----	----	----	
" mort. 6s, '89,	----	105⅛	----	----	106	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal	----	----	----	----	----	
Elmira & W'mport	51	----	----	----	----	
" " pref. 50	----	----	----	----	----	
" " 7s	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	----	----	----	----	72	
" 6s 100	----	----	----	----	98	
Lehigh Valley R. R.	80	----	----	----	----	
" " 6s. 100	----	----	----	----	----	
Little Schuylkill R. R.	41⅛	----	----	----	----	
" " 7s	----	----	----	----	----	
Long Island	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Minehill	55⅛	55⅛	----	56	----	
Morris Canal	----	----	----	----	----	
" " pref. 125	----	----	----	----	----	
" " 6s '76	----	----	----	----	102	
North Pennsylvania	----	----	----	----	----	
" " 6s	93⅛	----	----	----	----	
" " 10s	----	----	----	----	----	
Northern Central	----	----	53⅛	----	53⅛	
Pennsylvania R. R.	65⅛	64⅛	64⅛	64⅛	65	64⅛
" 1st m.	----	----	----	105	106⅛	106
" 2d m.	105	----	----	----	105	----
Penn. State, 5s	91⅛	----	----	91⅛	----	----
" " 5s, coupon	----	----	95	----	----	----
" " 6s, W. Is.	----	----	104	----	----	----
Philadelphia City, 6s	95	----	94⅛	95	----	----
" " new	97⅛	97⅛	97⅛	97⅛	97⅛	98⅛
Philad., Germ. & Nor.	58⅛	----	----	58⅛	58⅛	57⅛
Phila. & Reading	57⅛	55	56⅜	56⅛	56⅛	56⅛
" " 6s, '86,	----	----	----	----	----	----
" " 6s, '70. 101	----	----	----	----	101	----
Philadelphia & Erie	27⅜	27⅛	----	26⅛	----	----
" " 6s.	101	----	----	100⅛	----	
Philad. & Sunbury, 7s	----	----	----	----	----	
Schuylkill Navigation	----	----	----	----	----	
" " pref.	----	35	----	33⅜	34	
" " 6s '82	----	----	----	----	----	83
" " 6s '76	----	----	----	----	----	
" " 6s '72	90	----	----	----	----	
Sunbury and Erie, 7s	----	----	----	----	----	
Susq. Canal	----	----	----	----	----	14⅛
" " 6s '78	----	----	----	----	----	
Union Canal, pref.	3⅛	----	----	----	----	
" " 6s '83	23⅛	----	23	----	----	23
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	17	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	25	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	67	----	67
Spruce & Pine, "	34	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	108	----	----	----	----	107
" " 1886.	107⅛	107	----	----	----	----
" " 1870.	----	----	----	102	----	101⅛
" " 1890.	109	109	----	----	109	108⅛
Balt. and Ohio	112	112⅛	----	----	112	112
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	107
Northern Central	----	----	----	----	----	63⅛
" " b'ds, '85.	----	----	----	----	----	----
" " " 93.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W. 18.
Boston and Lowell	----	107½	----	----	108	
Boston and Maine	126	----	126	----	125	
Boston and Providence	145	----	----	----	144½	----
Boston and Worcest.	140	----	----	----	----	----
Cheshire, pref.	----	52½	----	----	----	53½
Concord	68	----	70	----	----	67
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	103⅝	104	104½	104⅝	----	104
Eastern, N. H.	----	104	----	----	----	----
Fitchburg	121	----	120	----	119½	119
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	93½	----	93½	----	----	----
Old Colony and Fall R.	----	120	120	120	119	119
Ph., Wil. & Baltimore	71	71	71½	71½	71½	72
Portl'd, Saco & Ports.	----	104	104	----	----	104½
Vermont & Canada	----	----	----	105½	----	104½
Vermont & Mass.	42	42	40½	----	40	40
Western	150	150	----	----	150	150
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	90	91	92½	----	----	97
Metropolitan "	50	51	51½	51½	52	53
Middlesex "	----	----	----	----	61	61
Central Mining Co.	----	----	----	----	----	52½
Franklin "	----	52½	53	----	----	----
Isle Royale "	17	----	16	----	14	14½
National "	----	----	----	----	28	----
Minnesota "	25½	25⅜	----	27	25½	----
Pewabic "	----	55	54½	54½	54½	54
Pittsburg "	90	87	----	----	----	----
Quincy "	----	100½	99	----	99	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of December:

Maryland 6s	63	to	63
United States 6s, 1881	42½	"	43½
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	37	"	39
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, January 21, 1865.

Stock Exchange and Money Market.

A bill has been reported in the House of Representatives, authorizing the Secretary of the Treasury to increase the issue of 7-30's to the extent of 400 millions. We presume this settles the question as to the issue of any more gold bearing interest securities. The 7-30's will be popular enough if there is no further competition of the kind alluded to. The immense amount of money disbursed by the Government in carrying on the war makes the desire for investment universal, and not only so but easy. The people are but lending to themselves; what they take out of their pockets they put back in their pocketbooks. All they want beyond the actual cost of the moment for their living, they desire to put at interest; and whom can they better trust than themselves? The good sense of the public is shown not less than their patriotism in thus giving back to the Government on time, the surplus earnings or profits of the day. And that both principal and interest are sure to be paid in gold or its equivalent in a sound currency, is just as certain as that the land we inhabit is permanent, and its future prosperity inevitable. Many sound political economists consider that the National securities are to play a great part in our future advancement.

Every day's events bring the present crisis nearer to a close. We have never from the first doubted what the result was to be. Our position was peculiar, untried; not the ablest men took the lead in our affairs, but time and experience are developing the fact, that we had the material, and opportunity has brought it out.

Among the commercial and therefore financial questions of the hour outside of the financial problem, is that of our reciprocity treaty with the British North American provinces. It has been determined by Congress to give the twelve months notice of its termination. We have before us letters from two distinguished members of that body in relation to the subject. In one it is stated that the question is one of the most momentous now under consideration; in the other the belief is expressed, that within the twelve months, another more favorable treaty may be negotiated. In this hope we concur. For the aggregate of our trade with the provinces is much larger than with many of the European, Central American and South American nations put together. We look upon the interests of the States bordering on the lakes as to be too great to be overlooked or forgotten. The provincials are equally interested, and more than anxious for an active commerce with the United States, and we have no doubt but that all reasonable concessions will be made us to secure a renewal of the treaty in some form or other. We therefore wait with much interest the development of a new movement in this direction. We are seeking trade to the ends of the earth; it would seem an act of folly to reject that which lies at our own doors.

The gold market has been affected pretty seriously in consequence of the late military successes. The capture of Savannah, and the brilliant assault on Fort Fisher, now successfully accomplished under the inspiration of General Grant caused its sudden depression.

The enlargement of the public debt, and the issue of fresh currency in the shape of compound interest notes do not seem to have produced a rise, nor the recent shipments of specie abroad, to a considerable extent. It is believed that there is a larger amount of gold in the country now than at the beginning of the war, by more than eighteen millions of dollars, and in the city of New York the reserve of specie is nearly seven millions greater. There is doubtless gold and silver enough in the country to serve as a sufficient basis for sustaining all the Government and bank issues if we had peace, and a certainty of no further issues of paper.

It is now understood that the cotton captured in Savannah is to be brought to this city, and sold in convenient parcels by semi-weekly auctions, and that the quantity to be disposed of is much larger than was at first supposed. We do not doubt that this arrangement will have a decisive and an imme-

diate effect on the price of gold and exchange, and with more force than has been calculated. It will furnish remittance in kind on which bills may be drawn equal to three months' coin shipments, which will be equivalent to returning just so much specie, and if the shippers choose to have proceeds brought back in coin, either for the cotton or for exchange, for it would amount to the same thing, it is quite possible that the gold current might set in strong enough to change the character of our present foreign business relations, and ease our domestic market at once. We have in common with many others always contemplated some such result as soon as the war took such a turn as to place the cotton crop within reach of our armies.

Foreign exchange is at this moment in excess of the demand and very dull, an evidence of a decided character as to the increasing advantage we are gaining by the excess of our exports over our imports. There can be no other good reason for the low rates and want of animation in the bill market.

The Government securities are firm, but not as active as they were a short time since, purely for the reason that a fixed policy has not yet been declared at Washington as to the future of its operations. Investers like to know what is to be the form, character and time of each new Treasury loan, and until these are settled with regard to the amounts necessary still further to be raised, it is in vain to expect stability in the market price. If it could be positively known that no more legal tenders, or gold paying bonds were to be issued, particularly under the general conviction that the war is near its close, there would be seen an extraordinary advance in rates, and an animation in the market to which it has been long unused.

Railway shares continue dull, while the bonds of many of the most esteemed companies stand at high figures, and the supply is limited. All attempts to depreciate the character of railway property are founded in an entire misapprehension of their permanent value. In our judgment they have a fixed and inherent strength which time will but the more surely reveal. The temporary check, which the increased price of work, labor and materials, the freights and fares being at the old rates, produces in their net earnings will not last long except the war should be protracted, in which case no doubt legislation would provide the proper remedy.

During the week ending January 14, the capital of the National Banks has been increased by various new companies to the extent of $7,223,-210, so that the $300,000,000 which is the limit to the permitted extent of the National currency is being rapidly approached. If the old banks should at once come into the new system and take up this limit left, they would have the whole bank circulation in their hands, and it would then be of a uniform character, and the future currency of the country would be the best it ever had. There is no doubt this view of the subject will have its effect on the greater part of the old local institutions.

The specie product of California continues to increase in a most surprising manner. The exports from San Francisco up to the 22d of December, 1864, are given at $54,114,914, against for the same period in 1863, $45,132,548, an increase of $9,982,366. The yield of Idaho, Montana, Utah and Colorado will also be very large during the present year. In this respect our country has the brightest prospects of any other on the globe, and this consideration gives stability to its financial prospects to an unprecedented degree.

It is stated on the best authority that the internal revenue is getting to be enormous in amount, and if the other cities and towns do as well proportionably as New York, the gross amount for the year will be much larger than the most sanguine anticipated. A few years taxation with such results would end our fears and our National debt together.

No review of the Money Market can be complete without some allusion to the Petroleum Companies. These are the most remarkable creations of the day, and the most timely. Their number and nominal capital are immense. They are springing up in all directions. The wells are found where they were not expected to be found, and their source and origin, no longer attributed to their immediate relations to coal strata, are yet a puzzle to geologists. But they are no puzzle to political economists who see in their products enormous wealth, for them a great and increasing demand, and for other nations an incalculable boon. A cheap and universal illuminating power is one of the greatest advantages we can confer on distant or neighboring nations. Besides this, in the residuum of distilled petroleum are found the bases of the most beautiful and permanent colors, and it is proved by recent scientific experiments, that the article itself may yet be used as fuel for the propulsion of ocean steamers, by which a vast saving in room and coal will be effected.

While therefore, speculation may go too far in its views with regard to the value of particular oil bearing localities, there can be no doubt that in the aggregate the results will be largely productive. Many of the companies are paying unheard of dividends already.

Thus we have gold and petroleum in the greatest profusion to help us forward in our career of prosperity. Cotton certainly can no longer claim an exclusive control over commerce.

The imports of foreign goods into the port of New York for the first nine months in 1864, were $189,504,760, and the exports for the same period $169,395,576, being nearly forty millions more than during the equivalent period in 1863, and nearly double what they were in 1862. This is conclusive proof of the rapid increase of American production notwithstanding the war.

The exports for the week ending January 17, from this city, were $4,064,308.

Money is easy, and rules at 7 per cent.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 86; New Jersey Central 2d mort., 114; Brooklyn City R. R., 130; Central Coal Co., 47; Wyoming Valley Coal, 53; Consolidated Coal Co. of Md., 50; Mariposa 1st mort., 60; do., 2d mort., 20; Nicaragua Transit, 5; Copake Iron, 4; Bucks Co. Lead, ¼; Atlantic Mail, 160; National Bank, 113; Am. Ex. Bank, 129; Central Bank, 165; 4th National Bank, 100; Bank of Republic, 108; Shoe and Leather Bank, 106; Merchants Bank, 116.

Philadelphia.—Allegheny Co. coupon 5s, 78; Chester Valley 7s, 42¼; West Chester 7s, 101; Reading 6s, 1843–'80, 100; Harrisburg 6s, 100; Western Penn. 6s, 95; 13th and 15th streets R.R., 22; Girard College, 24; Union Canal, 1¼; Atlas Oil, 1¾; Bull Creek, 2⅜; Bruner, 1⅜; Briggs, 4⅝; Big Tank, 2⅛; Blue Creek, 4¼; Corn Pl., 6½; Cow Creek, 1⅞; Cherry Run, 29½; Caldwell, 6⅞; Clinton, 1; Crescent, 2; Continental, 7¼; Dalzell, 9; Duncard, 1½; Densmore, 6; Eldorado, 1⅞; Egbert, 3¾; Excelsior, 1¼; Franklin, 1½; Feeder Dam, ¾; Farrel, 1¾; Germania, 1; Hoge Island, 1½; Hyde Farm, 4; Howe's Eddy, 1; Hibbard, 2; Keystone, 1¾; Krotzer, 1¾; Mingo, 3½; McClintock, 6½; McElheny, 5⅝; Maple Shade, 28¼; Mineral, 2; McCrea, 1; Noble and Delamater, 9½; Oil Creek, 3⅞; Olmstead, 1⅛; Oil Basin, 9; Phila. and Oil Creek, 1.31; Perry, 3¾; Petroleum Centre, 3¼; Pope Farm, 1¼; Rathbone, 2; St. Nicholas, 4¼; Story Farm, 2⅛; Seneca, 4½; Sherman, 1.31; Tack, 3¼; Tarr Farm, 3; Tarr Home, 4¾; Union Petroleum, 1⅝; Upper Economy, ¾; Venango, ⅞; Walnut, 3.94; Wm. Penn, 2½; West Branch, 3; Wilkins Farm, 1; Shamokin Coal, 15½; New Creek, 1; Swatara, 6; Butler, 13½; Big Mt., 5½; Fulton, 7¼; Penn. Mining, 45; Mechanics' Bank, 32; Girard Bank, 52½; City Bank, 60¼; Manuf. and Mech. Bank, 33. The latest quotations are: City 6s, 94½@95; do., new, 97¾@98; State 5s, 92½@93; do., coupon, 96@96½; do., 6s, W. L., 102½@103; Phila., Wil. and Balt., 72; Reading, 54⅞@55; do., 6s, 1870, 101@101¼; do., 1886, 135½@135¼; Camden and Amboy, 146@148¾; Penn. R. R., 64⅝@64¾; do., 1st mort., 106½@107; do., 2d mort., 105½@106⅛; Little Schuylkill R. R., 41@42; Morris Canal, 93@95; do., pref., 124@125; do., bonds, 100@101; Wyoming Valley Canal, 69½@70; do., 6s, 99@100; Susquehanna Canal, 14@14¾; do., 6s, 58@59; Sch. Nav., 28@30; do., pref., 33@33½; do., 6s, 1882, 82@83; Union Canal bonds, 23@23; Delaware Div. Canal 33@35; do., bonds, 98@100; Elmira and Williamsport, 31@32; do., pref., 50½@51; do., 7s, 1873, 101@105; do., Chattle 10s, 75@77; Long Island R. R., 47@49; Lehigh Coal and Navigation, 71½@72¼; North Pennsylvania, 28@28½; do., 6s, 90@93; do., 10s, 110@100¼; Philadelphia and Erie, 26@27½; do., 6s, 100@101; Minehill, 56½@58; Catawissa, 15@15½; do., pref., 34⅞@35¼; Lehigh Valley, 79@79½; do., bonds, 100@100¼; Fifth and Sixth streets, (horse,) 47@48; Second and Third, 67@67; Race and Vine, 9¼@10½; West Philadelphia, 70@71; Spruce and Pine, 33@34; Green and Coates, 25@26; Chestnut and Walnut, 50@50; Arch, 16@17; Thirteenth and Fifteenth, 20½@22; Girard College, 24@24; Tenth and Eleventh, 43@47; Norristown, 57@58.

Boston.—Northern (Ogdensburg) 1; do., 1st mort., 96; do., 2d mort., 24¼; Boston Hartford and Erie 6s, 80; Eastern R. R. 6s, 1874, 105; Rutland 1st mort., 64: Vermont Central 1st mort., 75; do., 2d mort., 25; Boston and New York Air Line 6s, 59½; Cape Cod R. R., 77; Stoney Brook R. R. 96¼; Boston and Lowell R. R. 6s, 105; Worcester and Nashua, 98¼; Western R. R. 6s, 1875, 104; Connecticut and Passumpsic Rivers R. R., 6s, 99; Boston and Lynn, horse, R. R. 95; Massachusetts 6s, 1875, 120½; New Hampshire 6s, 1884, 95; Boston 5s, 1887, 116; Augusta 6s,

95½; Bath 6s, 95; Boston Water Power, 44¾; Cary Imp., 11; Essex Co., 98; Boston and Roxbury Mill, 45; Union Steamship Co., 145; Belmont Coal, 11; Mammoth Vein Coal, 32¼; Short Mt. Coal, 39¼; Franklin Coal, 68¼; Gilberton Coal, 82; Tyson Iron, 9¼; Pittsburg and Boston Oil, 2½; Acton Mining Co., 1⅛; Bay State, 19¾; Buckingham Plumbago, 3⅜; Brome, 1½; Brandon, 98½; Bedford, 80c.; Copper Falls, 29½; Canada, 1¼; French Creek, 80c.; Gt. Basin Oil, 2¼; Hancock, 10⅛; Huron, 38; Hanover, 3; Manhattan, 6¼; Mesnard, 6; Madison, 3¼; Northwestern, 5; Ottawa, 25c.; Pontiac, 2¼; St. Mary's, 3½; Star, 6; South Side, 2¼; Winthrop, 2½.

Baltimore.—Western Md. bonds, 86; Marietta and Cincinnati bonds, 98; N. W. Va. 1st mort., 100; Maryland Copper, 0.75; North State, 0.15; Bare Hill, 2.80; Am. Gas Coal, 2; Atlantic Coal, 1.20; Laurel Cannel Coal and Oil Co., 5.70; Lake Chrome, 0.50; Santa Clara, 24½; Chesapeake Oil, 5.20; Penn. Oil, 1.90; Balt. Chrome, 27.0; Bank of Baltimore, 102. The latest quotations are: Balt. and Ohio, 112@112¼; do., 6s, 1867, 101@104¼; do., 1875, 105@108; do., 1880, 108@109; do., 1885, 107@108; Northern Central, 51¼@53½; do., bonds, 1885, 95@95; N. W. Va., 00@05; do., 1st mort., 104@106; do., 2d mort. 100@103; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@99; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 86@88; do., guar., 107@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 101@101½; do., 1873, 104@108; do., 1875, 106½@106¾; do., 1886, 107@107; do., 1890, 108@108¼; do., coupon, 107@109½; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 17@19; Canton Co. 33¼@34½; Gardner, 0.50@0.60, Gas Coal, 1.90@2.05; Maryland, 0.65@0.70; North State, .15@.20; Springfield, 1.25@1.40; George's Creek, 110@118; Santa Clara, 24¼@24½; Balt. Chrome, 2.50@2.75; Bare Hill, 2.80@3.00; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.50@1.90; Baltimore Coal, 135@2.00; Laurel Cannel Coal and Oil Co., 5.70@5.75.

Gold in Montana.

Some of the mines now worked in this new territory are said to be prolific almost beyond belief. One lode, according to the recent report of Mr. C. F. Pettengill, who is in the East purchasing machinery, yields $400 per ton of rock even now. It is 2 feet in thickness, and of great extent. Its product for 200 feet depth and 400 in length, as now worked, is calculated at $3,500,000. The quarrying costs $7 per ton, and crushing $2 per ton. This lode is but a sample of a vast many others in that region.

Steel for Railways.

We have received from the Secretary of the Erie Railway Company, a Circular from the house of P. S. Justice, on the subject of the use of cast steel rails, tyres and axles. We have on former occasions spoken our opinions freely, on the great superiority of this form of iron for such purposes. Four rolling mills on the Bessamer system of preparation are now actively employed at Sheffield, in producing the cast steel rails, and our Railway Companies can be supplied in any quantity, and at short notice.

☞ We notice among the new Houses entering into business, that of SMITH, MARTIN & Co., No. 3 Wall street. The former is a Banker from Buffalo seeking a large field for the employment of his ability and capital, Mr. Martin has been six years Cashier of a Bank of high repute in that city, and the Co. is Mr. Altman, from the same place, making a strong and experienced firm.

These gentlemen propose to deal in all kinds of Government Stocks and Securities, those of the States, and also in railway and other bonds and shares. They also allow interest on deposits from their customers, and make collections in all parts of the United States and the Canadas. With a cash capital all paid in, convenient location, and their reputation as men of business, they enter the field with great advantage, and their Western relations in past years must give them a position and a correspondence that can not be other than of a first-class character.

Railroad and Steamboat Accidents.

The total number of casualities by Railroad Accidents in 1864 was 2,250; of which 404 resulted in death, and 1,846 in wounds. In 1863 the number of casualities were 935, viz.: killed 264, wounded 671—an increase in 1864 of: casualties, 1,325; deaths, 140; wounded, 1,175. These figures do not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualities by steamboat accidents in 1864 was 501; of which 358 resulted in death, and 143 in wounds. In 1863 the number of casualties were 340, viz: killed 255; wounded, 85—an increase in 1864 of: casualties, 161; killed, 103; wounded, 58.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured by such casualties during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1863	89	264	671
1864	140	404	1,846
Total	1,368	2,103	7,785

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
Total	323	3,903	1,472

☞ We call attention to the advertisement of the Ninth National Bank, which has a very extensive list of our best merchants as stockholders, and a very excellent Board of Directors to secure the efforts of its officers. This institution has reached in less than a year a position of great usefulness as well as profit to its stockholders, having paid a five per cent. dividend, and having over 16 per cent. surplus after paying it. Mr. Orvis, the President, has had much experience as a bank officer in Troy, N. Y., and was also one of the originators of the Park Bank in this city. Mr Hill, the Cashier, was several years in the Park Bank, and was also a cashier in Elizabethtown, N. J., where his father an eminent banker, is President of the National Bank of New Jersey.

☞ The "New York, Philadelphia and Baltimore Petroleum Company," with a considerable portion of its capital stock subscribed, will keep its books open a few days longer at the instance of parties who desire the delay. The opportunity for subscription is a good one, guaranteed by the respectability of the managers, and no doubt will be embraced by many who desire to invest in this new mine of American wealth.

Passengers by the Steamships.

The following is the number of passengers carried by the different steamship lines in 1864:

	Eastward.	Westward.	Total.
Liverpool, New York and Philadelphia Steamship Company	9,364	32,926	42,290
Cunard line, New York	2,947	3,123	6,070
Cunard line, Boston	2,092	2,422	4,514
Cunard Emigrant line	1,860	8,143	10,003
Hamburg line	2,638	10,355	12,993
Bremen line	2,534	12,222	14,756
Canadian Mail line	3,752	12,389	16,141
Galway line	102	793	895
National line	2,465	14,112	16,577
Glasgow (Anchor) line	1,356	4,075	5,431
French Mail line	468	628	1,096
London line	689	3,091	3,780
Casual steamers	36	735	771
Total	30,306	105,014	135,317

Croton Aqueduct Department.

The receipts and expenditures of the Croton Aqueduct Department during the past year are given below. It will be seen that there is an increase in the receipts of the department over 1863 of $27,990 25.

RECEIPTS.

	1863.	1864.
Water Rents	$869,642 39	$895,612 72
Penalties and fines	11,316 51	11,621 55
Permits for taps	2,572 00	2,779 00
Permits for sewers	16,169 00	15,375 00
Permits for vaults	18,155 64	19,686 79
Materials sold		770 73
Total	$917,855 54	$945,845 79

EXPENDITURES.

Water pipes and laying	$123,556 98	$168,056 79
Street repairing	101,926 48	68,042 56
Trap-block pavement	51,877 83	67,185 34
Sewers, repairing, etc.	59,261 98	43,809 20
Sewera'e system surveys		2,498 52
Wells and pumps	2,350 58	2,700 82
Salaries	65,978 94	78,830 03
Water works extension	225,885 73	91,977 48
Contingencies	6,919 31	743 74
Wells and pumps, repairing	2,369 58	2,700 82
Aqueduct, repairs, &c.	90,225 33	56,587 23
Total	$730,352 74	$583,132 62

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 13, 1865, was as follows:

Passengers	$8,724 55
Freight and live stock	35,908 50
Mails and sundries	2,493 25
Total	$47,126 30
Corresponding week of 1864	51,930 36
Decrease	$4,804 06

The earnings of the Marietta and Cincinnati Railroad for the 1st week in January:

	1865.	1864.
Passengers	$9,929 87	$6,081 38
Freight	9,527 59	4,376 19
Mail, express & telegraph	1,086 33	944 58
Total	$20,543 79	$11,352 15

The earnings of the Grand Trunk Railway for the week ending Jan. 7, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$28,816 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	77,203 00
Total	$109,143 00
Corresponding week, 1864	91,415 00
Increase	$17,728 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week of Jan., $155,289 05
Corresponding week of 1864 67,687 73

Increase $87,601 32

The earnings of the Chicago and Rock Island Railroad for the 2d week in January, 1865, were $72,492 00
Corresponding week of previous year 40,690 00

Increase $31,802 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of January, 1865, were $82,287 00
Corresponding week of previous year. 49,078 00

Increase $33,209 00

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1865 $61,509 00
Corresponding week of previous year 35,054 00

Increase $26,455 00

The earnings of the Cleveland and Toledo Railroad for the 1st week in Jan., 1865 $50,594 00
Corresponding week of previous year 27,593 00

Increase $23,001 00

The earnings of the Toledo and Wabash Railroad Company for the first half of January, 1865, were $70,970 00
Corresponding week of previous year. 24,755 00

Increase $46,215 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 31, 1864, were:

	1864.	1863.
Passengers	$3,692 16	$2,896 69
Freight	14,727 06	7,855 26
Express	104 16	104 16
Mails	296 58	296 58
Total	$18,819 96	$11,152 69
Increase		$7,667 27

Receipts from January 1st to Dec. 31:

1864	$587,077 77
1863	414,511 43
Increase	$172,511 34

Finances of New Jersey.

From the Message of the Governor we learn that the finances of this State are in a most healthy condition.

The receipts for the fiscal year from the usual sources were $535,683 28, and the disbursements for the same period, $496,410 28, leaving a balance on hand of $139,373.

The State is out of debt.

The total amount of available school funds is $511,439 29.

The balance in favor of the war fund is $324,546 75.

The whole amount of bonds issued by the State, for the war fund is $2,590,600.

The State has paid, or will pay this year, on interest and to extinguish bonds, $252,000.

The premiums on the sale of State bonds amounted to over $50,000.

The State claims, for its advances to the United States Government, a balance of $940,037.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of Dec., 1864, were $1,267,414 58
Corresponding month last year 985,320 89

Increase $282,093 69

The earnings of the Cleveland and Toledo Road for the month of Dec., 1864, were $208,291 00
Corresponding month of previous year 184,309 00

Increase $23,982 00

The earnings of the Michigan Central Railroad for the month of Dec., 1864, were $376,470 40
Corresponding month of previous year 306,186 38

Increase $70,284 02

The earnings of the Cleveland and Pittsburg Railroad for the month of Dec., were $201,169 40
Corresponding month of 1863 180,408 39

Increase $20,761 01

The earnings of the Chicago and Rock Island Railroad Company for the month of Dec., 1864, were $308,187 00
Corresponding month of previous year 192,056 00

Increase $116,131 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Dec., 1864, were $398,091 00
Corresponding month of previous year 341,608 00

Increase $56,483 00

The earnings of the Toledo and Wabash Railroad for the month of Dec, 1864 $222,851 16
Corresponding month of 1863 96,203 70

Increase $126,647 46

The earnings of the North Pennsylvania Railroad Company for the month of December, 1864 were $63,761 66
Corresponding month last year 46,597 60

Increase $17,164 06

The traffic receipts of the European and North American Railway for the month of Dec., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$4,836 17	$5,736 38
Freight	5,877 03	5,855 60
Mails and Sundries	459 30	476 30
Total	$11,172 50	$12,068 28
Decrease in 1864		$895 78

Railroads.—The Theory of Construction, Earnings and Dividends.

The recent attempt to depreciate the value of the shares of the Erie Railway, affords an appropriate occasion to consider the propriety of the payment of dividends by a company, at the same time it is increasing its construction account.

We may start from the incontrovertible premise that the earnings of all roads must, as a rule, be in ratio to their cost. A similar rule holds in every department of industry and trade. If an increased or augmented result is sought, it must be upon increased means of investment—otherwise the royal road to wealth would be found, in which the result would bear no proportion to the agency employed.

It is in obedience to such a necessity that the capital of every railroad in the United States has been increased from one to ten fold, and always in appropriate ratio to its increased earnings. The Erie Railway was commenced upon an estimate cost of $6,000,000—a sum not equal to one half of its present earnings. It was opened in 1851 at a cost of $24,000,000. It earned in 1852 $3,537,766. We will assume that in 1864, its capital account, capitalizing its leased roads, to be double that at its opening—or $48,000,000. In the meantime there has been applied to construction net earnings to the amount of $20,000,000, making the total cost of the road to the stockholders, $68,000,000, a sum nearly three times greater than the cost the day it was opened. Its earnings in the same time have increased in four-fold ratio.

But such increase of capital and earnings, great as it is, has not been so striking as that of the main line of the New York Central Railroad, for an equal period after it was opened. The last link in this road, the Attica and Buffalo was opened in 1842. On the 30th of September, 1843, the cost of the Mohawk and Hudson, Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, Auburn and Tonawanda, and Attica and Buffalo, was $7,625,780. Its total earnings for the year were $1,108,131. Neither the consolidated company, nor the more important lines that compose it, ever omitted a dividend. Yet its capital account has been increased more than five-fold since the date of its opening; at the same time that at least $15,000,000 of earnings have been applied to construction. Its earnings in the meantime have increased ten-fold. This road was constructed at an early day, and had consequently to be entirely rebuilt, which partly accounts for the enormous increase in its construction account. Unlike the Erie, it always enjoyed a good credit which enabled it to borrow at low rates, and to increase its capital to any desired extent without appropriating what belonged to the stockholders in the shape of dividends. Their regular payment in the face of an enormously increased construction account, is one of the causes why the market value of its stock is so deservedly high.

The history of these two roads is that of any other important line in the United States. The Reading Railroad was opened in 1842 at a cost of $7,112,292. It earned in 1843 $394,318. Its capital account had increased to $28,000,000 in 1864, and its earnings to $7,000,000. In the meantime $15,000,000 of earnings have gone into construction. Its cost had increased six-fold and its earnings nearly twenty-fold. If we take roads more recently constructed we shall find similar, though not so striking illustrations of the increase of the cost of roads in ratio to earnings, for the reason that the science of construction is now thoroughly understood. A modern road is very different from one built twenty years ago. The Michigan Central Railroad was opened in 1852 at a cost of $8,156,000. Its earnings that year were $1,069,948. Its capital account in 1864, was $14,000,000, and its earnings $4,200,000. In the meantime it applied earnings to the amount of more than $7,000,000 to construction, so that the road has really cost the stockholders over $20,000,000. The Illinois Central was to cost $17,000,000. It has cost more than twice that sum. It has increased its

earnings since its opening in 1856, from $1,961,730, to $4,500,000 in 1864. In the same time net earnings to the amount of $5,000,000 have been applied to construction.

From what has been stated it will be seen that a rapid increase in the construction account of the railways of this country is inevitable, and that such increase must always be in approximate ratio to their increased earnings. How shall the means for such increase be provided? from capital or from the perpetual application of earnings to construction? If the latter alternative should be adopted, the stockholders of many of our best managed and most productive and prosperous companies would never receive directly a penny on their investments either presently, or at any probable future period; nor would such investments have any considerable market value, no matter how productive the roads were, provided such companies shall make any provision for the transaction of the legitimate business of their lines. Not to do this would be to refuse to carry out the object for which these roads were undertaken, and would inevitably lead to the construction of more lines, and to ruinous competition. A railroad is built to accommodate the traffic of the section it traverses. If that traffic increases should not the original capital account be augmented? There is just as good reason for the increase as there was for the first outlay.

The objection to such increase, if there be any, is based upon the distrust of the management of railroads rather than on any violation of a correct business principle. From the inadequate provisions made in the outset for construction, nearly all our companies have at one time or another fallen into great embarrassments. With large earnings in many cases, no dividends have been paid, or if commenced have been omitted from the constant and steady demand for construction, and from the inability of the company to borrow money except at ruinous rates. The hopes of the owners of railroad property have been disappointed so often, that it had come to be regarded as a difficult problem to tell whether or not a dividend had been earned. Necessity for a long time compelled the application to construction of whatever was received. But, gradually, one after another of our companies completed their roads, and emerged from their embarrassments still with the same necessity as ever upon them to add to their facilities as their business increased. The Erie company does not propose to provide an equipment more approved in form, or in higher condition than that at present in use, nor a more perfect roadway. Should it determine for the future to limit its business to its present capability, then the whole enterprise may be regarded as consummated in a completed road, and with an adequate income upon its cost. It is a perfectly simple and easy matter for it to pay regular dividends for the future, without increasing its capital. But it can, in such case increase its earnings only in a very small ratio. There never was a time in which such increase was prospectively so great. Within the past year a great line, the Atlantic and Great Western Railway has been completed which carries the gauge of the Erie to St. Louis. This tributary is already earning at the rate of $5,000,000 annually—a sum much larger than the Erie earned upon a cost of $24,000,000. The whole traffic of this road is tributary to the Erie for nearly all its entire length. To accommodate it will require one hundred engines costing at the present time $2,500,000 and probably two thousand cars, costing say $2,000,000 more. Additional track will also be required. The outlay contemplated will enable the company to earn in 1865, $3,000,000, over the earnings of $13,200,000 in 1864—which is half a dollar of increased income for every dollar of additional outlay. With its present equipment the road could not increase its earnings over those of the past year.

We presume that no one objects that such increase of capital is not wise. The question is whether while it is going on it is expedient for the company to pay dividends. If they have been actually earned, and if such additional capital must increase, instead of weaken the ability of the company to pay them in the future, we can see no possible reason why they should not be paid. If the road is actually earning eight per cent. on its stock, the latter is worth par, and the payment of dividends at this rate will cause the stock to be sought for at that price. No one questions that such earnings have been made. If so the present stockholders are entitled to their benefit. The present generation as well as the future have some rights, and no duty is more imperative upon any body of directors than to adopt such a line of policy as will give to the securities of their roads, a price which shall correspond as nearly as possible to their real value. If no dividends are to be paid except by companies whose construction is fully closed we must forego for all time dividends upon nine-tenths of our roads, and among them many of our most productive and best managed lines and virtually destroy the value of investments which have cost their owners nearly $1,000,000,000.—*Jerome, Riggs & Co.'s Circular.*

Appropriation of Land for Use of Railroad.—Injunction.—Acquiescence in Use of Land.—Compensation for Same.

The late case of Pettibone *vs.* The La Crosse and Milwaukee Railroad Company and others, was an appeal from the Circuit Court for Columbia Co., Wisconsin, to the Supreme Court of that State.

The nature of the action is stated in the opinion of the court.

The complaint, after stating the unlawful appropriation of the plaintiff's land to the use of the railroad company, and that no compensation had been made therefor, demanded that the damages which he had sustained might be assessed, and the defendants be adjudged to pay the same, and that in the meantime and until such compensation were made, the defendants should be enjoined from running cars over the land.

The answer alleged, among other things, that "if the premises were entered upon taken or used as in the complaint alleged, the same was done with the acquiescence and consent of the plaintiff."

After the evidence on the part of the plaintiff was closed both parties insisted that the court should assess the damages which the plaintiff had sustained; but the court decided that it could not do so under the decision of this (Supreme) Court in Davis *vs.* The La Crosse and Milwaukee Railroad Company, 12 Wis. 16, and both parties excepted.

The evidence introduced by the defendants in support of their answer is sufficiently stated in the opinion of the Court.

The case was tried and submitted upon an agreement that it might be taken under advisement. The judgment was afterwards rendered.

The court found that the plaintiff's land described in the complaint had been taken by the railroad company, and appropriated for its use more than three years before the commencement of the suit, and that no compensation had been made therefor to the plaintiff, and granted an injunction order according to the prayer of the complaint. The finding of the court was silent as to the question whether the entry and appropriation by the railroad company, had been made with the plaintiff's consent.

A motion for a new trial on the ground that the judgment was contrary to law and the evidence, was overruled, and exceptions taken. The following is the opinion of the court which was delivered by.

PAINE, J.—This action was brought to enjoin the defendants from running their cars across the plaintiff's land, upon the ground that no compensation has been made for the land.

The counsel for the appellants (defendants) contended that the decision of this court in the case of Davis *vs.* The La Crosse and Milwaukee R. R. Co. 12 Wis. 16, should be overruled, and that no injunction should be granted to restrain a railroad company from running their cars over any land upon which they had built their track, until it appeared that the compensation for the land had been legally ascertained. It was said that either party, the owner of the land as well as the company could move in that matter and have the compensation fixed, and therefore if he did not do that he ought not to be allowed to enjoin the company from using his land.

But if there had been no change in the law, we should adhere to the decision in the Davis case, upon the ground that it was for the company to take the initiative, when it wished to appropriate the land of another, and did not devolve upon the owner to set in motion the proceedings designed to divest him of title.

But at its last session the legislature enacted that the owner might in all cases proceed to cause the damages to be assessed, and that no injunction should issue until they were assessed, Chap. 175, Gen. Laws of 1861. What is the effect of this act upon the question, the conclusion to which we have come in this case makes it unnecessary for us to determine. Whether it infringes in any degree, upon the constitutional right of the citizen to have his property or the compensation for it, or is a regulation of the mode of proceeding in such cases which the legislature may legitimately enact, is a question that can be settled upon argument when it necessarily arises.

But we have come to the conclusion that independently of the effect of this statute, and of the decision in the Davis case, there were good grounds for denying the injunction in this case. We think a decided prepondence of the evidence shows that the company altered the location of its road, and ran the track where it now is upon the plaintiff's land, at his instigation and upon his promise to give them the right of way. This being so, it is a good answer to his application for an injunction, whether his promise was made in such form as to be binding upon him in law or not. His counsel argued the case upon the theory that if such promise was void under the statute of frauds, then it could have no weight in determining the plaintiff's right to an injunction. But this by no means follows. Such a conclusion would be entirely repugnant to all the reasoning upon which a part performance of a parol contract for the sale of lands, which is void under the statute of frauds, is held to take the case out of the statute. In such cases, courts of equity not only refuse to interfere in behalf of the party who seeks to rely on the statute, but actually interfere against him, and compel him to perform the contract, and this upon the ground that to allow him to set up the statute would operate as a fraud upon the other party, and leave him liable to an injury for which he could not be properly compensated.

We do not say that the facts disclosed here would be sufficient to justify a specific performance against the plaintiff, nor that they would not. But whether they would or not we think them

fully sufficient to justify a refusal of an injunction in his behalf, which may be refused upon slighter grounds than would be required to enforce a specific performance against him.

An injunction is an extraordinary remedy, and as was said by this court in Sheldon *vs.* Rockwell, 9 Wis., 180, the granting or refusal of it, "rests in the sound discretion of the court. They are never granted when they are against good conscience or productive of hardship, oppression, injustice or public or private mischief." The authorities cited in that case show that they will not be granted where the party complaining has unreasonably acquiesced, by mere silence, and inaction in the appropriation of his property for public improvements. And how much more clearly should they be refused where the original appropriation was at his instigation and under a promise by him to give the right of way.

The invalidity of an agreement at law will not prevent a court of equity from looking at it, to see whether either party is attempting to use it to work a fraud or wrong upon the other. Blakesly *vs.* Johnson 18 Wis., 530. And the same principle is applicable to the determination of the right to an injunction.

It is undoubtedly true that considerable inconvenience might result from granting such an injunction. And although we do not consider that as a sufficient for ground denying it where the party has not unreasonably acquiesced in, and did not originally invite the act of which he complains, yet where either of these facts did exist, the inconvenience resulting from an injunction adds great force to the reasons for its refusal. When the owner stands upon his legal rights, it is for the company to take the necessary steps to acquire the right of running over his land, and perhaps his mere inaction for a time should not be too strongly construed into acquiesence in view of the course of decisions sustaining the rights of companies to enter preliminarily for purposes of location, survey, &c., before making compensation. But where it appears that the party invited them to enter, and promised to give the right of way, it may fairly be assumed that the company neglected in consequence of such acts on his part, to take the steps necessary to obtain the right.

And that being so, whatever may be his rights at law, he ought not to be allowed to impose on the company, or on the public the inconvenience of an injunction.

The court below properly refused to go into the question as to the amount of compensation.

The mode prescribed by the charter is the only way of arriving at that.

But for the reasons already stated, the judgment of the Circuit Court is reversed, with costs.

Judgment reversed.

Passports and the Railroads.

By the regulation requiring passports from persons entering the United States from Canada, travel through Canada from points in the United States is about used up. The Great Western and Grand Trunk Roads have given up the through passenger business, and have withdrawn their express trains, to save the expense of running them light. It is reported that the express trains will be withdrawn from the New York Central Branch between this city and Suspension Bridge. Western passengers all go by the south shore. The Michigan Central Company has withdrawn one of its express trains from Detroit to Chicago.—*Rochester Democrat.*

Currency of Loyal States.

Statement of the approximate amount of legal tender and other notes in circulation, January 1, 1865:

United States notes (*currency proper*)	$433,000,000
Fractional and postage currency	21,000,000
One years 5 p. c. legal tender notes	41,000,000
Two years 5 p. c. " "	13,000,000
Two years 5 p. c. " " *coupon*	50,000,000
Three years 6 p. c. comp. int. notes	120,000,000
Total United States issues	$670,000,000
National Bank notes	76,000,000
State Bank notes	120,000,000
Total of all kinds of notes	$866,000,000
But as the interest notes are not in general circulation these ought to be deducted, viz:	216,000,000
Leaving	$650,000,000

as the amount of notes in actual use.

☞ The imports and exports of the precious metals into and from France, for the year ending September 30, 1864, were:

	Imports.	Exports.
Gold	£13,231,823	£10,477,402
Silver	8,373,257	10,333,408
Total	£21,605,080	£20,810,810

Ship Canal Around Niagara Falls.

The Chicago Board of Trade has adopted a series of resolutions in favor of a Ship Canal around Niagara Falls, and authorized the appointment of an agent to proceed to Washington and urge upon Congress the duty of providing for the construction of the work. It is claimed that this canal would create a new bond of Union between the east and the west, and forever secure the military and commercial ascendancy on the great lakes to the government and citizens of the United States.

☞ The new bridge of the Chicago and North Western Railway Company, across the Mississippi River at Clinton, and connecting their Galena airline division with their Iowa lines, was completed on the 7th inst. This will add very largely to the earnings of this company, as it enables them to accommodate the business of that section of country which is tributary to their Iowa lines, and which heretofore, owing to the difficulty of crossing the river, has to a considerable extent sought other means of access to Chicago.

☞ The tunnel under the Apennines, on the Bologna and Florence railroad, has just been opened to the public, and the line is now open from Turin and Milan to Rome and Naples without any other interruption than the few miles which separate Civita-Vecchia from Orbitello, on the Tuscan coast.

Geo. Quackenbush,

Stock Commission Broker,

30 BROAD STREET,

(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS, &c., Bought and Sold on Commission.

OFFICE OF THE

METROPOLITAN

Insurance Company,

No. 108 Broadway,

NEW YORK, January 10, 1865.

STATEMENT OF THE BUSINESS AND CONDITION OF THE COMPANY ON THE 31ST DAY OF DECEMBER, 1864.

Unearned Premiums, January 1, 1864		$167,139 80
Premiums received in 1864, as follows:		
On Marine Risks	$493,313 46	
On Fire Risks	437,235 04	930,548 50
Total Premiums		$1,097,688 30
Premiums marked off as earned from January 1 to Dec. 31, 1864	$778,026 34	
Less Return Premiums	56,460 56	
Net Earned Premiums		$721,565 78
Losses paid during the year:		
On Marine Risks	$170,656 54	
On Fire Risks	206,468 63	
Total losses	$377,125 17	
Reserved for losses unadjusted	20,625 18	
Expenses, Re-insurance Commission and Taxes (less interest received)	198,293 12	596,043 47
Net profit		$125,522 31
The capital of said Company actually paid up in cash is		$300,000 00
The surplus on the 1st day of January, 1865		458,321 84
Total amount of Capital and Surplus		$758,321 84

ASSETS, JANUARY 1ST, 1865.

Amount of cash on hand and in Bank	$106,741 19	
Amount of cash in hands of Agents and in course of transmission	41,746 55	
Amount of U. S. and N. Y. City Stocks and Bonds	187,029 50	
Amount of Loans on Bonds and Mortgages, being first lien of record, on Unincumbered Real Estate	185,550 00	
Amount of Loans on Collateral, payable on demand	92,375 00	
Amount of other Miscellaneous Items	20,500 00	
Amount due for Premiums on Policies issued at office	19,167 77	
Amount of Bills Receivable for Premiums on Marine Risks	91,455 70	
Interests due and accrued, but not yet payable	13,756 12	$758,321 84

The Board of Directors have this day resolved to pay a dividend of

SIX PER CENT.

on the outstanding Certificates of Profits, to the holders thereof or their legal representatives, on and after MONDAY, the 20th of February next; also a dividend of

TEN PER CENT.

on the Capital Stock of the Company, payable in Cash on demand; also a dividend of

FIFTY PER CENT.,

in scrip, on the net earned Participating Premiums of the Company for the year 1864, for which Certificates will be issued on and after the 20th day of March next.

DIRECTORS:

JAS. LORIMER GRAHAM,	DANIEL PARISH,
ROBERT M. C. GRAHAM,	DUDLEY B. FULLER,
EDWARD A. STANSBURY,	HENRY V. BUTLER,
JOSEPH B. VARNUM,	GILBERT L. BEEKMAN,
BOWES R. McILVAINE,	CHARLES P. KIRKLAND,
FRED'K H. WOLCOTT,	JOSEPH B. VARNUM, JR.,
WILLIAM K. STRONG,	WATSON E. CASE,
JOHN C. HENDERSON,	LORRAIN FREEMAN,
GUSTAVUS A. CONOVER,	EDWARD MACOMBER,
MARTIN BATES, JR.,	J. LORIMER GRAHAM, JR.,
PASCHAL W. TURNEY,	SAM'L D. BRADFORD, JR.,
FRANKLIN H. DELANO,	GEO. W. HATCH.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-Pres't.
EDW'D A. STANSBURY, 2d Vice-Pres't.
JOHN C. GOODRIDGE, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 28, 1865.

Wealth and Resources of New Jersey.

This State in 1762 was a part of New York, and remained so until 1702. In many of its peculiarities and relations it might even now be considered a part of New York. In much business and in many interests it is identical with us still. It is about 163 miles in length and 52 miles in breadth, containing 8,320 square miles, or 5,324,824 acres of land and water of which 1,944,445 acres are improved, and 1,039,086 unimproved. The value of the farms is $180,250,838, and of the implements of husbandry used in their cultivation $5,746,567.

The population numbers 672,035, but in 1790 it was but 184,139, and in 1749, a little more than a hundred years ago 60,000.

The live stock consists of 79,707 horses, 6,362 asses and mules, 188,818 milch cows, 10,067 working oxen, 89,909 other cattle, 135,228 sheep, and 236,089 swine.

The products of animals are as follows: butter, 10,714,447 lbs., cheese, 182,172 lbs., wool, 849,250 lbs., wax and honey, 194,055 lbs., and the value of slaughtered animals, $4,120,276.

The cereal crops are estimated at 1,768,128 bushels of wheat, 1,439,497 of rye, 9,726,336 of Indian corn, 4,539,132 of oats, 24,915 of barley, 877,386 of buckwheat.

The commercial crops are as follows: Tobacco, 149,485 lbs., hops, 3,722, hemp, 430 tons, flax, 48,650 lbs.

The miscellaneous crops are:

Peas and beans, bushels	27,675
Irish potatoes "	4,171,690
Sweet " "	1,034,832
Wine, gallons	21,083
Hay, tons	508,729
Clover seed, bushels	39,208
Grass seed "	85,410
Flax seed "	3,241
Maple sugar, lbs.	3,455
" molasses, gallons	8,088

The value of the orchard products was in 1860, 429,402, and of market gardens which finds a ready market in New York and Philadelphia, $1,542,155, having trebled in ten years.

The number of manufacturing establishments was at the last census 4,060, with a capital of $40,000,000 using yearly $40,600,000 of raw material, employing 127,720 operatives, of whom 13,060 were females, and producing fabrics of the value of $81,000,000.

The value of the principal products is as follows:

Flour and meal	$6,399,610
Clothing	3,975,486
Cotton goods	3,250,770
Steam engines and machinery	3,215,673
Jewelry, &c	2,269,844
Iron castings	2,203,338
Boots and shoes	1,850,187
Lumber	1,602,319
Woollen goods	1,527,209
Iron, bar, and other (rolled)	1,370,725
Leather	1,297,627
India rubber goods	1,013,000
Malt liquors	865,910
Soap and candles	595,075
Iron, pig, (29,048 tons)	575,820
Spirituous liquors	490,842
Gas	239,474
Furniture	232,500
Printing	217,270
Fish, (shad, oysters, &c.)	209,277
Agricultural implements	198,200
Silverware and watches	11,500

It contains 12 principal cities and towns, the largest being Newark, with a population of 71,914, Jersey City on the Hudson, opposite New York, 29,226, Patterson on the Passaic River, and a large manufacturing place, 19,588, Trenton on the Delaware, 17,221, Camden, opposite Philadelphia, 14,858, Elizaboth, a great coal depot, 11,567, New Brunswick, 11,255, Rahway, 7,130, Burlington, once the home of Joseph Bonaparte, 5,174, Princeton, the seat of an ancient college of reputation, 3,618, and Hudson City and Hoboken, both opposite New York, the former with 7,229, and the latter 9,662 inhabitants. These two last, with Jersey City, may be considered commercially as suburbs of New York, with which they are connected by numerous ferries, on which large steamers capable of carrying a thousand passengers each are constantly plying.

The total of the direct foreign and domestic imports annually is $44,766.

The tonnage is 12,985 tons, and the same amount of shipping entered and cleared annually, and 4,264 built. 108,030 tons are owned in the State. Jersey City is a part of the collection district of New York and therefore subordinate, but it is expected that it will be made a port of entry and delivery, which will greatly add to its prosperity.

The canals of New Jersey are as follows:

Delaware and Raritan, between Bordentown and New Brunswick 43 miles long, 75 feet wide and 8 feet deep.

The Delaware feeder between Bull's Island and Trenton on the Delaware, 22¼ miles long, 60 feet wide and 6 feet deep. The celebrated Morris, at one time almost exclusively the property of foreign holders, 101 miles long 40 feet wide and 5 feet deep, between Jersey City and Phillipsburg, on which vast amounts of coal are annually transported to New York.

The railways are 29 in number; their aggregate length is 1,001 miles, of which 836 miles have been completed at a cost of $38,964,872.*

The Camden and Amboy, connecting the Delaware at Philadelphia, and the city of New York is the longest, being 92 miles in extent, being the great route southward to Philadelphia, Baltimore

* See Table of Railroads in the United States, p. 12, No. 1, Vol. XXXVIII.

and Washington, one of the most important and lucrative roads in the United States.

The valuation of the real and personal estate in New Jersey in 1860, was $467,918,324.

The pursuits of the people are largely agricultural and manufacturing. The soil is generally fertile, and well adapted to cereals, vegetables and fruits. On the Atlantic coast marl has been found underlying the sand in great abundance, and the consequence is that the land there is fast filling up with settlers, who find it easily cultivated and very productive. A railway passes through it. The ores of New Jersey are numerous and valuable; iron, copper and zinc abound, and a species of the former, celebrated as Franklinite. There are many smelting furnaces, forges, rolling and other factories engaged in the production of iron, zinc and copper.

The climate is mild and healthy. In short, New Jersey is a very prosperous and favored State, and stands high on the list in every respect.

English and American Coal Trains.

The *London Railway News*, in an article on the coal trade on the London and Northwestern Railroad, says: "An ordinary load for one locomotive is thirty-five trucks, but even that immense weight is sometimes exceeded." Now as a truck, according to the same authority, "holds between six and eight tons of coal," it follows that thirty-five trucks of eight tons each make 280 tons a maximum English load.

On the Philadelphia and Reading Railroad, last year, the loaded trains *averaged* 576 tons of coal, or more than twice the number of tons in a maximum train on the London and Northwestern Railroad. The newer engines on the Philadelphia and Reading Railroad draw 150 cars containing about five tons each, or nearly 750 tons of coal on freight.—*U. S. R. R. & Mining Register.*

Commerce of San Francisco.

The destination and value of exports from the port of San Francisco, exclusive of the precious metals, during the three years selected, were as follows:

Exports to—	1861.	1862.	1863.
New York	$1,605,034	$2,245,633	$2,736,435
Boston	98,345	1,192,489	1,505,690
Great Britain	2,838,004	1,355,217	1,697,822
Australia	1,056,401	332,385	489,685
Br. Columbia	1,177,152	2,195,903	1,746,801
Mexico	1,094,930	1,014,639	1,819,652
Peru	163,264	271,251	216,206
China	711,841	722,229	1,246,254
Hawaiian Is	288,877	293,370	357,369
Japan	15,577	21,598	43,901
Other countr's	838,647	920,680	920,584
Total	$9,888,072	$10,565,294	$12,877,399

This table includes the production of Oregon, British Columbia and Northern Mexico, as well as of California. The principal articles of California production were as follows:

Productions.	1861.	1862.	1863.
Barley	$361,452	$131,282	$65,044
Bread	64,892	69,805	65,290
Copper ore	135,240	370,200	719,300
Flour	858,425	688,234	767,270
Hides	444,995	947,253	924,567
Lumber	69,931	149,560	123,084
Oats	156,879	72,045	130,602
Quicksilver	1,579,850	1,138,961	1,073,078
Silver ores	211,345	34,740	118,109
Wheat	2,702,434	1,372,572	1,754,116
Wool	519,577	1,069,194	1,119,098
—and including articles of minor importance a total of	$6,795,758	$6,211,788	$7,208,289

Including exports of treasure, the entire exports of California productions during these three years may be classified as in the following table:

Products of	1861.	1862.	1863.
The mine	$42,103,193	$44,105,662	$47,982,398
Agriculture	3,265,471	1,246,350	2,013,975
The herd	1,041,217	2,027,082	2,182,155
The forest	69,931	149,460	134,086
The sea	21,828	21,868	11,285
Manufactures	962,875	798,191	873,854
The vine	8,000	25,836	81,456
Total	$47,472,217	$48,773,549	253,280,209

The following table shows the value and destination of treasure shipments from San Francisco during the years 1854 to 1863 inclusive:

Years.	Shipment of Treasure from San Francisco to— Atlantic Ports.	England.	China.	Panama.	Other Countries.	Total.
1854	$16,533,166	$3,781,080	$965,887	$204,592	$500,908	$52,045,633
1855	38,730,564	5,182,156	889,675	330,207	128,129	45,161,731
1856	39,895,296	8,666,289	1,308,852	258,208	578,732	50,697,484
1857	35,531,778	9,847,743	1,993,264	410,929	692,978	48,976,697
1858	33,891,236	9,265,739	1,916,007	299,265	175,770	47,548,026
1859	40,146,437	3,910,930	3,100,756	279,949	202,890	47,640,462
1860	35,719,296	2,672,986	8,374,680	800,819	258,185	42,325,916
1861	32,728,011	4,061,779	3,531,279	349,769	95,920	40,676,758
1862	26,194,085	12,960,140	2,660,754	434,508	322,324	42,561,761
1863	10,389,330	28,467,256	4,206,370	2,503,296	505,667	46,071,920
10 y'rs.	$341,659,147	$88,306,954	24,957,524	5,267,602	3,516,010	463,706,838

The imports answering to these exports are in some measure indicated by the following statement of the tonnage arrived at San Francisco during the year 1863:

Am. vessels from domestic ports	1,516	367,980
" " foreign ports	238	214,655
" " whaling voyages	12	4,300
Foreign vessels from foreign ports	182	54,254
" " whaling voy'es	1	200
Total	1,899	641,393

By a return from the Treasury Department the total value of imports at San Francisco for the year ending June 30, 1863, was as follows—in American vessels $7,848,969, and in foreign vessels $3,333,173 or a total of $10,684,142.

The present tendencies of the Pacific trade of California to the different countries are worthy of observation. To New York and Boston the leading articles are hides, wool and copper, as follows:

	1860.	1861.	1862.	1863.
Copper ore, cks.	....	11,155	72,938	109,470
Hides, number	200,116	177,998	315,751	308,189
Wool, bales	11,767	14,791	21,911	16,078

To Great Britain the exports chiefly consist of wheat and flour as follows:

Wheat, bags	458,495	1,022,664	590,485	844,022
Flour, barrels	86,875	70,945	8,582	12,200

To Australia and New Zealand the leading export is lumber; the former demand for breadstuffs being much below the exportation of 1861.

The East Indies send to California, coffee, sugar, rice, hemp, spices, etc., but taken little in return except gold and silver.

The exports to British Columbia, New Granada, Chili, Society Islands, Manilla, Japan, France, Cape of Good Hope, Central America and Russian possessions are of a miscellaneous character, flour, wheat, lumber and farm produce being the principal commodities shipped.

The table of treasure shipments indicates a great change of destination since 1861. Then the shipments to our Atlantic ports reached $32,628,011, while during 1863 they amounted to only $10,389,330. The treasure shipments to England on the contrary increased from $4,061,779 in 1861 to $28,467,256 in 1863. The cause of this revolution in the course of the carrying trade is sufficiently notorious.

The shipments of wool from San Francisco have been as follows for the four last years:

Shipments to	1860.	1861.	1862.	1863.
New York	11,767	13,244	13,127	9,862
Boston	....	1,547	8,784	6,216
England	315	1,193	78	316
Other countries	....	8	626	....
Total bales	12,082	15,987	21,615	16,898

The export of the important article of quicksilver for the past six years is shown by the following table:

Exports to	1858.	1859.	1860.	1861.	1862.	1863.
N. Y. and Boston	3,569	250	400	600	2,265	95
Great Britain	....	....	....	2,500	1,500	1,062
Mexico	12,901	103	3,886	12,061	14,778	11,590
China	4,132	1,068	2,715	13,788	8,725	5,889
Peru	2,000	671	750	2,804	3,439	3,376
Chili	1,364	930	1,040	2,069	1,746	500
Central America	....	....	....	110	40	40
Japan	....	....	....	50	25	....
Australia	....	325	100	1,050	800	300
Panama	....	133	185	57	124	120
Victoria (Vancouver)	186	19	327	116	5	42
Total flasks (70 lbs.)	24,242	3,399	9,348	35,995	33,749	26,014

The manufactures of California are unexpectedly prosperous, and materially reduce the necessity for importations. Cordage, cement, blankets, white and colored flannels, cloths and cassimeres, gunpowder, leather, malt liquors, tar, rosin, turpentine, soap, wines, are now manufactured with a degree of success which will probably control the home market.

The California supply of coal, chiefly from the Mount Diablo mines is on the increase, reaching 3,700 tons in 1863; but the demand is so great as to warrant shipments from Vancouver Islands, Bellingham Bay and Chili, and even from England and Australia.

The product of gold and silver on the Pacific coast is estimated at $55,000,000 for 1863, of which fully $7,000,000 was received from British Columbia. The total coinage at the mint during the same year was $20,251,417 97.

It is contended by the commercial journals of San Francisco, that the currency of California, which is mostly coin, is more abundant in proportion to population and wealth than that of the Atlantic States, altogether paper. The *Mercantile Gazette* of Feb. 12, 1864, represents the amount in circulation in the Pacific coast as $25,000,000; that the population of California with the adjoining State of Oregon and territories is 600,000 which gives $41.66 *per capita*. The total value of real and personal property in the Pacific coast is estimated by the *Gazette* to be $340,000,000, of which $25,000,600 is about 7 per cent. The currency of the loyal States east of the mountains, notwithstanding its expansion to meet the exigen-

cies of the nation is below those rates to population and property. The population of the loyal States and of the insurrectionary districts which are held by our armies is about 24,000,000. If the currency was at the California standard—$41 *per capita*—its aggregate would be $984,000,000, and a proportion of 7 per centum upon the total valuation of property would give an equal aggregate.

Chicago and Northwestern Railway.

The Chicago *Tribune* of the 12th inst. gives a description of an excursion from that city, over the Dixon Air Line, of the Chicago and Northwestern Railway Company, to celebrate the completion of their new bridge across the Mississippi River at Clinton, and concludes with the following statement of the condition of that company:

No enterprise is well placed before the American mind that does not meet the practical test of figures. "How does it pay?" We have chosen to seek from official sources the proof that enterprises having to do with the material developement of the West cannot be otherwise than remunerative in good hands. The following data are important as proofs of this nature:

The bonded debt of the company is	$10,093,000
The preferred stock is	8,430,500
	$18,523,500
The common stock is	11,990,500
Total cost of the road	$30,514,000
The bonded debt bears 7 per cent. interest, it requires therefore to pay it	$706,510
Preferred stock is entitled to a dividend of 7 per cent	590,100
To pay interest and dividend on preferred stock	$1,296,610
The road has earned since the consolidation, June 1st, 1864	4,226,844
At the same rate per year its earnings would be	7,246,019
Its operating expenses have been little less than 57 per cent of its earnings.	$4,130,000
Expenses for rent of Iowa lines for six months ending Nov. 30 have been $252,637; at the same rate per year.	505,274
To pay interest and dividend on preferred stock	1,296,610
Total expenses	$5,931,884
Surplus applicable to dividend on common stock	$1,314,135
Dividend of 7 per cent on common stock	839,350
Surplus after dividend	$474,785

Since consolidation there have been added to the equipment 17 new locomotives, 250 freight cars, 5 passenger cars, 5 baggage cars. These are all of the best construction, and, save a share of the locomotives, are from the Company's works. New and large engine houses have been built at Chicago and Junction station. The Depot grounds at Port Howard and Janesville have been largely improved, and coal sheds for the whole road, tanks, &c., have been built at an expense of over $100,000.

At the time of the consolidation the Galena and Chicago Railroad was represented by 60,305 shares of capital stock. This has all been converted into Chicago and North-Western stock but about twenty five hundred shares and the exchange is constantly being made. Nearly all the outstanding stock of the old Galena is now held in Europe or the seceded States. The increase of earnings for the past seven months of the consolidated road amounts to the sum of $1,415,300, a sum of itself more than sufficient to pay its interest and a dividend of seven per cent. on its entire stock, leaving the earnings as they stood before consolidation to pay the operating expenses of the road.

Dry Goods Trade.

Statement showing the importation of dry goods at New York for the past three years:

Manufs. of	1862.	1863.	1864.
Wool	$25,718,592	$29,713,956	$31,411,965
Cotton	8,501,512	7,913,957	9,405,246
Silk	11,568,807	15,534,469	16,194,080
Flax	7,666,946	10,381,059	11,621,831
Miscellaneous	2,665,370	3,731,106	3,956,630
Total	$56,121,227	$67,274,547	$71,589,752

The importation monthly for the last three years has been as follows:

	1862.	1863.	1864.
Jan.	$2,965,952	$5,269,181	$8,184,314
Feb.	5,344,514	5,027,857	9,437,454
March	6,471,901	9,204,881	12,636,127
April	3,296,498	4,384,007	5,220,245
May	2,944,483	3,612,511	6,081,136
June	3,585,102	2,901,423	4,801,703
July	5,628,014	4,713,365	6,762,750
Aug	8,707,710	8,316,878	7,529,800
Sept	6,185,193	5,892,712	4,147,449
Oct.	3,865,798	6,509,783	2,996,100
Nov	3,710,357	6,071,208	2,235,107
Dec.	3,466,405	5,871,041	1,558,567
Total	$56,121,227	$67,274,547	$71,589,252

The subjoined statement carries the comparison back to the year 1849:

1849	$44,435,571	1857	$90,534,129
1850	60,106,375	1858	60,154,509
1851	62,846,731	1859	113,152,624
1852	61,654,144	1860	103,927,100
1853	98,704,211	1861	48,636,689
1854	80,832,936	1862	56,121,227
1855	64,974,062	1863	67,274,547
1856	93,362,893	1864	71,589,752

☞ The Citizens (Pittsburg) Passenger Railway Company have elected James Verner, President; N. Holmes, Treasurer; and J. R. Murphy, Secretary.

Central Pacific Railroad of California.

We have received the report of S. S. Montague, Esq., Acting Chief Engineer of the Central Pacific Railroad, dated October 8, 1864, which is based on the recent surveys, progress of construction, and the probable receipts of the line as near as they can be estimated. It commences with a reference to the report of the late Engineer in Chief, T. D. Judah, made in 1863, whose survey in 1861, developed the feasibility of a railroad route across the Sierras, with a maximum grade of 105 feet to the mile. It appears that five of the most prominent supposed routes were carefully examined after the most approved scientific rules, and the one chosen has proved to be the best if not the most practicable of any for the passage of the mountains. Not only is the Pass selected the lowest, but the route is the only one on which a continuous line of levels between tide water and summit has been obtained.

The route selected is the most direct of all in its general course, and the distance between the City of Sacramento and the foot of the maximum grade on the Eastern slope is but 118 miles. It follows one of the main spurs of the Sierras, which forms the divide between the waters of Bear River and the Yubas on the North, and the American River on the South, avoiding in this way the deep canons formed by these streams, and the ascent of the Western slope is attained to the height of 7,000 feet without any loss of grade beyond the first 18 miles. But what is still more important is the discovery and realization of the fact that by taking this route the Truckee Pass, the second summit of the Sierras and the Washoe Mountains is avoided, by which the grades are saved and a narrower snow belt obtained which is of material importance in the future value of the road.

The report states that on the portion of the road already completed, the grades have been fixed for a distance of 4½ miles, at 105 feet per mile, which is 11 feet less than the limit allowed by the Act of Congress. Over this part of the line 6 trains daily pass with the average speed of express trains. The other grades thus far used are less than 80 feet to the mile. It also appears that 60 per cent. of the first division is straight, and in the mountainous parts 20 per cent. of the line is also straight.

Some of the first divisions on the first fifty miles have been entirely relocated, securing a great reduction of cost, and the avoidance of a tunnel at Baney's Ranch. Indeed no tunnels will be required on the first division. As no portion of the road was completed at the date of the last report of the Chief Engineer, the following reference is made to the manner of construction of the first division:

Sections 1 to 18, between the City of Sacramento and the California Central Railroad, were put under contract December, 1862, and completed February, 1864, and ready for business. The second sub-division, comprising sections 19 to 31, were commenced July, 1863, and completed June, 1864, and the road opened to New Castle on the 6th of the same month. The Howe Truss Bridge across the American River, comprises two spans of 192 feet in the clear, with approaches of trestling 3,000 feet in length, making a total length of bridging of 3,400 feet. A bridge at Dry Creek 4 spans, of 54½ feet each, and another at Antelope Creek of one span, are the only other wooden structures in 31 miles distance. The culverts are all built of hard-burned brick, or of granite, as circumstances permitted, and are of the most solid and durable description. The ties are generally of Coast or *black* redwood. The track has been laid in a workmanlike manner, and well ballasted, with decomposed granite, and every section is fully supplied with material for the purpose. Commodious freight and passenger depots have been erected at Sacramento and Newcastle, an engine house at the former and stalls for 5 engines. Various facilities have been placed along the line, and a telegraph also.

The rolling stock consisted of 5 locomotives; 6 first class passenger, 2 baggage, 25 box freight, and 25 platform cars; 1 heavy freight locomotive and 20 freight cars are being put together for immediate employment. There was on the way by the sea, at date of the report, the following additional stock: 4 first class passenger, 2 mail and express, 24 freight, and 20 gravel cars. Two other heavy freight locomotives were being constructed by Danforth, Cook & Co., of Paterson, N. J., and extra axles, car wheels, tires, etc., are ordered, so that accidents may be repaired without delay. The rolling stock is all of the best description.

The work in the third sub-division beyond Newcastle to Clipper Gap, a distance of 12 miles, is

progressing rapidly, and is expected to be completed in February, 1865.

In some places trestling has been substituted for embankments where Puget Sound pine and redwood, which last for 8 or 10 years have been used.

Upon the subject of the location of the second principal division of the road, the Engineer says:

The work of location on this division was commenced in July, 1863, but owing to the extremely rugged character of the country, the progress of the survey was necessarily slow, and but about eighteen and a half miles of permanent location were made. New experimental lines were run some eight miles further, and the preliminary location had been commenced, when owing to the lateness of the season, the party was withdrawn from the field.

The greatest difficulty encountered in the work of location, is that of maintaining a continuous ascending grade, which, were it possible to accomplish, the maximum grade from the foot hills to the Summit of the Sierras, could be reduced below 80 feet per mile; but as the frequent depressions or gaps in the Divide, along which the line passes, render a continuous grade impracticable, they necessarily become commanding points in the problem of location.

Thus in order to pass the "Illinoistown and Long Ravine Gaps," we are compelled to maintain for nearly eight miles, a very light average, and in many places a level grade, making in that distance an altitude of but 115 feet, while immediately following is a section of three and a half miles of maximum grade.

From the commencement of the second division, the line passes along near, and frequently upon the summit of the Divide, about two miles, to the Lower Illinoistown Gap; thence along the American River Slope for about one half mile, when it recrosses the Divide through "Bear River Gap," (where a tunnel 500 feet in length will be required,) and thence follows the Bear River Slope of the Divide three and a half miles to Long Ravine. Some heavy work occurs on this portion of the line, but with the exception of the tunnel referred to, will not exceed the average of the work on the last five miles of the first division. The succeeding nine miles from Long Ravine to Gold Run, comprises some of the most formidable work encountered upon the Western Slope of the mountains. Crossing Long Ravine at a height of one hundred and fifteen feet, the line curves sharply to the right, and passes, with a maximum grade along the steep, and in many places precipitous side hill of Rice's Ravine, crossing a succession of short, steep side ravines and gulches, and intervening spurs to Cape Horn, which is a precipitous, rocky bluff, about twelve hundred feet in height above the American River.

The construction of the road around this point, will involve much heavy work, though the material encountered is not of a very formidable character, being a soft friable slate, which yields readily to the pick or bar.

The dip of the ledge is about seventy-five degrees, or nearly perpendicular; but as our line at this point crosses the line of stratification nearly at right angles, the cuttings will admit of a much steeper slope than can be generally adopted for that class of material.

The road around this bluff will necessarily be mostly an excavation, as the construction of an embankment, even with a heavy retaining wall, would in many places be unsafe, if not impracticable. Passing around the face of this bluff, with an aggregate curvature, in one direction, of one hundred and eighty-six degrees, the line enters Robbers' Ravine, the western slope of which it follows for about one and a half mile to "Oak Summit," at the point where the old pack trail crosses the same.

Passing thence via Trail Summit, and along the side hill above the North Fork of the American river, encountering a number of abrupt, deep ravines, (some of which it will probably be necessary to cross temporarily on trestling,) the line enters "Secret Ravine," which it follows for about three-fourths of a mile, and thence follows a tributary of the same to its source, near the Illinoistown and Dutch Flat stage road, about one and a half miles east of Madden's toll house. Thence the line runs near the stage road to "Secret-town Gap," which it crosses at the height of fifty-five feet. The crest of the ridge or divide, (between the American and Bear River rivers,) is here so narrow as to barely admit of the construction of trestle work, and the sinuous course of the line precludes the possibility of using any other kind of wooden structure.

Trestling, strongly and substantially built of the best mountain timber, red fir, sugar pine or tamarack, can safely be depended upon for five or six years, and in the meantime with the facilities for transportation of material which your road will afford, such structures can be replaced either with embankments or stone viaducts, as may be deemed most advisable.

From Secret-town Gap to Gold Run, a disance of two and a half miles, the line passes around the Northern or Bear River slope of Cold Spring Mountain, encountering a succession of deep, abrupt ravines, where some of the heaviest work on this division occurs.

One tunnel of about three hundred feet in length will be required on this portion of the line.

At Gold Run the line attains, and thence follows the summit of the Divide, which presents a very uniform surface for nearly two miles, and the work will be comparatively light.

Leaving the summit of the ridge near Bradley's reservoir, the line bears to the left, and following the Bear River slope of the hill, passes one half mile south of, and three hundred feet above the town of Dutch Flat, to Toll's Mills, a distance of 67 miles from Sacramento, at which point the location survey was suspended. As before stated, the experimental and preliminary location surveys were extended several miles further, and I would suggest the propriety of resuming the surveys at an early day, as the labor required to prepare this division for the contractors will necessarily occupy several months. The line beyond this point cannot deviate materially from the line of Mr. Judah's preliminary survey.

The peculiar location of your road, passing as it necessarily does near the summit of the divide, and consequently crossing the ravines and canons near their sources, precludes the necessity for large and expensive culverts, or other structures for the passage of water, but few places occurring where a water-way of more than forty or fifty feet area of aperture will be required.

The construction of over one hundred miles of mountain road, and that too across one of the most formidable ranges on the continent, where so few important streams are crossed, and so small an amount of expensive bridging actually required, will certainly present an anomaly in the history of railroad enterprises.

In calculating the amount of business to be done on this road, the wants and supplies of the most important mineral districts, the Washoe, Esmeralda, Silver Mountain, Humboldt and Reese River, are considered as certain resources, especially in the articles of lumber and firewood, for which there is a daily increasing demand on a large scale. The through freight from California across the mountains is also counted upon, at about 130,000 tons of freight going east, between California and Nevada, and the return freight of minerals. This freight eastward in 1863, is stated to have been $13,000,000; 116,000 tons are therefore safely assumed, as the freight to pass over this road in that direction. The passenger traffic is estimated as likely to be 263 per day, or 95,995, as indicated by the present amount of stage travel. The report gives the probable return from California business alone, as follows:

Passengers, $208,050, (in gold); freight, $496,000—total, $704,050.			
The receipts from through business to and from Nevada, is estimated as follows:			
116,000 Tons merchandize..	$22	50.	$2,610,000
100,000 Cords of wood	5	00.	500,000
30,000,000 Feet B. M. lumber..	10	00.	300,000
16,000 Tons return freight.	10	00.	160,000
96,000 Passeng'rs both ways	12	00.	1,152,000
Express and mails			30,000
Total			$4,752,000
Add for business in California			704,050
Total annual receipts in gold coin.			$5,456,050
Dednct for expenses for operating, etc.			1,636,800
Leaves net revenue of			$3,819,250
Or 25 pr. ct. per annum on a capital of.			$15,200,000

The estimated net receipts to Dutch Flat, where the local business of Placer, Nevada, Sierra and El Dorado may be expected, are stated at $1,277,050.

In reference to the development of the mineral resources of Placer and the adjoining counties, which embrace the richest mining district of the State, and which will add largely to the local business of the road, the report says:

Besides the placer diggings of the foot-hills, and the heavier gravel deposits through the central and upper portions of the counties referred to, which have heretofore occupied almost exclusively the attention of the gold miner, the large and valuable veins of quartz which traverse the whole western slope of the mountains, are being prospected and worked with success. Recent discoveries of quarts of unusual richness have been made in the vicinity of Illinoistown, and also on Diamond Creek, Nevada county, within five miles of Bear Valley. Mills have been erected and extensive preparations made for the reduction of the rock. The development of the vein at the latter place indicates that it will prove one of the richest yet discovered in that county. At numerous other points in the vicinity of the line, important and promising veins of quartz have been discovered, and with the fine water privileges in the vicinity of these ledges, it only needs capital and enterprise to develop a source of immense wealth to the country.

At Gold Run at Dutch Flat the railroad line crosses the rich vein of auriferous gravel which stretches from Quincy and Pilot Peak on the north, through Downieville, Forest City, Moore's Flat, Alpha, Dutch Flat, Iowa Hill, Forest Hill, Georgetown, and so on to the southern mines, and in which the richest deposits of gold are found. At those places, and at Red Dog, Waloupa, Little York, You Bet, Yankee Jim's, Michigan Bluffs, and other important mining towns in the vicinity of the railroad, the mines are worked by the hydraulic process, and are yielding rich returns.

Copper ore is also found in the immediate vicinity of Auburn, and between that place and Grass Valley. Some of these mines afford evidence of great richness, and will undoubtedly, in time, be a source of revenue to the road.

Soapstone of an excellent quality, and in inexhaustible quantities, is also found near Rattlesnake Bar, but a few miles from Newcastle. This rock is an excellent substitute for fire-brick.

Limestone of a superior quality is also found at numerous points in the vicinity of the road. A large portion of the lime brought to this market, is from the kilns at Alabaster Cave, Lime Point (two miles from Auburn), and the American River quarries, about one mile from Neilsburgh.

Extensive beds of iron ore are found in the vicinity of Neilsburgh, and about one mile from the line of the road. This ore is of a superior quality, and will yield from 70 to 90 per cent. of metal.

The recent discovery and working of the coal mines at Crystal Peak, near the Truckee River, and in the immediate vicinity of the road, is an important fact for consideration in connection with

your future business. From accounts received, it is believed that coal of a superior quality, and in inexhaustible quantity, has been discovered at the eastern base of the mountains, at the point named.

Granite quarries are found at numerous points between Rocklin and Auburn, a distance of thirteen miles, and for quality of rock, are unsurpassed by any in the State.

All varieties of color are found, from the darkest to the lightest, and of every degree of hardness desirable for different class of work.

The most important quarries yet opened are at Rocklin, within twenty-two miles of Sacramento, which is a less distance that similar quarries can be reached by any other road. The unusual cheapness with which this rock can be quaaried, the ledges being everywhere accessible by spur tracks, thus avoiding the cost of intermediate transportation, will, with the low rates of freight at which it can be delivered here, place it in market at a figure that will defy competition.

The value of the unlimited motive power afforded by the waters of the Truckee, Yuba and Bear rivers, and the facility and cheapness with which it can be applied to manufacturing purposes, are facts worthy the attention of capitalists. The rapid declination of these streams renders them available at almost any point; and the dense forests of pine, fir and tamarack growing upon their slopes, suggest a ready means of securing the advantages which they offer. Abundant power can also be obtained by using the water of the mining ditches, which, until transit by rail is supplied, are in some localities more convenient of access than the natural streams.

This water can be used without wastage, and consequently at but trifling cost, as it will in no case be necessary to divert it from its present channel, except for the short distance required to gain the desired elevation.

Other ditches in the vicinity of Gold Run and Dutch Flat with a larger supply of water, also present similar advantages.

The completion of the first fifty miles of the Road, will render available a large amount of the timber lands adjacent to the line, which are now comparatively valueless. For general use the red fir is probably the best timber that can be obtained until the Road reaches the Yuba, where tamarack is found in abundance. The latter is, the best timber produced in this State for ties and other railroad purposes. It will resist decay as well as redwood, and in point of strength and elasticity, is probably equal to the Puget Sound pine. The completion of the Road to Newcastle has placed within reach of the Sacramento market, large quantities of the live oak, white oak, etc., growing upon the foot hills, which for lack of facilities for transportation has hitherto borne but a nominal value.

The lands granted to the Company by the National Government, viz.: 20 Sections, or 12,800 acres for each mile of road, is an important source of revenue for its construction. You are now entitled to these lands for thirty-one miles, or a total of 396,800 acres, which at the minimum Government price may be estimated as worth $496,000.

Many of these lands bordering on the Sacramento, American and Bear rivers are among the most fertile in the State. The value of the timber products of the foot hill lands has already been alluded to. Many of the latter are also susceptible of a high state of cultivation. From their peculiarity of soil, they are particularly adapted to the cultivation of fruit, and in ordinary seasons, the cereals are grown with success. With a proper system of irrigation, these lands may be made highly productive. For the production of the vine, they are considered as far superior to the low lands of the valley, and this fact is already attested by the successful cultivation of numerous and extensive vineyards. That the wine-producing districts of this coast will in future be confined almost exclusively to the foot hills, there can be no doubt.

Already the facilities for travel are greatly increased. By means of the railroad and the stages in connection, Virginia City may be reached in from 4 to 6 hours less time than by any other route. Hotels have been erected along the route, and it is ascertained that the railroad may be kept open without more than the usual difficulties throughout the winter. The report treats this portion of the subject in a very clear and satisfactory manner.

The surveys in Nevada, are being carried forward with great and satisfactory success. The following is a Synopsis of the Financial condition of the company, December 1, 1864:

The total indebtedness of the Company is as follows, viz:	
First mortgage bonds issued	$1,394,000 00
Individual accounts	159,226 14
Unadjusted accounts, and November pay-rolls	20,000 00
Bills payable	20,859 79
	$1,594,085 93
The assets of the Company are:	
Amount due from stockholders	$138,596 68
Placer county bonds	75,000 00
Sacramento county bonds	163,500 00
Amount due from the City and County of San Francisco 7 per ct. bonds, principal and interest payable in gold	400,000 00
Amount due from the Government of the United States, in 30 year 6 per cent bonds, (on the 30 miles of road completed and accepted by the Government)	1,264,000 00

Every alternate section of public land, (except mineral land,) for twenty miles on each side of the road, granted to the Company by the United States.

Under authority of an Act of the Legislature of the State of California, the Company has executed and holds one million and a half of bonds, on which the State pays interest at 7 per cent. in gold coin, for twenty years, from the 1st of July, 1864.

Thirty-one miles of railroad and telegraph line completed, with all necessary depot buildings, etc.

Grading beyond Newcastle has been done to an amount exceeding one hundred thousand dollars.

Eight locomotives, ten passenger cars, four mail and express cars, one hundred and twenty-four freight cars, five hand cars and three construction cars, extra axles, wheels, tires, etc.

Six thousand tons of iron, about three thousand tons of which are laid, the greater part of the balance has arrived; there is also purchased, but not yet shipped, two thousand tons additional.

Chairs and spikes sufficient to lay all the iron, and ties enough for twenty-two miles of road beyond Newcastle, are on hand.

On the 26th of April, 1864, the track was completed from Sacramento to Junction, 18½ miles, and trains were run daily over the road to that point. Little freight, however passed over the road until the 10th of June, when it was opened to Newcastle, 31 miles from Sacramento. The earnings of the road from April 26 to Nov. 30, were as follows:

Passengers, 48,941	$63,403 15
Freight	38,666 89
Express matter	1,487 50
Total	$103,557 54
Expenses of operating	56,289 17
Net earnings in gold	$47,268 37

The average speed is 22 miles per hour for passenger trains, and 15½ for freight traics. The number of miles run by trains was 23,474.

On the extension of the road to Rock Creek or Neilsburg station 42 miles from Sacramento, soon to be completed, the earnings will be increased 50 per cent. while the expenses will not be materially increased.

Interest and Dividends.

The Bellefontaine Railway Company has declared a dividend of three per cent., payable on the 1st of February.

The Philadelphia and Trenton Railroad Company have declared a semi-annual dividend of 5 per cent., clear of all taxes, out of the profits of the last six months, payable on and after the 31st instant.

The Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Joint Companies have declared a semi-annual dividend of five per cent., free of United States taxes, payable on and after the 31st of January.

The Connecticut and Passumpsic Railroad Company have declared a dividend of 3 per cent. on the preferred stock, payable on the 28th inst.

The New York Central Railroad Company have declared a semi-annual dividend of 3 per cent, payable February 20.

Connellsville and Southern Penn. R. R.

It has been currently reported here for the last day or two that the company only desire to extend their line of road from Mt. Dallas, the terminus of the Bedford Railroad in this county, to the terminus of the Connellsville Railroad in Fayette county, and that no road will be built from Bloody Run to Chambersburg. We do not pretend to say that this report is correct, although there is a plausibility about it which we do not like too well. We think it would be bad faith on the part of the company to the citizens of the counties below us, as well as to a large portion of this county, to deviate from the plain propositions suggested by those who were interested in securing the incorporation of the company, and accepted by those who urged the adoption of the measure, in the counties referred to. We believe it was fairly understood that the road was to start at some point in the Cumberland Valley, and we hope that that understanding will be adhered to. If there is any foundation for the report spoken of, it is evident that the Central company only desired to occupy the ground to keep others from doing so. This argument was used last winter against the incorporation of the proposed company, and from present appearances there was good ground for it. It would be well for the parties interested in a grand trunk road to see that their interests are not thus overridden. We, of course, desire the road above all things, but if a road is to run through this section, let it be a road that will traverse the entire southern border and develop the entire southern tier of counties, otherwise the project will be a failure to a certain extent.—*Bedford Inquirer.*

☞ The *Tribune* says that a temporary injunction has been issued against the managers of the Michigan Southern Railroad Company, restraining them from compromising the arrears of dividends upon the guaranteed stock, as advertised. It is returnable Feb. 6. The complaint takes the ground that there was not, prior to 1862, either net income to distribute as dividends, or any right in the consolidated Company to issue stock in the form it now stands.

☞ The railway between Stockholm and Malmoe, a town at the south of the Swedish peninsula on the Sound, nearly opposite Copenhagen, has been opened. The capital of Sweden is in consequence at a distance of only twenty hours from the Continent.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Aston ..... Ca.	200,000	5	----	1¼
Aston Vale ..... Ca.	50,000	5	----	5c.
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	12
Algomah ..... "	20,000	----	2	2¼
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	19½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	70c
Black River ..... "	200,000	2½	----	14c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	3½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bromo ..... Ca.	100,000	5	----	2½
Cabot ..... L. S.	20,000	----	----	¼
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1
Carp Lake ..... L. S.	20,000	----	----	1¼
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	52½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	60c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	¼
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	27½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill	200,000	1	----	----
Copperas Hill	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	¼	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	50,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	12	30
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	63
French Creek ..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	30,000	10	----	44
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	----	9½
Hanover ..... "	20,000	----	----	¾
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron	20,000	----	16	37
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	5
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	6½
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	----	5	----	60c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	6
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	5½	25½
Mississquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	360,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	23
Native ..... "	20,000	----	3	87½c
Naumkeag ..... "	20,000	----	1	1
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	¼
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontenagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	12c
Pacific ..... L. S.	20,000	----	----	3
Pennsylvania ..... "	20,000	25	2½	11½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	54
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	87
Pontiac ..... "	20,000	----	3½	2½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¼
Quincy ..... "	20,000	----	10	100
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	7
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	5½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	7½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	15c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson	20,000	10	----	9½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	----	----	----	¾
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	¾
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	70
Ashburton ..... "	50,000	50	----	16
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	21½
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	11
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	11½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	40
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	67½
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	79
George's Creek ..... Pa.	10,000	----	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	44
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	54
Locust Mountain ... "	----	----	----	52
Lorberry ..... "	4,000	100	----	110
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	25	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	5½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	180
Penn. Cannel ..... "	6,000	50	----	----
Pioton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	9½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	30
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	24
Schuylkill Valley ... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	38½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	14
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	46

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... "	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	35
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	¼
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	85c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	¼
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	9½
Masenchusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	¼
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	60,000	25	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	96
Renfrew (G.) ..... Ca.	120,000	2½	----	55c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) . A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) . N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. var. in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	2 horse.	1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Floating Debt.	Earnings. Gross.	Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	2.56	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	6	—	42
30 Nov. '63	4.18	—	161	29	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,196	9½	—	55
30 Nov. '63	32.90	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	97
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,963	—	—	—	—	—
30 Nov. '63	3.27	—	—	—	—	Dorchester	156,872	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.45	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.76	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	34,285	0,516	—	—	95
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	60 222	—	—	—	—	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,802	639,300	—	297,509	388,616	65,539	10	—	53
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,900	400,000	—	59,783	174,422	32,618	8	—	61
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,982	16,650	25,837	6,012	—	—	—
30 Nov. '63	6.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,252	13,036	8	—	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,182	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	60,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	25	Broadway (Brooklyn)	216,918	200,000	27,500	409	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	85	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	55.16	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	14.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	448,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.32	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,508	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	720,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.65	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,364	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	16	100	112
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Rau. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,966	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	5	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.30	—	125	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	50
31 Oct. '63	8.13	—	120	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,859	80,867	30,146	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,050	6,500	2,850	5,666	—	—	—	—
31 Oct. '63	4.35	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	17
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	47
30 Nov. '63	21.21	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,566	26,745	6	—	57½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	23
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	28
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.60	—	96	10	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '62	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,022	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	150,000	125,000	57,545	72,437	5,983	—	—	9½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	160,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	13
31 Oct. '63	19.46	—	352	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	90,503	26	20	67
31 Oct. '63	5.62	—	80	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	29,447	4,917	2½	—	18
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr. F.)	173,010	159,312	15,500	—	70,066	18,417	17½	—	30
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	45
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	24
31 Oct. '63	9.51	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,089	21,058	—	—	15
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	60,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.65	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	60,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	78,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	268,604	220,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest, Rate.	Interest, Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	204,250	7	J. & D.	1870	—
Real Estate	22,900	7	—	—	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	—
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	12,000	7	J. & J.	1872	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1860	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1873	—
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	98
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	50,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	—
Real Estate	6,210	—	—	—	—
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	80,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1907	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	101
2d Mortgage	50,000	7	J. & J.	1899	—
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1876	—
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	—
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	—
Real Estate bonds	60,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1889	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848.....registered	3,908,242	6	" "	1868	120
" " " .....coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850.....coupon	2,032,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	102
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	104
Oregon War Debt of March, 1861....coupon	1,016,000	6	" "	1881	110
" " " " " ....coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111½
" " " .....coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	110
" " " .....coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	108
" " " (5-20s).....coupon		6	" "	1882	107½
Loan of March 3, 1864, (10-40s)....registered	51,690,000	5	Mar. & Sept.	1904	101½
" " " .....coupon		5	" "	1904	100½
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	----
" " " .....coupon		6	" "	1884	106
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	117
" of Mar. 3, 1864.....coupon	76,669,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	----	97½
One Year Treasury Notes (legal tender).....	42,585,000	5	" "	----	----
Two Year's " " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,570	6	"	1867	----
STATE LOANS.					
Alabama—State bonds .....ocupon	5,427,000	5	Jan. & July	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	869,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1863	----
" — " " (" "). "	35,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860..... "	196,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71–'72	----
" — " " " ..... " "		6	" "	'81–'82	105
" — " " " ..... " "	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	----	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k)... "	2,073,750	6	" "	'63–'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63–'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,989,297	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1850	84
" — " .....coupon	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	86
" — " special stock "	1,216,737	5	" "	----	----
" — Deferred stock..... "	1,243,000	5	" "	----	----
" — " special stock "	479,345	5	" "	----	----
Iowa—State stocks.....coupon	290,000	7	Jan. & July	1868	----
" — " (war loan)..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1879	----
" — " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'95–'96	----
" — " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	99
" — " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,120	6	----	d'm'd.	65
" — " (R. R. etc)..... "	5,802,000	6	----	'67–'99	----
" — " (banks)..... "	5,295,533	6	----	----	----
" — " (war loan)..... "	870,000	6	----	----	----
Maine—State bonds .....coupon	----	6	Mar. & Sept.	'62–'77	100
" — " (war loan)..... "	1,000,000	6	Jan. & July	'81–'88	101½
Maryland—State bonds (st'l'g).....coupon	816,000	6	Chiefly quarterly.	1865	----
" — " (st'l'g conv.)... "	200,376	5		1885	----
" — " (st'l'g)..... "	5,335,545	5		'89–'90	104½
" — " (st'l'g conv.)... "	2,490,569	5		'89–'90	108
" — " (dollar)..... inscribed	500,000	3		1890	----
" — " " (") ..... "	104,000	4½		1885	----
" — " " (") ..... "	767,500	5		'42–'58	----
" — " " (") ..... "	300,408	5		1890	----
" — " " (") ..... "	148,711	5		'89–'90	109
" — " " (") ..... "	133,666	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1910	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89–'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88–'90	----
" — " " (" ").dollar	416,500	6	" "	'90–'91	121
" — " " (" "). "	300,000	5	" "	1893	125½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'68–'71	140
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat es.) "	160,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68–'77	124½
" — " " (" ") "	345,000	5	April & Oct.	'65–'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip..... "	200,000	6	" "	'84–'86	----
" — " " ..... "	247,000	6	June & Dec.	'68–'72	----
" — "	55,000	5	" "	'65–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71–'76	130½
" — " " ..... "	800,000	5	" "	'77–'78	115½
" —Bounty Fund Loan.... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	119½
" —Back Bay Loan ..... "	165,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1896	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July	1907	100
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads).... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41–'71	----
Missouri—Bank Stock Loan of 1857.....	65,000	6	Jan. & July.	1863	----
" — " "	199,000	6	" "	1863	64
" — " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan., & July.	1883	----
" —Renewal Loan of 1863.....	200,000	6	" "	'72–'88	70
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'87–'89	----
" — " " S.W. Branch... "	4,500,000	6	" "	'75–'87	90
" — " " H. & St. Joseph "	3,000,000	6	" "	'72–'87	----
" — " " N. Missouri ... "	4,360,000	6	" "	'75–'89	----
" — " " Iron Mountain "	3,501,000	6	" "	'87–'89	----
" — " " C. & Fulton .. "	650,000	6	" "	1890	----
" — " " Platte Co. .... "	700,000	8	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'94–'96	----
" —State Defense warrants	740,000	----	----	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	551,520	6	" "	'66–'71	----
" " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas	----
" " — " " " " "	900,000	5	" "	1876	----
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July	pleas	----
" " — " " " " "	1,700,000	6	" "	'68–'78	119
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5	----	d'm'd	----
" " — " " " " "	11,050	5½	----	d'm'd	----
" " — " " " " "	14,230	6	----	d'm'd	----
" " — " " " " "	421,000	6	Jan. & July.	'65–'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1904	----
" " — " " " " "	65,000	5	Feb. & Aug.	1876	----
" " — " " " " "	29,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	6	" "	'63–'74	105
" " — " " "	15,889,025	6	" "	64–'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	95
" — " " (" ") ..... "	378,800	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	101
" — " " (" ") ..... "	1,000,000	6	" "	1876	102
" — " " (" ") ..... "	4,005,309	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	125,680	6	" "	1863	104
" — " " (war loan).....coupon	1,500	----	" "	1866	----
" — " " (" ")..... "	279,312	----	----	----	----
" —Irreducib'e debt (school funds, etc.)....	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,272	----	----	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	94½
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	5,690,514	5	Mar. & Sept.	due.	----
" — " "	3,241,592	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1892	----
" —State Stock Loans.....	1,177,890	5	" "	1854	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,029	5	June & Dec.	1884	----
" — " " "	1,558,673	5	Jan. & July.	1866	----
" — " " "	2,277,755	5	" "	1866	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,560,000	5	Feb. & Aug.	1877	96
" — " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	5	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	300,317	5	----	----	----
" —Relief Notes in circulation....	97,329	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	5	----	'68–'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	55
" — " " (interna. impr.) "	3,003,806	5	----	Var.	48
" — " " (railroads).... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	605,000	5	----	1890	56
" — " " (Hermitage) . "	45,000	6	----	1890	56
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	----	----	'63–'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62–'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	----
" " " (railroad) ...	18,264,642	6	Jan. & July.	'85–'92	80
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85–'92	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67–'82	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,996	86,211	76,426	81,453	103,635	94,928	107,758	73,751	84,937	935,641
1861	81,831	75,621	78,361	66,358	76,250	66,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	122,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,945	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,403	59,170	104,272	100,403	82,895	139,049	134,506	145,939	92,873	75,457	1,151,905
1861	88,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,265,999
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	125,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,338	198 565	206,866	195,103	271,141	331,494	312,049	319,816	309,187	2,585,426
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	31,340	35,831	35,093	42,101	300,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,321	83,554	675,754
1861	48,326	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	856,686
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	105,966	90,981	994,677
1863	69,691	81,100	92,483	103.450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	152,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,504	82,220	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	106,253	955,960
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,882	96,134	130,551	150,397	143,636	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,225	455,509	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,966	963,509	8,400,234
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	657,092	816,801	965,294	1,024,849	1,035,321	10,469,681
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	13,172,933
Galena and Chicago													
1860	60,053	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,809	1,462,783
1861	97,253	76,859	101,600	103,795	165,707	162,823	145.389	150,359	200,276	221,326	172,700	122,399	1,720,398
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,053	1,933,434
1860	212,714	209,422	161,047	134,606	156,231	129,996	140,860	167,220	180,000	193,961	169,549	220,370	2,075,802
1861	223,157	205,243	167,560	139,751	150 808	122,653	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	309,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,958	425,047	366,802	270,676	244,771	202,392	190,364	219,661	288,100	302,174	295,750	484,550	3,726,140
1864	601,231	472,240	356,626	278,640	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,629	245,352	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	163,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,288	229,334	192,054	196,488	177,829	158,280	268,983	240,562	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	493,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,424	767,363	664,259	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77.112	83,039	76.764	69,883	710,225
1864	56,540	77,874	90,755	73,215	83,904	75,056	89 533	94,376	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,611	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,363	134,725	177,879	150,184	67,920	1,163,407
1862	83,903	62,607	47,010	61,759	130,218	144,915	108,721	76,168	109,661	154,369	122,272	61,855	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	105,417	205,054	136,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	129,547	113,398	168,218	178,526	157,090	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,405	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,451	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,866
1861	140,925	116,983	153,170	186,951	170,362	161,391	126,568	178,773	225,696	276,191	231,265	189,077	2,189,077
1862	163,152	153,728	157,600	193,120	200,826	181,983	180,916	226,819	276,109	325,816	305,284	278,550	2,647,833
1863	248,784	230,508	257,227	268,613	264,985	241,236	189,145	238,012	308,108	375,567	332,260	348,048	3,302,641
1864	256,000	304,445	383,058	327,206	264,818	311,717	279,129	355,264	348,330	404,564	444,523	298,091	4,077,744
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,766,416
1860	110,712	107,749	160,311	165,741	158,510	123,086	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	250,545	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,674	296,956	322,369	307,474	255,534	2,659,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,195	375,488	339,194	306,186	3,168,065
1864	252,435	278,848	348,302	338,276	271,553	265,780	263,244	346,781	408,445	408,866	406,510	276,470	3,969,010
New York Central:													
1859	580,349	570,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	627,792	520,396	6,893,702
1860	687,128	402,530	561,078	585,141	561,700	495,943	544,494	692,382	888,985	811,458	730,726	625,047	7,154,622
1861	489,065	420,796	627,051	689,688	677,073	558,743	523,188	662,076	696,175	927,050	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,924	1,105,664	1,004,425	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,139,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,863	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,630	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,556	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,917	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,864	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	290,087	265,358	234,456	276,209	291,763	278,219	2,906,859
1862	192,216	217,161	244,423	258,074	283,996	254,285	388,725	414,707	448,994	463,873	456,557	454,525	4,088,537
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,684	574,486	714,302	815,902	746,965	525,009	6,324,053
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	256,644	231,253	191,128	2,305,344
1861	217,262	202,071	235,735	270,675	216,501	204,778	180,429	248,051	270,086	352,071	302,790	301,958	3,081,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,319
1863	337,350	366,598	461,965	462,987	427,094	398,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	455,211	602,603	574,890	499,647	520,942	496,687	669,102	706,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,284	93,766	67,721	85,350	95,909	118,887	129,166	135,010	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	113,077	130,878	153,470	144,736	143,748	162,921	1,544,913
1864	100,872	147,485	160,498	157,785	149,856	155,730	144,942	218,236	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,160	125,027	77,599	51,296	926 795
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,404	138,722	142,537	162,858	137,056	94,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,523	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	126,565	151,062	134,563	111,330	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	166,338	139,629	244,114	243,940	221,569	220,205	222,651	2,007,215

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
Mortgage convertible	832,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,708	8			1864	
Albany, Vt, and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1884	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107
" " " 1850	700,000	6	Jan. & July.	"	1880	105
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1885	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1907	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	105
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1885	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,003	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	6	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,000	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	100
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000						106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	800,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1901	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1904	94½
2d Mortgage	800,000	7	June & Dec	New York.	1905	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,,000	8	" "	" "	1845	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1860	
2d Mortgage, inconvertible	940,500	4½	July,	Frankfort o. M.	1860	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	106½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (U. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,500,000	7	Apr. & Oct.	"	1864	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	94
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	91
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	284,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1869	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1878	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,300	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1886	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	809,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend-(convert.)	123,260	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1861	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	112
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1888	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'55-'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,960					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1582	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	104
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105½
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	115
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1866	85
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	51				
City of Keokuk, (special tax)	150,000	101				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	253,800	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1888	102
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	850,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1893	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	93
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,500,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	96
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	119½
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	119½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1869	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1868	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,194,500	7	" "	" "	1877	95
*Milwaukee and Beloit:						
1st Mortgage	650,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1881	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		55
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1865	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	578,685	6			1883	
Mississippi State Loan	290,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1866	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	542,500		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,900	5			'62-'75	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,596	6	May & Nov.	New York.	1883	109½
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,398,000	6	Feb. & Aug.	" "	1876	116
Exchanged St'k (S. F.) B'ds	603,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	185,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1856	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	116
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	110
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	100½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	102
Buffalo Branch	200,000	7	Jan. & July.		1891	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	102
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.		1867	97½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable).	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	95
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	96
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	68
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	350,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	105
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	..
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,600	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	99
" 1844, "	810,000	6	" "	"	1880	99
" 1848, "	101,000	6	" "	"	1880	99
" 1849, "	67,000	6	" "	"	1880	99
" 1857, (convertible)	2,480,500	6	" "	"	1886	125½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1854	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	880,000	7	Jan. & July.	" "	1912	100
" " (series H)	880,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	880,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	880,000	7	April & Oct.	" "	1912	"
" " (series L)	880,000	7	May & Nov.	" "	1912	"
" " (series M)	880,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865	----
"	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1872	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	64
2d Mortgage	937,500	7	" "	"	1843	25
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	155,000	7	----------	----------	1866	----
3d Mortgage	315,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7	----------	----------	1880	----
2d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	6	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	600,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	161,830	7	----------	----------	------	86
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	2,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	86
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '68-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	----
Sterling, issued in 1858	144,500	6	----------	----------	1866	----
Company's endorsed by State	150,000	6	----------	----------	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	—	—	.....	*Alabama and Florida*	1,451,336	*	—	877,952	503,500	106,255	1,515,704	54.0	.....	101,102	37,898	—	—
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,985	30.3	.....	55,791	21,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,206	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,956	—	—
1 May, '61	469.8	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—							1,402,858	695,370	—	—
29 Feb. '60	88.5	25.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,255	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	806,156	260,286	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,281	104,594	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	847,940	66,483	—	307,060	100,000	—	423,290	23.8	46,938	48,900	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	—
31 Aug '64	61.6	11.2	56.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	468,245	1,212,207	893,214	17	217
31 Dec. '63	74.0	—	8.0	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	182,357	320,539	92,439	—	98
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,950	26,084	1,460,193	62.0	129,574	265,387	13,968	8	—
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	725,538	750,000	156 429	1,644,967	62.0	172,124	272,558	—	—	117½
30 Nov. '63	8.48	8.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,263,942	—	—	136,665	78,631	8½	—
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,248	7	90
31 Mar. '64	61.8	1.0	53.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.5	—	16	17	363	Norwich and Worcester	2,463,953	149,711	214,100	2,122,600	784,800	21,126	3,074,971	66.4	307,541	422,559	150,839	64	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,122	870,000	271,877	1,607,584	84.2	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	8.0	.....	27,253	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	1.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,886	—	191,485	195,000	75,894	619,112	32.0	.....	7,557	2,585	—	—
— — '62	50.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	8.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	88.7	.....	418,058	265,827	6	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	732,700	129,500	—	.....	53.6	.....	168,998	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,178	229.0	879,468	1,715,029	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,005,550	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,594	—	889,950	249,000	—	1,026,858	50.0	.....	202,714	119,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	156.0	—	—	—	52	34	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,243	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	22	846	Chicago and Alton	8,280,689	*	—	4,205,930	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	24	92
30 Apr. '64	240.0	206.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	394.0	1,966,519	3 090,211	1,353,499	8	118½
1 Apr. '63	242.0	—	29.0	86	28	—	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,335,000	225,541	13,147,136	242.0	.....	1,063,054	448,502	—	33½
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,876	1,103,614	6	92½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,928,400	3,506,000	—	10,952,115	341.7	1,484,066	2,301,481	1,279,406	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	69½
31 Dec. '63	464.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	703.2	5,010,697	4,671,028	2,118,847	6	115
— — —	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,405	.....	.....	148.0	.....	.....	.....	—	30½
31 Dec. '63	195.0	14	12.2	—	51	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	3,900,000	6,700,000	—	10,600,900	209.0	18 mos.	2,202,415	704,650	—	40
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,008,125	.....	2,233,748	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,418	*	2,750	986,061	1,219,109	51,772	2,233,748	109.0	.....	249,867	119,342	.....	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,569	1,689,900	1,262,284	140,689	3,458,108	110.0	.....	448,858	230,854	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,692	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,663	238,156	—	—
31 Mar. '64	88.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,000,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,527	371,40	—	86½
30 Nov. '63	75.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,460	*	285,679	1,517,450	94,000	—	2,326,955	78.0	357,202	774,618	307,527	12	152½
								IOWA.													
1 Jun. '58	75.1	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	663,000	92,663	1,542,708	50.0	.....	.....	.....	—	.....
31 Dec. '59	80.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	259,084	.....	86.0	7 mo's.	86,229	46,772	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	154,889	—	—
1 Jun. '58	58.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	170,000	—	.....	58.5	11 mo's.	458,821	21,356	—	—
— — '62	135.0	96.0	.....	812.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	1,800,000	15,000	.....	220.0	.....	.....	.....	—	33½
								KENTUCKY.													
31 Oct. '59	90.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,950,000	537,532	4,375,992	111.5	.....	426,406	227,534	—	—
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	151,558	99,329	53,855	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,963,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,805,324	3,930,500	235,670	11,886,430	300 0	841,558	2,261,690	1,803,963	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	5,954,420	505,260	—	3,242,318	566,000	339,297	5,355,220	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,695,000	1,150,717	.....	206.0	.....	1,232,624	568 434	—	—
31 Aug '60	50.5	—	.....	156.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,583,015	248,969	108,454	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,506	—	2,950,000	4,250,000	—	9,008,565	188.0	—	340,898	—	—	—
31 May '64	274.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,345,906	7,749,989	—	15,066,822	329.3	1,558,277	3,417,148	1,897,066	12	136
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,256	—	18 407,656	527.0	2,171,477	3,384,294	1,630,777	—	64½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,860,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,905,022	756,292	—	2,000,961	2,554,732	805,992	6,311,599	236.0	.....	554,242	325,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	795,295	464,949	275,050	1,974,444	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	30.4	—	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,600,000	1,400,000	—	.....	83.2	.....	220,047	121,559	—	—
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,826	7,177,000	—	.....	206.8	879,324	1,047,567	420,026	—	30
31 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,983	—	2,459,207	4,250,000	—	.....	168.8	.....	444,460	182,986	—	—
31 Dec. '62	152.0	—	1.0	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	54	30	429	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	879,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	266.0	—	—	—	*South-Western Branch*	4,[illegible]00	116,883	—	71,513	4,300,000	—	.....	114.0	99,271	241,482	128,886	—	—
30 Sep. '62	86.5	3.0	8.2	—	19	15	218	*St. Louis and Ir. Mountain*	—	344,168	—	1,971,127	3,501,000	57,261	5,906,277	90.1	232,631	753,234	65,262	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	58.8	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.5	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	104½
31 May, '63	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,768	*	—	169,200	566,600	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	235	124	3,372	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	606,070	11,241,011	286.8	.....	3,922,203	2,305,788	6	105
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,250,000	4,850,000	—	10,346,232	261.0	1,012,096	2,207,448	620,581	—	53½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	105
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,226	482,656	8	124½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	297,400	—	3,150,000	87,720	—	2,247,720	61.6	428,301	853,727	397,729	8	144
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	85.6	673,514	1,202,654	488,357	9	125
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par £0)	907,760	123,866	—	681,656	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	76
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,588	—	1,591,100	250,000	—	1,943,286	52.4	169,361	344,194	168,008	6	110
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	50,500	4,894,100	96.0	477,753	812,556	390,594	6	102½
30 Nov. '63	50.0	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	359,149	—	3,540,000	—	—	3,874,507	65.4	389,738	732,262	325,043	8	118
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	342,588	30,275	—	200,000	75,000	3,961	367,498	—	.....	21,780	21,275	8	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	95,684	—	600,000	—	—	704,336	71.0	107,154	223,794	59,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	235,000	—	785,500	36.7	47,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,631	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	118
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	12	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	26.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.8	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	38
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,287,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	147
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 85½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	198,647	251,024	122,158	6	97
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	98.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,236	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	115
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	595,588	568,000	—	.....	55.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	153,718	4	90
30 Apr. '63	34.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	34.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	139
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,025	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	45.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,180	2,000,000	—	7,706,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	55.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	5,640,516	448,573	1,461,396	4,897,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	166,850	264,200	77,796	488,796	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,205,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	103
31 Dec. '62	38.5	—	.....	43.	—	—	—	West Jersey	821,984	*	—	581,500	212,500	31,743	821,984	—	82,926	90,122	48,623	—	—
								NEW YORK.													
30 Sep. '63	55.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,102,179	64,858	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	8,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,290	1,134,256	317,213	5	108½
30 Sep. '63	69.2	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	685,684	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	4,897	Erie	39,404,648	*	266,929	20,105,200	19,961,000	—	32,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	69½
30 Sep. '63	254.0	—	128 3	—	71	143	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	99½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	106½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,960	—	1½
30 Sep. '63	35.9	—	2.2	—	6	15	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,557	823,480	38.1	70,585	102,757	53,060	8	.....
30 Sep. '63	24.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,460	7	.....
30 Sep. '63	180.6	48.5	18.2	—	23	27	348	Rome, Water'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	91.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	154,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	54.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	64.9	.....	103,963	55,572	—	.....
— —	'58	223.0	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	223.0	—	.....	—	—	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	525,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	50.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	206	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,891	10	125
31 May, '59	131.8	—	.....	51.0	16	10	232	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,255	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	22,340	1,086,035	1,752,400	128,867	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	93.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	79½
31 May '64	108.3	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,625	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	118½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	84.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	205,000	—	2,137,857	ope	r. w. Lit.	Miami	256,581	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,501,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,259	311,256	—	15
30 Nov. '63	83.5	—	30.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,502	10	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,055	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	45	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	22	446	Sandusky, Dayton and Cinc.	3,963,573	595,400	102,566	3,289 887	1,496,728	11,190	5,139,662	205.9	848,594	900,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,835,156	*	—	362,571	1,299,100	127,118	2,094,694	125.0	220,717	272,202	92,283	—	.....
31 Dec '62	242.4	—	.....	—	47	18	932	Toledo & Wabash	9,266,606	*	25,000	3,514,775	6,651,520	38,372	10,154,632	250.0	1,279,960	1,429,799	540,921	—	56

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,236		
31 Oc.. '63	24.5	—	24.0	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	11	—	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,667	11,405	—	14½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,151,037	*	—	956,900	270,000	16,481	1,243,381	162.0	165,712	276,388	118,189	8	194
31 Oct. '63	110.7	2.8	47.2	—	74	29	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,787,083	828,143	9	222
31 Oct. '63	55.8	1.1	5.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.0	151,820	238,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to Northn Cen.		78.0	196,907	234,790	110,388	—	30½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,856	169,286	10	.....
31 Oct. '63	58.0	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,560	55.5	oper. by Penn.	R.R.Co.		7	60
31 Oct. '63	32.0	—	1.3	44.3	8	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	.....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,000	2,174,427	84.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,068	68,833	2,707,898	80.0	325,700	478,118	248,838	—	.....
31 Oct. '63	46.0	34.0	32.0	—	19	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	388,844	1,320,058	774,074	10	78
31 Oct. '63	28.3	5.8	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading R. R.)		7	40		
31 Oct. '63	24.5	106.0	68.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	97
30 Nov. '63	55.6	18.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 900	611,896	273,291	—	25
31 Dec. '63	300.8	56.1	319.9	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	35,245,668	356.9	5,211,202	1,891,413	5,111,412	—	63½
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,131,079	236,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	382,489	179,565	9	87½
31 Oct '63	230.0	—	21.5	58.0	50	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,092	80,151	18,619,096	230.0	428,759	699,300	165,456	7½	24½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	15,211,223	10,667,328	—	26,613,828	403.0	2,721,684	6,252,902	3,706,900	7	52½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	643,882	—	—	999,200	250,000	—	1,249,200	29.2	137,074	644,050	353,548	10	144½
31 Oct. '63	95.9	—	51.4	—	56	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,199	7,460,000	1,017,500	—	8,477 500	200.5	647,020	2,540,248	1,602,119	10	66
31 Dec. '63	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004	—	1,770,414	1,500,000	60,233	3,666, 877	72.0	256,176	315,725	101,569	—	12
31 Dec. '63	468.5	—	78.5	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,985,173	—	19,982,741	468.3	2,472,914	5,132,934	2,106,623	—	93
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen.		40.476	144.728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,900	396,500	65,206	832,000	29.6	75,588	125,693	79,976	7	45
								RHODE ISLAND.														
31 Aug. '63	50.6	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,500	—	.....	82.6	297,700	421,757	199,186	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437>17	8,400	—	.....	13.6	24,916	81,702	9,728	—	.....
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	705,565	195,286	197,905	1,099,536	51.5	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,586	6	.....
1 Jan. '59	143.2	21.8	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	184.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,148	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	50	790	South Carolina	.....	.....	.....	.....	2,643,533	.....	.....	.....	.....	1,499,230	701,942	7	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,987	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	157,456	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,554	1,902,000	390,407	.....	139.3	160,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	48	37	667	Memphis and Charleston	5,866,578	378,089	129,364	3,809,949	2,569,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	20.0	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,250	554,949	316,618	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	92,908	—	317,447	652,500	22,369	.....	47.4	54,176	83,129	44,666	—	.....
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	523,907	56,816	—	144,894	406,000	6,000	.....	54.2	20,006	23,806	12,592	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	5,682,582	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	560,000	204,544	.....	45.8	57,950	127,958	87,243	—	.....
1859	50.0	—	0.6	5.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	50.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).														
— — '58	92.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,580	.....	50.0	31,300	52,870	.....	—	.....
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	309,000	.....	70.0	102,200	282,846	190,566	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.														
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,850,000	800,000	.....	3,036,338	90.7	199,877	505,550	167,456	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	2,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.6	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	5,407,033	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	858,209	941,045	252,857	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	6	105
30 Jun. '63	25.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,906	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	532,000	700,000	.....	.....	ope	r.b. Troy	& Boat.	53,852	—	.....
								VIRGINIA.														
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,166	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	112.7	705,034	136,302	43,502	—	.....
30 Sep. '59	79.2	—	4.8	—	6	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	490,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	465,605	5,719,229	.....	.....	103.5	345,427	345,004	loss	—	10
30 Sep. '60	88.3	58.4	10.0	—	16	16	176	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	232,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,638	374,996	—	1,366,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	833,200	102,500	5,799	1,436,527	80.5	.....	226,554	113,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,097	*	—	1,961,197	1,200,000	75 906	6,783,655	143.2	224,014	660,904	282,328	—	97
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,338	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	26,853	.....	42.5	1,058,054	165,755	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	—	—	10	17	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,982,763	541,197	23,948	3,162,754	1,490,592	52,920	4,932,929	196.0	280 968	634,081	258,120	5	70
30 Jun. '60	264.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,968	10,233,271	214.9	480,183	740,489	347,967	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,800,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,784	414,741	—	45
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,066,328	5,692,471	142.5	466,043	490,597	138,210	—	.....
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	198,000	—	11,988,000	16.10	.....	236,798	67,052	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,982	*	15,311	1,631,130	911,029	22,984	2,063,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,610	1,184,856	—	.....
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,886	1,649,610	1½	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,456,706	—	—	4,456,706	108.0	169,421	107,640	90,000	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	192,383	—	1,390,000	13,100	136,000	1,709,223	60 0	.....	134,466	86,970	—	.....
								NOVA SCOTIA.														
Dec. '63	61.5	50.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,270,261	—	—	4,273,261	92.0	158,418	139,107	37,161	—	.....
								NEW GRANADA.														
31 Dec. '60	48.7	—	—	—	11	23	192	Panama	5,000,000	*	616,800	5,000,000	5,616,800	—	10,766,120	48.7	.....	1,621,421	1,014,994	12	103

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	300,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	1,394,900	6	3	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	52½
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	63
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,997,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	50
Erie (preferred)	8,535,700	7	7	90
Hannibal & St. Joseph (preferred)	5,253,866	7	—	47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,285,000	7	—	52½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	5	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	65
Toledo & Wabash (preferred)	982,900	7	7	99
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1885	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,756,682	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1865	----
2d Mortgage	57,000	6	" "	1865	----
Morris':					
1st Mortgage	465,500	6	A. & O.	1876	102
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1885	----
Md. stg. loan converted	200,376	5	" "	1885	----
Mortgage bonds	983,000	6	" "	1878	54
Preferred Interest b'ds.	227,500	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	800,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,623,350	—	33½
Delaware and Hudson	100	7,500,000	10	157
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	2,479,950	6	70
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	31
Susquehanna and Tide Water	50	2,048,200	—	14
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	67

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	56 —	@ 57 —
Pig, American, No. 1		55 —	@ 56 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		180 —	@195 —
Bar, English, common		165 —	@180 —
Band, English		225 —	@ — —
Horse Shoe		220 —	@ — —
Rods, English		200 —	@270 —
Hoop, English		230 —	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 20	@ — 33
Sheet, English, Single, Double and Treble		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 29	@ — 35
English Spring (1st & 2d qlty.)		— 18	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 29
English Machinery		— 20	@ — 23
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 20	@ — 22
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 55
Sheathing, &c. Old (cash)		— 42	@ — 43
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 55
Braziers'		— —	@ — 55
American Ingot (cash)		— 45	@ — 46½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— —	@ 13 —
German Refined		— —	@ 13 —
English		— —	@ 13 —
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 70
Straits		— —	@ — 59
English		— 56	@ — 56½
Plates, Charcoal I. C	per box	— —	@ 18 50
Plates, I. C. Coke		— 16	@ 16 50
Terne, Coke		— 14	@ 15 —
Terne, Charcoal		— 17	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	8 50	@ 9 —
Clinch		9 50	@ 10 50
Horse Shoe, Forged (cash)	per lb.	— 38	@ — 40
Wrought, English (cash)		— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails (6 mos.)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15	@ 1 20
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— 72	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 45	@ — 45½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 81½	@ — 82
Refi'd, in bd, L.S. to pr. Wh (110@120 test)		— 63	@ — 63½
Naptha, Refined, (60@61 gravity)		— 67	@ — 68

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th. 19	F. 20	Sat. 21	M. 23.	Tu. 24.	W. 25.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	158	----	----	----	----	155
Canton Co.	33½	31	31	31	28	30½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	91	----	----	----	90	90
" " pref.	----	----	----	----	----	----
" " 1 M.	101	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	116	114	117
" " " 8 p.c.	----	----	113½	113	112	----
Ohio. & Northwest'n.	36	34½	34½	33½	33½	34
" " pref.	65	64½	64½	63½	63	63½
" " 1st M.	----	----	----	----	----	90½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " L. B.	----	----	----	----	----	----
Chicago & Rock Isl.	92½	94	----	92	92½	94
" " 1st M. '70	----	----	104	----	105	----
Clev., Col. and Cin.	172	----	----	----	----	----
Clev. and Pittsburg	85	84	86	83½	84½	85
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	108	108½	108	109	110	122
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	46½	44	43½	43	43½	46½
Del. & Hudson Canal	161	160	162	150	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-8.112	----	----	112	112	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	75½	71½	70½	68½	69	71½
" pref.	94	----	93	91	90	90
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '70	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	110	110	----	----	----
" 4 M. 7 p.c. '80	----	103½	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	47
" " bonds	----	----	----	----	----	----
Hudson River	107½	102½	102	100½	95½	102½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	105½	----	----	106	----	----
" 3 M. 7 p.c. '75	----	105½	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121	116x	113	110	111½	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	11½	17½	12½	10½	10
Michigan Central	106½	105½	107	106	104½	106½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	66	66½	64½	64½	65½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	103
" " 2 M.	----	----	96	----	----	----
Mil. and P. du Chien	----	42	42	39	----	40
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	108	----	----	----	----	107
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	67	66	----	----	63	64
" iss. to H. & St. J. R.	----	----	----	----	----	84
" " Pacific	----	69	70	----	----	----
New York Central	112½	108½	107½	106½	103	103½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	103	----	102½
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
" " 2 M. 7 p.c. '64	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27	28	29	27½	27½	28
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	205	----	----	----
Panama	260	----	----	260	260	----
Penn'a Coal Co.	----	185	----	----	----	180
Phila. and Reading	103	105	105½	105	103½	105
Pitts. Ft. W. & Chicago	92½	92	94	91½	91½	93½
" " 1 M.	109	109	108½	109	----	----
" " 2 M.	100	----	----	----	----	100½
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	96	96	94	96½	94½	96½
St. L., Alton & T. H.	40	----	----	----	42	42½
" " pref.	63	----	----	----	65½	----
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	86	----	56	56
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " 1 M. ex. .100	100½	----	----	----	----	100
" " 2 M.	80	79	----	79	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	104	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	102	101½	101½	101½	100½	100½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	111
U. S. 6s, 1881, cou.	111½	110	----	110	109	109½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " Ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	135	134	130	----	----	130
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97½	98	----	97½	97½	97½
U. S. 6s, 5-20s, coupon	109½	108½	108½	108	107½	107½
U. S. 6s, 5-20s, new	109½	107	108½	107½	107½	108½
U. S. 6s, " reg.	108½	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	209	206½	198½	199½	205½	204½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	14½	----	----
" preferred	34½	35	33	33½	32½	31½
Camden & Amboy	145	----	----	140	139	
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	100	100	----	----	----
" " 6s, '89	----	----	----	----	----	100
" mort. 6s, '89	106½	106	----	----	----	----
Ches. & Del. Canal 6s '56	----	----	----	----	----	99½
Del. Div. Canal	34	----	----	33½	----	33½
Elmira & W'msport	----	----	----	30	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	102
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	70	70
" 6s	----	----	----	102	----	100
Lehigh Valley R. R.	----	----	----	----	----	78
" " 6s	100½	----	100	100	----	----
Little Schuylkill R. R.	----	----	----	----	----	40
" " 7s	----	----	102½	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	56	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	125	----	----	----	----	----
" " 6s '76	----	----	----	100	100	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	92	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	53½	----	----
Pennsylvania R. R.	65½	64½	65½	63½	63½	----
" 1st m.	107	----	----	----	----	----
" 2d m.	105½	----	105	----	105	----
Penn. State, 5s	----	----	92½	93	----	94½
" " 5s, coupon	----	----	----	----	95	----
" " 6s, W. L.	----	----	104	104	----	103½
Philadelphia City, 6s	94½	94½	94	----	93	93
" " new	98	98	98	98	97½	97½
Philad., Germ. & Nor.	----	----	57½	57½	57	57½
Phila. & Reading	55½	54½	51½	52½	52½	51½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	101
Philadelphia & Erie	27	----	----	26½	25½	----
" 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	33½	32½	30	32	30	30
" " 6s '82	----	82	----	----	----	80
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	14	----	----	----	----	----
" " 6s '78	----	----	----	----	----	84
Union Canal, pref.	----	----	----	----	3½	----
" " 6s '83	23	----	----	----	23	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	67
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	17	17	17	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	67	67	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Baltimore City 6s, 1875	106½	----	----	----	----	----
" " 1885	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	106½	----	106	106½	106½	----
Balt. and Ohio	----	----	111	110	----	105
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	107	----	----	----	----	----
Northern Central	53½	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Boston and Lowell	108	----	108	108	----	----
Boston and Maine	125½	----	125½	126	126	124½
Boston and Providence	144½	----	----	144	----	----
Boston and Worcest.	139	----	----	----	139	135
Cheshire, pref.	----	----	53	----	----	52½
Concord	----	----	65	----	----	----
Connecticut River	----	----	110	----	----	----
Eastern, Mass.	104	103½	103½	102½	102½	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	119	----	----	118
Manchester & Lawr'ce	115	----	113	----	115	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	92	----	90	----
Old Colony and Fall R.	----	----	----	----	----	118
Ph., Wil. & Baltimore	72	----	----	70	69	68½
Portl'd, Saco & Porta.	104½	----	104½	----	----	104½
Vermont & Canada	105	----	----	----	----	----
Vermont & Mass.	40	----	38	----	----	----
Western	----	----	150	----	147	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	97	97½	----	----
Metropolitan "	----	----	----	----	55	58½
Middlesex "	----	----	60	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	51	50½	50½	50 51
Isle Royale "	16	----	----	14	14	----
National "	----	----	----	----	----	----
Minnesota "	25½	25½	----	----	25	25½
Pewabic "	54	----	51½	52½	----	51½
Pittsburg "	----	----	----	----	----	80
Quincy "	----	----	----	----	91	92½
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of December:

Maryland 6s	65	to	82
United States 6s, 1881	42½	"	43½
Do. 5s, 1874	48	"	50
Virginia State 6s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	37	"	39
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	47
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	66
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	53	"	55
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, January 28, 1865.

Stock Exchange and Money Market.

The fall or gold and the depreciation of securities in general, have been the features of the last week's movements in the market. We confess we do not see why the sympathy should have been so great between them. The value of railway property must be justly considered as due to its intrinsic merit, permanence and management. Take any one leading stock. No one for a moment pretends that on a return to specie payments, the shares will fall to a specie price. If so New York Central will go down to 50, Erie to 34, and all other companies in a similar degree. Bank stocks would also decline; the Bank of Commerce would be quoted at 55, Delaware and Hudson 75. No one in his senses expects to see any such result. It is therefore clear that any speculation based upon such calculations will be sure to fail. That gold should fall is not surprising. It has several times declined during the war in the most rapid manner, notwithstanding all the combinations and interests at work to keep it up. And these have been active beyond precedent. Any one familiar with the gold room will have frequently been surprised to see who were the operators for a rise. All classes of people seem to have engaged in it. Small margins have been as readily accepted as large. Persons in very moderate business have risked their small capitals in the hope of sudden gains. The stories in circulation as to the success of various operators even in a small way, have led multitudes of others to the shambles. All classes have been engaged in gold and speculations, and all for a rise, as it is the rising market which most excites cupidity. We have never therefore considered the quotations of this article any guide to valuations of any other, and the facts justify the position we have taken. There are many commodities which have never risen to the gold standard, and when it is attained, their prices will not materially fall. The auction sales in this city for months past have shown any thing but a tendency to advance in many leading staples.

We therefore repeat our convictions that Railway shares though yielding to the sympathetic force of a falling market in gold, are based on better foundations than rumors, or margins, or credulity.

By the returns of the associated Banks the last week we perceive that their loans have decreased $2,626,164, the deposits also $2,862,944, the specie $1,146,039, and the circulation $94,178. It will be seen by our weekly records of their proceedings, that there is no particular line of policy pursued by these institutions, but that they are governed entirely by the circumstances of the hour. What part they are disposed to play when specie payments are resumed remains to be seen. Many of the old institutions are preparing to come under the National Banking system, and it is said propose to make circulation one of their sources of future profit, as it will have a sphere as large as the whole Union, while hitherto it has been local and restricted.

We notice that some cotemporaries are predicting that "stock speculators and merchants must share a common fate" and see their "gains rapidly disappear." For the stock operators we have little sympathy, but we doubt whether the regular merchant is in much danger. His stock is small, his trade has been for cash, he has given no credit. His losses must be therefore very limited. This we think will be found to be the result with all those who have conducted their business with prudence. For the rest experience will be their teacher. On the other hand others familiar with the Money Market, the history of our railways, and the extent of their business perceive a stability in their shares and securities which cannot ever characterize "goods, wares and merchandize" so called. The fall of gold will not lessen the traffic while it will diminish the expenses, and probably the real freight of speculation would in no other form be shown, than by investments in this kind of property under the present temporary decline.

The imports at this port for the week ending

January 21 were $2,169,904, against $5,359,274, the same week in 1864, and the exports of domestic products were $4,064,905, against $2,871,565 the same week last year.

The amount of gold received for duties at this port, between July and January 21, was $27,396,188, and the amount paid out for interest on the public debt in the same time was $21,424,577. It is a noticeable fact that of the interest ordered to be anticipated to the public creditors, on the 18th of November last, $5,231,726 was uncalled for by the holders down to the 1st of January.

Money continues to be plentiful at the usual rates, and exchange stands at about the same price as it has done for months back. The shipments abroad have at the same time sensibly diminished. Our exports are increasing so largely that according to the received notions in commerce and political economy, there should not be much longer any sound reason for remittances in coin beyond the amount due to foreign holders of our Government securities.

One of the most interesting subjects now attracting the attention of our financiers is that of the production of gold and silver in our auriferous and argentiferous States and territories. Recent statements by travelers and eye witnesses who have just arrived from the overland journey are of the most surprising character. We have as yet no accurate statistics of the number of gold and silver mines actually and successfully worked. But they are counted by thousands and the number is increasing. Nothing is wanted but easy and safe transportation to the territories, to fill them with miners. A railway to Denver is the first practical movement for this purpose, and it is announced that this is to be attempted forthwith. The territories of Colorado and Idaho seem at present to be the preferred homes of the adventurous. The former contains a population of Americans amounting to 56,000, and is stated up to this time to have yielded one hundred millions of gold. The product is as yet only brought forward in the shape of ingots, the mint never having been put into operation for causes that reflect no credit on those responsible for the work. It is certainly a subject worthy of profound consideration as to how the Government should be enabled to derive revenue from these natural Sub-Treasuries. It has been at times suggested, that as soon as peace is established a large portion of the army whose time of enlistment is unexpired might be transferred to and settled as military colonists in those regions, assisting in constructing the Union Pacific Railroad, its branches, and in preparing future happy homes for themselves.

It is observed that Governments have drooped since our last. We may assign as a probable cause for this movement that the further issue of 7-30's with unexpectedly the legal tender clause, offers an immediate profit as compared with those securities longer on the market and held at advanced rates, and therefore withdraws public attention from them. Another reason given is that the losses sustained by a large class of operators in gold and railway shares, have compelled considerable sales of Governments in order to meet engagements connected with these losses. We give these opinions for what they are worth.

It is really surprising that Government bonds do not stand as high as they deserve. Take for instance the 10-40 5 per cent. bonds. We do not see the least reason why they should not bring as large a premium as Boston City 5s of 1887, now selling at 116. Are not the U. S. 6s of 1881, as good and safe an investment as Massachusetts State 6s of 1875, which sell at 120½; or California 7s of 1878, which bring 155? Is not the responsibility of the United States, *including* Boston, Massachusetts and California, as great as either of these places standing alone. The principal and interest of all these securities are payable alike in gold. The interest on the bonds of the United States is free from taxation; that of the States, cities, railroad companies, etc., etc., is subject to taxes of every description, and contributed last year three per cent. to the United States internal revenue fund. Dividends upon railroad stocks are taxed 5 per cent.; in Pennsylvania an additional State tax of 5 per cent. is added; and then to crown all an income tax of 3 per cent. upon the net amounts was levied, and collected. From all these burdens the holders of National securities are exempt. And yet this inequality of value in the market is persistently maintained against every dictate of common sense. It is time the error was dissipated.

The balance in the Sub-Treasury in this city on Tuesday, was $29,123,631 64. That in the Sub-Treasury in Boston is upwards of five millions.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 103; Detroit, Monroe and Toledo 1st mort., 98; Lackawanna and Western 1st mort., 105; Wyoming Valley Coal, 46; Central Coal Co., 40; Copake Iron, 4; Atlantic Mail S. S. Co., 153; Mariposa 1st mort., 158; Merchants Bank, 111; Am. Ex. Bank, 125; Metropolitan Bank, 126; Bank of Commerce, 112; Merchants Ex. Bank, 98; Ocean Bank, 95; Hanover Bank, 105; 4th National Bank, 100; Bank of Commonwealth, 103½; Corn Ex. Bank, 118; Atlantic Bank, 101; Park Bank, 146; Mechanics Banking Ass., 101; Market Bank, 105; Importers and Traders Bank, 108; Central Bank, 105.

Philadelphia.—Pittsburgh 5s, 75; do., 6s, 90; Allegheny Co. coupon 5s, 77; Pennsylvania 6s, 1879, 100; Reading mort. 6s, 99; Green and Coates street R. R. 7s, 95; Second and Third streets R. R. 1st mort., 101; 13th and 15th streets R. R., 24; Hestonville R. R. 15½; Clinton Coal, 1; Big Mt. Coal, 5; Fulton Coal, 6¼; Shamokin Coal, 14⅞; Preston Coal, 30; Swatara Coal, 6; Keystone Zinc, 1¼; Atlas Oil, 1⅝; Bruner, 1⅜; Big Tank, 2⅛; Bubbling Spring, 1½; Continental, 2; Caldwell, 6½; Cow Creek, 2.31; Crescent City, 1⅞; Corn Pl., 5⅞; Curtin, 13; Cherry Run, 30; Duncard, 1; Dalzell, 8⅝; Densmore, 5¾; Excelsior, 1⅜; Empire and O. C., 1½; Egbert, 3¼; Eldorado, 1⅞; Franklin, 1¾; Farrel, 1⅜; Gt. Basin, 2½; Hibbard, 1⅞; Howe's Eddy, 1½; Hyde Farm, 3.94; Krotzer, 1¾; McClintock, 6¾; Maple Shade, 24⅞; McCrea and C. R., 1½; Mingo, 3½; McElheny 5½; Mineral, 2¼; North Carbondale, 2¼; Noble and Delamater, 10; Organic, ¾; Oil Creek and Ch., 3⅞; Oil Basin, 9; Olmstead, 2⅞; Oil Creek, 8; Phila. and Oil Creek, 1⅜; Perry, 8⅝; Phila. and Tideoute, 3⅝; Pope Farm, 1½; Rock, 3⅛; Ross, 1¾; Rathbone, 2; St. Nicholas, 4; Sherman, 1.44; Story Farm, 2¼; Story C., 6¼; Story Centre, 6; Seneca, 4; Tarr Home, 5½; Tack, 3½; Union, 1⅞; Walnut, 3¼; Northern Bank of Kentucky, 125; Mechanics' Bank, 33; Manuf. and Mech. Bank, 30½; Commercial Bank, 60; Girard Bank, 52½¼. The latest quotations are: City 6s, 92¾@93; do., new, 97¾@97½; State 5s, 94½@95; do., coupon, 96@98; do., 6s, W. L., 103½@104; Phila., Wil. and Balt., 68¾; Reading, 52¼@52⅜; do., 6s, 1870, 100@101; do., bonds, 98½@99¼; Camden and Amboy, 137@140; Penn. R. R., 62¾@62½; do., 1st mort., 104@107; do., 2d mort., 103@105½; Little Schuylkill R. R., 39¾@40; Morris Canal, 93@95; do., pref., 125@125¼; do., bonds, 99@101; Wyoming Valley Canal, 66@67; do., 6s, 99@100; Susquehanna Canal, 13@14; do., 6s, 54½@55; Sch. Nav., 25@25; do., pref., 31@33; do., 6s, 1882, 79¾@80; Union Canal bonds, 21@23; Delaware Div. Canal 33½@34; do., bonds, 90@96; Elmira and Williamsport, 30½@32; do., pref., 49½@50; do., 7s, 1873, 101@102; do., Chattle 10s, 75@75¼; Long Island R. R., 47@50; Lehigh Coal and Navigation, 70@73; North Pennsylvania, 25@27; do., 6s, 90@93; do., 10s, 110@100¼; Philadelphia and Erie, 25@26; do., 6s, 100¼@101½; Minehill, 57@57; Catawissa, 13@15; do., pref., 31¼@32; Lehigh Valley, 75@78; do., bonds, 100@100¼; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 65@67; Race and Vine, 9¼@10¼; West Philadelphia, 70@70; Spruce and Pine, 30@34; Green and Coates, 26@30; Chestnut and Walnut, 45@50; Arch, 16½@17¼; Thirteenth and Fifteenth, 24@24¼; Girard College, 23@24; Tenth and Eleventh, 44@46; Norristown, 57¼@57½.

Boston.—Western R. R. 6s, 1875, 102½; Vermont and Massachusetts R. R. 6s, 99¾; Boston and New York Air Line 6s, 55½; Northern (Ogdensburg) 2d mort., 23; Vermont Central 2d mort., 22; Cheshire R. R. 6s, 1880, 96; Rutland and Burlington 2d mort., 25; Eastern R. R. 6s, 1874, 103; Boston, Hartford and Erie, 27; do., 7s, 80; Mad River and Lake Erie R. R. 7s, 1866, 68¼; Connecticut and Passumpsic Rivers R. R., pref., 70½; Worcester and Nashua R. R., 97; Nashua and Lowell, 127¼; Cape Cod, 76; Maine 6s, 1880, 99; Vermont 6s, 1871, 97½; Massachusetts 6s, 1871, 120; Rhode Island 6s, 96; New Hampshire 6s, 1884, 94; Boston 5s, 1882, 118¾; Portland 6s, 1884, 92; Charlestown 6s, 1874, 100; St. Louis 6s, 1870, 87⅞; Bath 6s, 1891, 95¾; Union Steamship Co., 125; Boston Water Power, 47⅛; East Boston Co., 12⅞; Essex Co., 98; Short Mt. Coal, 38¾; Potomac Coal, 9⅛; Franklin Coal, 67½; St. Clair Coal, 50; Gilberton Coal, 79; Mammoth Vein Coal, 30¾; Belmont Coal, 11; Glenville Coal, 37; Manchester Gas, 111; Boston Gas, 790; East Boston Gas, 28; Chelsea Gas, 90; South Boston Gas, 100¾; Lawrence Gas, 126; 1st National Bank, 125; Boston National Bank, 101; Bank of Republic, 109¾; Chelsea Bank, 100; Merchants' Bank, 115; Suffolk Bank, 118½; State Bank, 85; Maverick Bank, 100; 3d National Bank, 102½; Washington Bank, 125; Pawners' Bank, 125; Atlas Bank, 114; North Bank, 100; Webster Bank, 112¼; Eliot Bank, 105½; Mt. Vernon Bank, 115; Acton Mining Co., 1⅛; Albany and Boston, 22; Acton Vale, 5c.; Buckingham Plumbago, 4; Bedford, 70c.; Brome, 2½; Boston, 3¾; Bay State, 19¾; Canada, 1; Cornwall, 25c.; Copper Falls, 27½; Hancock, 9½; Huron, 87;

Macomb Lead, 1¼; Manhattan, 6⅛; Ottawa, 22c.; Phœnix, 20; Star, 5½; Winthrop, 2.

Baltimore.—Marietta and Cincinnati bonds, 95; City Passenger R. R., 16¼; Canton Co., 28¾; Bare Hill, 3; Atlantic Coal, 1.25; Penn. Oil, 1.55; Laurel Cannel Coal and Oil Co., 5.10; Chesapeake Oil, 4.10; Mineral Hill, 1.50; Maryland Copper, 0.60; Balt. and North Carolina, 0.20; Am. Gas Coal, 1.90; Lake Chrome, 0.45; Santa Clara, 24; North State, 0.15; Balt. Chrome, 2.50; Bank of Baltimore, 100½; Farmers' and Planters' Bank, 32; Bank of Commerce, 22½; Merchants' Bank, 105. The latest quotations are: Balt. and Ohio, 105@105; do., 6s, 1867, 101@104¼; do., 1875, 105@107; do., 1880, 107@107½; do., 1885, 106½@107; Northern Central, 50@53; do., bonds, 1885, 91@95; N. W. Va., 00@05; do., 1st mort., 100@101; do., 2d mort., 100@103; do., 3d mort., 28@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 95@95; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1887-'60, 40½@42; Western Md. bonds, 75@85; do., guar., 107@110; Maryand 5s, coupon, 1870, 100@108; do., Ins., 100@108; do., 1890, 100@108; Baltimore 6s, 1870, 100@101½; do., 1873, 104@108; do., 1875, 105@106; do., 1886, 108@107; do., 1890, 105@108; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 16@18; Canton Co. 27½@28; Gardner, 0.50@0.60, Gas Coal, 1.90@1.95; Maryland, 0.65@0.70; North State, .10@.15; Springfield, 1.25@1.40; George's Creek, 110@118; Santa Clara, 24@24½; Balt. Chrome, 2.40@2.50; Bare Hill, 2.85@3.10; Atlantic Coal, 1.20@1.25; Mineral Hill, 1.50@1.50; Baltimore Coal, 1.35@2.00; Laurel Cannel Coal and Oil Co., 5.00@5.15.

Substitute for Locomotives for Light Travel.

In another column we copy an account of the performance of a Steam Passenger Car, built by Messrs. Grice & Long, for the Utica and Clinton Railroad. A substitute of this kind is much needed on Tributary and other Roads, where the travel is light, and we are inclined to believe the car referred to, is just what is required where economy is desirable. The cost of running such cars, is not over one third the cost of Locomotives to do similar work, while it saves the wear and tear incident to a Locomotive train. The weight of these cars including Engine and all machinery, Baggage Room, with seats for 40 passengers, with coal and water for 20 miles will not exceed 14 tons; to perform same service with a Locomotive train, the weight would be not less than 42 tons, a saving of two-thirds or 28 tons. The relative cost say to run 100 miles, would be in about the same proportion as the weights of the steam car, only requiring an Engineer and Conductor, while in addition to these the Locomotive train would require a Fireman and Brakeman; and the consumption of Fuel would be over two-thirds more, aside from the saving of oil, which would be a large item, from the fact that the Engine and machinery of the Steam Car is very simple and compact, in addition to which she has but eight wheels, while the Locomotive trains to do the same work would have not less than 28 wheels or journals to oil.

We understand the enterprising Patentees of these cars have recently made some important improvements in the construction of their cars, and they are now as near perfect as can be, to perform the service for which they are intended.

We commend these cars to the attention of all interested in Railroads, who desire a cheap and economical mode of carrying passengers over short routes.

The Patentees we are informed, are building a number of these cars, for roads in different points of the country, and we expect soon to see them on all roads where the travel is light.

In another column will be found the advertisement of Messrs. Grice & Long, and we with pleasure refer our readers to it.

☞ The "New York, Philadelphia and Baltimore Petroleum Company," offer superior inducements to parties who desire to invest; their stock is nearly all taken up, and parties would do well to consult their own interests by calling at the office, No. 71 Broadway, where every information, with maps and prospectus of the company is freely given. See advertisement on another page.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Philadelphia Passenger Railroads.—Suggestive Revenues.

The city passenger railway companies of Philadelphia, during last year paid corporation tax as follows: Citizen's, $1,598; Frankford and South; wark, $3,441; Darby, $75; Gray's Ferry, $1,438-Ridge Avenue, $495; Second and Third, $2,750; Thirteenth and Fifteenth, $1,225; West Philadelphia, $945. Two of these companies have paid a tax upon net earnings or incomes as follows: Citizens', $88; West Philadelphia, $73.

Boston, Hartford and Erie Railroad.

The Boston *Courier* says: "A large amount of the bonds of the Boston, Hartford and Erie Railroad have been taken up recently by some of our leading capitalists; sufficient, we understand, to complete at an early day the connection between Boston and Putnam, Ct., on the Norwich and Worcester Railroad, and the branch from Thompson to Southbridge. The extent of this first division will be about 77 miles. The bonds bear interest at 7 per cent., and are payable in 20 years. The issue is restricted by the charter to one-half the amount actually expended on the work."

☞ The Montreal Telegraph Company have completed arrangements to carry their wires down through Lower Canada and New Brunswick, to intersect with the wires of the American Telegraph Company at Sackville, N. B., in anticipation of the speedy completion of the Atlantic Telegraph Cable from Ireland to New Foundland.

Chenango Canal Extension.

From the report of the State Engineer recently sent to the Legislature, we learn that the surveys are in progress, that the work will soon be to let. Act chap. 185, laws of 1864, appropriated about $500,000 towards this work, to be realized by tax to be levied on tolls of 1864 and 1865.

The original estimate of this work, made by O. W. Childs, Esq., in 1840, was $829,488 21. Mr. Taylor does not give a full estimate of the cost, for the reason that the surveys in progress have not been completed. He expresses the opinion, however, that the work will cost one hundred per cent more now, than the estimate of 1860.

Connecticut River Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected Directors for the ensuing year; Daniel L. Harris of Springfield, John Chase of Chicopee, Chester W. Chapin of Springfield, Ignatius Sargent of Boston, I. M. Spelman of Boston, Edward A. Dana of Boston, Roland Mather of Hartford, Ct., J. H. Butler of Northampton, Henry W. Clapp of Greenfield. Votes were passed authorizing the Directors to contract with the Vermont and Massachusetts Railroad Company to run the trains of the River Line between South Vernon and Brattleboro' for ten years; and also authorizing the Directors at their discretion to build a second track between Springfield and Chicopee, and to pay for the same by issuing shares or otherwise as deemed advisable.

☞ From the report of Auditor General of Pennsylvania, recently made to the Legislature, it appears that the tonnage tax paid by the several transportation companies in that State during the past year, per act of April, 1864, was: Lehigh Coal and Navigation Company, $5,689; Lehigh River Navigation, $1,345; Reading, $18,255; Pennsylvania Railroad, $10,986; Lehigh Valley, $7,623; Wyoming Valley, $3,872; Pennsylvania Coal, $2,759. The tax on tonnage per act of August, 1864, paid, Reading, $27,888; Pennsylvania Railroad, $15,144; Canal Department, $1,-277; Pennsylvania Coal, $4,862; Lehigh Valley, $5,713; Wyoming Valley, $5,266.

☞ The earnings of the Milwaukee and Prairie du Chien Railroad for 1864, were $1,723,381; and the expenses, $1,206,950; net earnings, $516,431—which is 7 per cent. on the total cost of the property—$7,382,573. During last year the sinking fund paid off $90,500 of bonds, and 119,000 was added to material account. The debt now stands at $960,000, having been reduced from $2,-500,000 in eighteen months. No dividends can be paid on the common stock until the funded debt has been paid off.

☞ Mr. David McCargo has been appointed Assistant Superintendent of the Pittsburg division of the Pennsylvania Railroad, and Mr. S. P. Darlington, Assistant Superintendent of the Philadelphia division.

☞ M. H. Cruger Oakley, of the firm of L. P. Morton & Co., Wall street, has been elected a member of the Stock Exchange.

☞ A bill has been introduced into the Michigan Legislature to confer additional grants of land upon the Grand Rapids and Indiana Railroad,

Railroad Earnings—Weekly.

The earnings of the Grand Trunk Railway for the week ending Jan. 14, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$22,663 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	72,173 00
Total	$97,960 00
Corresponding week, 1864	99,370 00
Decrease	$1,419 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 3d week of Jan., | $136,367 48
Corresponding week of 1864 | 74,746 57
Increase | $61,620 91

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of January, 1865, were | $78,500 00
Corresponding week of previous year. | 60,000 00
Increase | $18,500 00

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1865 | $65,339 00
Corresponding week of previous year | 49,220 00
Increase | $16,119 00

The earnings of the Marietta and Cincinnati Railroad for the 2d week in January:

	1865.	1864.
Passengers	$9,070 53	$570 05
Freight	11,802 78	6,992 18
Mail, express & telegraph	1,186 33	944 58
Total	$22,059 59	$15,142 76
Total this month to date	42,603 38	26,494 91

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 7, 1865, were:

	1865.	1864.
Passengers	$2,271 59	$1,701 54
Freight	7,895 71	
Express	130 22	104 16
Mails	296 58	296 58
Total	$10,594 10	$970 79
Increase		$9,623 31

Chicago and Northwestern Railway.

NEW YORK, Jan. 24, 1865.

To the Stockholders of the Chicago and Northwestern Railway Company:

Certain publications having appeared in the *Express* and *Journal of Commerce*, purporting to be a summary of a bill in equity filed by JULIUS WADSWORTH, the holder of three shares only of the Galena Stock, impeaching the legality of the consolidation between the Galena Company and the original Northwestern Railway Company, the Board of Directors deem it due to the stockholders to state that the holders of 57,842 of the 60,280 shares of the Galena stock signed the agreement of consolidation. That of the remaining 2,442 shares about 600 voted for it with the others at the stockholders' meeting; and that most of the residue have omitted to exchange their stock from no reason known to the Board, except delays of legal formalities, absence or disability, and none whatever, except the three shares of JULIUS WADSWORTH are, as yet, represented in the suit.

That this board are advised by their counsel here and in Chicago that there is no doubt whatever of the legality and validity of the consolidation; that it rests on a settled course of legislation of the State of Illinois, and adjudications of the highest court of that State, upon which nearly all the railroad corporations of that State have acted and became themselves the products of similar consolidation, and issued the bonds and stocks by which these great properties are now represented, having a market value of at least one hundred millions of dollars.

That this Board do not believe that the bill in question was filed in good faith to remedy any real or imaginary injury, or for any other purpose than individual malevolence or stock speculations; that in the bill the license which public policy allows to a party in the statement in court of his case, is availed of to form a safe vehicle of falsehood, and then pretended summaries of the bill exaggerated and garnished with sensation headings and published as "legal intelligence," but paid for as advertisements are used to disseminate the falsehoods.

That in respect to all and singular, the allegations so laboriously interwoven with the long narrative of the bill or those pretended reports of the bill, which impute to this board or to any of its members anything whatever other than an upright, conscientious administration of their trusts according to the best of their judgment of the interests of the company, unaffected by any personal considerations whatever, this board declares them to be entirely without foundation and truth.

W. B. OGDEN, President.

The New Steam Car.

A trial trip was made yesterday to New Haven, with Mr. Reamer's new steam passenger car. A company of sixty persons went on the excursion for the purpose of witnessing the experiment. The run to New Haven was made in little over an hour, not including the stops that were made at different places on the road. Everything about the car and engine being new, the working of the machinery and gearing was not so free and easy, of course, as it will be after it gets a little worn and limbered. But all the operations were satisfactory, and such as to show that the whole thing is admirably contrived for service on short roads where it will not pay to run a locomotive and train of the usual dimensions. On this point, the trial was simply a practical demonstration, and so complete as to leave no doubt on the mind of any one who witnessed it. This point being established, nothing further is wanting in the way of argument or illustration, and the car henceforth must be regarded as a public institution. In all its appurtenances, the car is as convenient and pleasant for passengers as any that have yet been built. The wood work was all done by and under the direction of Mr. Reamer, and will bear comparison with the work of any other shop in the country, for strength, style and finish.

It is clear, also, that the car is well adapted for tracks running through the streets of the cities. But whether steam, including cost of car, at present prices, can be used as cheaply as horse power, is a question on which we have made no inquiries, and therefore have nothing now to say.

The run from New Haven back to Bridgeport was performed in less than an hour.

Among the number who composed the company to witness the trial, were Alderman Alvord and Councilman Bacon. After the arrival at New Haven, these gentlemen sought out Messrs. Grice & Long, inventors and builders of the engine, Mr. Reamer, builder of the car, (who were present and did the engineering,) and invited them to take dinner with them and others who were of the party at the New Haven Hotel. This part of the excursion was not, of course, in the original programme; but it was so handsomely and so well done, as to add very much to the pleasure of the trip.

We are glad to hear that some preliminary steps have already been taken towards the formation of a company in this city for the manufacture of these and other cars for passengers. For this branch of business Bridgeport has all the advantages that are required for its successful prosecution, several advantages that are important, and not to be found in inland towns where manufactories have been in operation for several years. With proper efforts, we see no reason why an establishment for this business may not soon be started here that will furnish employment for two or three hundred men.—*Bridgeport Farmer Jan.* 14.

Value of Railroad Property as affected by Peace.

The different degrees in which prices have been influenced by the war of the rebellion has been one of its most striking results. Those articles only have followed the price of gold that are subjects of universal commerce, or of immediate consumption; while railroad property, real estate, and the securities of States and municipal bodies, and even those of the United States, in the face of the extraordinary advance in gold, have either remained unaffected, or are even below their ordinary range with gold at *par*. We do not include railway shares, the prices of which may depend upon speculative movements, but first class bonds and stocks of all kinds, as well as those of the United States, are lower than they were in a normal state of affairs. During the whole process of the inflation there has been no considerable movement in real estate, which can be purchased today as cheaply as it could be five years ago.

This is certainly a very singular result, particularly in reference to railway property. Roads that cost their owners $40,000 per mile, could not now be constructed for $100,000 per mile. As a matter of necessity, no new works are thought of. The roads that are built, consequently, are masters of the field. They command, without fear of competition, the present as well as the future traffic of the country. Add to this advantage, the rapid development of our resources, a development which doubles the productions and internal commerce of the country in periods not exceeding five years, and we shall get some idea of the vast increase in the real value of our roads since the war broke out. Their aggregate traffic and tonnage is at least twice as great as it was four years ago. Why have not the market value of these securities increased somewhat in ratio to the advance in gold; or at least in ratio to their increased value?

There are several causes that have produced such an anomaly. The income from railway property and from real estate is payable in *currency*, at its reduced value. Attention has of late been largely drawn to Government securities payable in *gold*. But the cause more influential than all others has been the conviction that *peace* must soon bring the price of gold at *par*, and that the price of all other articles must follow. With every success, in obedience to this conviction, the price of railway shares and bonds declines. These have been so decided of late that not a doubt exists in the public mind as to a speedy restoration of the authority of government over the whole of the insurgent territory. This feeling has produced great indifference not only toward railway property, but toward property of every kind, and fully accounts for the combinations which are constantly found to accelerate, and profit by the anticipated decline.

We have shown that the price of railway property has receded rather than advanced under the rise in gold. As a necessary consequence, its price should not decline with the fall in this article. On the other hand, it can be demonstrated that every success of our arms, and every fall in prices, renders railroad property the more valuable, and that, too, just to the degree of such fall. The Erie Railway is to day paying two prices for every article used in operating its road. Is it not the gainer just to the extent that the prices of such articles decline? Suppose them to come eventually to a *gold* standard, the expenses of the road would not exceed 40 per cent on earnings of $13,200,000, instead of 67, as at the present time. In such case the net earnings would be $7,920,000 instead of $4,400,000, and would enable the company to pay dividends equalling 20 per cent, as easily as those of 8 per cent. are now paid.

The class of persons to suffer by a fall in prices are the holders of and producers of merchandise. Consumers of all kinds would be proportionally benefited. Railroads are not producers, they are common carriers, and consumers to the extent of more than one-half of their whole earnings. Every fall in price, consequently, is directly to their

advantage.* Builders and manufacturers on contract would be benefitted in the same way. The expenses of operating railroads would be reduced just in ratio to the fall in gold, and their value consequently increased in an equal degree.

A case well in point is the value of real estate. This has not materially risen in price. But no one supposes that it would fall in price by the return of peace, nor that it would not be the more valuable under the triumph of our arms and a complete restoration of the national authority, than with a continuance of the war and the consequent possibility of a divided country.

In every other point of view would peace inure to the value of railroad property. It would vastly increase the aggregate value of the productiveness of the country by returning more than a half a million of men to the industrial pursuits from which they were drawn. The result of the war will be to increase, on an immense scale, manufacturing establishments, and, as a necessary consequence, our internal commerce. The basis of all our prosperity is, of course, agriculture. No contingency can be foreseen why that should not advance as rapidly in the future as the past. Every year is it enlarging its markets in foreign countries as well as our own. For the excess over domestic consumption, there is always a foreign demand; so that its real prosperity is measured by that of the commercial world. Our manufactures will supply the home market, while they may be the consumers of only a small portion of the cereals and provisions we raise.

But peace will give a vast impulse to our trade by restoring to it that of one half of our wide domain. There is no branch of industry at the North that would not be immensely benefited by it. It would double the orders at every manufacturing establishment at the North. It would open an almost unlimited market to the food producing sections of the West. It would, in fact give an impulse to our domestic trade never felt before. All this commerce must pass over our railroads, and swell their business to an amount far beyond its present volume.

From a careful consideration of the whole subject, therefore, no other conclusion can be arrived at than that every step through victory toward peace, and every fall in gold, add to the real value of our railroads, and should add to instead of reduce the price of their securities. The thing is demonstrable beyond a doubt. Peace would vastly reduce their expenses, while it could not fail to increase their receipts. It would confirm the confidence felt in every kind of investment. The conservator of property is the civil government. The moment this is seen to be placed on a firm basis, men will act upon their convictions instead of upon their fears. Up to this time no small number among us have distrusted every kind of property the value of which depended in any measure upon political organizatien. All this apprehension will soon be, if it is not already, dispelled, and we have no doubt of soon seeing railroad property sought for at its real worth.—*Jerome, Riggs & Co.'s Circular.*

Pittsburg Passenger Railroads.

The Birmingham Passenger Railway Company held an election for Directors yesterday, when the old Board was chosen without opposition. The company did not declare any dividend, the expenses, owing to the high price of feed, &c., having been found sufficient to absorb the earnings. This is not surprising. The Citizen's road, which has a far larger traffic, not only paid no dividend, but if we are informed aright, sunk some $3,000 during the year. To be sure this may be but temporary, and *per contra*, the stockholders have already made handsomely on their investment, but still it shows that our city railways are not, by any means, the money-making concerns some suppose them to be, and if the present high prices continue they are likely to prove a source of serious loss to their owners. The Manchester Company elected Mr. Henry Irwin, President; Robert Hays, Wm. Bagaley, James Miller and A. S. Bell, Directors.—*Pittsburg Chronicle, Jan.* 19.

The Whale Fishery.

From an interesting review of the trade of the year 1864, published in the New Bedford *Shipping List*, we learn the number employed in the whale fishery January 1, 1865, was: of ships and barks, 227; briggs, 5; schooners, 44; having an aggregate tonnage of 79,690—showing a diminution of 31 ships and barks, an addition of 3 schooners, and a diminution of 9,093 tons. The number of vessels and amount of tonnage employed in the whale fishery since 1859, have been as follows:

	Ships & Barks.	Brigs.	Schrs.	Tonnage.
Jan. 1, 1859	561	19	45	195,115
" 1860	508	15	42	176,842
" 1861	459	14	41	158,746
" 1862	372	10	41	125,465
" 1863	301	10	42	103,146
" 1864	258	5	41	88,785
" 1865	227	5	44	79,690

The following statement will show the imports and exports of sperm oil, whale oil and whale bone from 1859 to 1864, inclusive:

Imports:	Bbls. Sperm.	Bbls. Whale.	Lbs. Bone.
1859	91,408	190,411	1,923,850
1860	73,708	140,005	1,337,650
1861	68,932	133,717	1,038,460
1862	55,641	100,478	763,500
1863	65,055	62,974	488,750
1864	64,372	71,863	760,450
Exports:			
1859	52,207	8,179	1,707,929
1860	82,792	13,007	911,226
1861	37,547	49,969	1,145,013
1862	27,976	68,583	1,004,981
1863	18,366	11,297	279,394
1864	45,000	12,000	530,000

The average price of sperm oil in 1864, was $1.78 per gallon; of whale oil, $1.28 per gallon; and of whalebone, $1.80 per pound. The closing prices in December were, $2.12, $1.46 and $2.18, respectively. The average price of Sperm Oil for 1863 was $1.61 per gallon; Whale Oil, 95¼c. per gallon; Whalebone—Northern, $1.62. and Southern, $1.44½ per pound, against $1.41½ for Sperm, 59½c. for Whale Oil, 88c. for Northern, and 76c. for Southern Bone, in 1862. The following statement will show the stock of oil and bone on hand on the 1st of January, in the last seven years:

	Bbls. Sp.	Bbls. Wh.	Lbs. Bone.
1859	17,176	82,376	400,000
1860	13,429	96,480	380,600
1861	15,838	80,469	488,700
1862	16,132	58,378	295,600
1863	16,038	23,019	91,500
1864	31,200	9,344	148,980
1865	20,382	6,679	170,150

Pittsburg and Steubenville Railroad.

The annual meeting of the stockholders of this company was held in Pittsburg on the 9th inst., but as the affairs of the road are altogether administered by the Western Transportation Company, to which it was some three or four years ago leased, the proceedings were almost devoid of interest. The road, says the *Chronicle*, is being rapidly pushed to completion, and in a very short time will be opened for travel. The event will be hailed with pleasure by all, and cannot but materially aid in the development of the rich mineral country through which the line runs. The following gentlemen were elected Directors to serve for the ensuing year: Isaac Jones, President; F. Smyth, M. B. Brown, Jas. Schoonmaker, M. O'Hara, Max. K. Moorhead, Jas. B. Murray, Nathaniel Holmes, William Phillips, Joshua Rhodes, A. S. Nicholson, W. S. Haven, Jesse Edgington.

Atlantic and Great Western Railway.

The traffic returns of the Atlantic and Great Western Railway for the months of January, February, March, April, May, June, July, August September, October, November and December, 1864, were respectively as follows:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	58,992	138,275	197,267
May	57,193	157,486	214,679
June	73,654	240,867	314,521
July	82,665	249,433	332,098
August	95,077	310,999	406,076
September	135,502	310,542	446,044
October	108,121	288,726	396,847
November	107,814	273,996	381,810
December	105,837	251,719	357,556
	$979,177	$2,730,793	$3,709,970

Boston, Hartford and Erie Railroad.

We learn from the Boston *Advertiser* that during the last month rapid progress has been made in the filling on the South Bay. On Saturday last the road was opened through South Boston and the work of filling commenced on the line between First street and the tarminus at the foot of Summer street. About 4,700 feet of solid filling remains to be accomplished. Laying of the rails is in progress on the Southbridge branch. There seems to be no doubt that the first division, about 77 miles, will be opened in the ensuing spring.

Specie Product in Mexico.

Very little is known by the general public of the specie product of Mexico, and therefore the following statistics of the amount of money coined in that country since the year 1857 are valuable as well as interesting:

From 1537 to 1731, the period of colonial government, the mint of Mexico struck off in gold, silver and copper $760,765,406. From 1732 to 1821 the mints of Mexico, Chihuahua, Durango, Guadalajara, Guanajuato, Sombrete and Zacatecas coined in gold, silver and copper $1,300,816,552. From 1822 to 1823, the period of the empire, the mints of Mexico, Durango, Gaudalajara, Guanajuato and Zacatecas coined in gold, silver and copper $19,132,961. Under the republic, from 1824 to 1863, the mints of Mexico, Chihuahua, Culiaca, Durango, Guadalajara, Guadalupe and Calvo, Guanajuato, San Luis, Tlalpan and Zacatecas, struck off in gold, silver and copper $409,202,962.

The total produced a sum of $2,579,917,877, which, reduced to the French money system, would give the round sum of 11,899,589,355 francs.

Atlantic and Great Western Railroad.

At a meeting of the Directors of the Atlantic and Great Western Railroad, held in Meadville, the following officers were elected: President, J. J. Shyrock; Vice President, T. W. Kennard; Directors, G. Church, J. H. R. Rose, M. Kent, A. W. Mumford, Samuel Waun, John Dick, Wm. Thorp, G. V. Culver, Geo. A. Bittenbanner, W. G. Hamilton, Pearson Church.

☞ The County Court of St. Louis County has ordered the issue of $700,000 of St. Louis County bonds to the Pacific Railroad Company, authorized by the recent act of the Legislature, to aid in completing the 40 miles yet to be constructed between St. Louis and Kansas City, where it is intended to meet the road from Kansas. Workmen are now engaged on the Union Pacific Railroad, and prospects are said to be good for the extension of the road to Fort Riley the coming summer.

Spruce and Pine Street Passenger Railroad.

The gross receipts of this road for the past year were $82,781 56, and the total expenses were $65,322 60, leaving the net earnings $17,458 96. The average receipts for travel were $248 58 per day. The following gentlemen have been elected officers of the company for the ensuing year: President, S. Gross Fry. Directors, Oliver Hopkinson, Wm. Harbeson, J. P. McFadden, Wm. M. Farr, Israel Maull. Mr. J. P. McFadden was elected Treasurer.

Remoteness of Damage.—Liability of Railroad Companies for Negligence when Accident would not have Happened without Wrong Doing of the Third Party.

The recent case of Harrison against The Great Northern Railroad Company, in the Court of Exchequer, England, was an action which was tried at the last Spring Assizes held at Lincoln, in England.

It appeared that a company had been formed at the beginning of the century for the purpose of carrying out certain drainage works, in Lincolnshire in that country, and in particular to construct a delph or drain running into the river Witham at Horsleydeeps, and that by a certain statute or act, (10 Geo. IV. C., 123,) they were bound to keep this delph or drain in sufficient repair.

The Great Northern Railway Company, (the defendants,) by their act (9 and 10 Vict. C., 71,) were required to take a lease of their property for 999 years from the above company, and to perform all the duties which they had been bound to perform.

The River Witham, below Horsleydeeps was under the management of certain commissioners, who were bound to keep it of a certain width and depth.

These commissioners having neglected to clean the river, the water in the delph or drain was penned back, and on the occasion of some heavy floods in March, 1862, one of the banks gave way, and the neighboring lands, including those of the plaintiff, were placed under water and greatly injured.

It was contended on the part of the plaintiff, that the bank had been improperly repaired, and that it was owing to this fact that it had given way.

The defendant contended that the accident was entirely owing to the neglect of the commissioners in not keeping the river clear below Horsleydeeps.

The jury found, in answer to questions, submitted to them by the Judge, first, that the bank had been improperly repaired; secondly, that the accident was caused by the water being penned back through the neglect of the commissioners; thirdly, that it would not, however, have happened if the bank had been properly repaired.

The Judge ordered the verdict to be entered for the plaintiff on this finding, and the defendants' counsel having obtained a rule *nisi* to enter the verdict for the defendant, or to reduce the damages to a nominal sum, the plaintiff's counsel now showed cause, and urged the following points:

The first and third findings make the second immaterial; the defendants having made the delph and brought the waters there, were bound to prevent its injuring the neighboring proprietors. The defendants caused the injury by making the bank so high as to contain the water; if it had been lower a small quantity only would have overflowed. No action will lie against the commissioners, because they would say, if the bank had been good, as we had a right to expect, there would have been no damage. The defendants were bound to provide against any reasonable rise of the water, and they endeavored to do so, for they made the bank high enough to prevent the water from overflowing.

The defendants' counsel, in reply urged the following points:

The declaration is not framed on common law grounds, and could not be; it rests entirely on 10 Geo. IV. C., 123, § 10. It is admitted that the commissioners had broken their statutory obligations, and thereby not only penned back the water in the delph, but driven additional water into it, yet the bank withstood the pressure for two and a half days before it gave way. It is the same as if a man builds a house with its walls one brick thick, when it is provided by act of Parliament that the walls shall be one and a half thick. The house stands for a time, and would continue to do so, but a man drives against it and knocks it down, and in falling it kills somebody; would it be said that the owner of the house was the proximate cause of the injury? so too, the acts of the commissioners, and not of the defendants, caused the injury to the plaintiff. The legislature cannot be supposed to have in view the wrongful acts of third parties, or to impose on those with whom it deals the burden of providing against them.

POLLOCK, C. B.—In this case the defendants, for their own profit as owners of a navigation, had undertaken the burthen of maintaining a delph, or cut, for the carrying off of certain water. This they have maintained in an improper manner; that is to say, improper in the sense that the banks of it were not sufficient to resist the water they would contain, such insufficiency being owing to bad construction.

It was not shown that they were insufficient to hold the water that would come there by the wrongful act of others, which I am about to name; but they were insufficient in relation thereto. The outlet of the delph was in a certain channel, the commissioners for the management of which were bound to keep it of certain dimensions. They did not, and by reason thereof as found by the jury, the water in the delph was penned back—possibly, even water flowed from below into it. It consequently rose in the delph, and owing to its rising and the defective construction of the banks, they gave way, and the plaintiff's land was inundated and damaged.

The jury further found that but for this wrongful conduct of the commissioners the mischief would not have happened. The defect, however, of the channel in which the delph had its outlet, was not of recent occurrence, but of long standing, and on former occasions, the water had by the same cause been penned up in the delph. Further, there was nothing in the weather of so extraordinary a character that the defendants were not bound to anticipate it. The storm, though unusual and extraordinary in a sense, yet as happening once in a year, or in a few years, was not unusual.

It was argued for the plaintiff, that the defendants were insurers; that is, they for their purpose had the delph and brought the water there, and were bound to restrain it. It is not necessary to decide this, as we think they are liable on other grounds. They are bound to maintain a sufficient cut or delph. The sufficiency of a cut depends on its depth, width, fall, and outlet, as compared with the water likely to be in it. Now, in this case the cut was not sufficient to hold the water likely to be in it, owing to the condition of its outlet.

If no one was under any obligation in relation to that outlet, it is clear that that was insufficient, and that the defendants would be responsible. Are they less so because there is an obligation on the others as to the outlet which is not performed? We think not.

It is not the case of a sudden wrong done by others in stopping up the outlet. It is a permament, long continuing state of things, which it was the duty of the defendants to obviate or guard against.

Suppose A has a drain through the lands of B and C, and C stops up the outlet into his land from B's, and A, nevertheless, knowing this, pours water in the drain and damages B, surely A is liable to B? The present law may be tested thus: Suppose the plaintiff sued the sewer commissioners for this damage, could they not truly say they had not caused it? I think they could. They would say the proximate cause was the defective bank, and it was so; and so the defendants are liable, and the plaintiff is entitled to judgment.

The rule will, therefore, be discharged.

Rule discharged.

The Steubenville Tunnel.

The work on the Steubenville Tunnel is progressing as fast as the limited number of men employed will allow. It is being carried on under the greatest difficulties, but nevertheless it is fast approaching completion. The laborers experienced great inconvenience from the amount of water which collected in the bed of the tunnel after a heavy fall of rain, and which it was necessary to use a pumping apparatus to remove. This evil has since been remedied, and a system of drainage has been inaugurated which proves extremely useful.—*Pittsburg Chronicle.*

☞ During the past week a corps of engineers, under the direction of Col. William W. Taylor, have been in the field making a preliminary survey of a railroad route, from a point at the Relay House, on the Northern Central Railroad, to connect with the Western Maryland Railroad, *via* Hagerstown, to Canton. The route passes above the first toll-gate on the York road, and crosses the Harford road at the Homestead village, the Belair avenue at the entrance of Baltimore cemetery, down Mine Bank lane and through Potter's field, crossing Monument street a half mile east of the projected railroad which was stopped by an injunction a few years since, and never completed. The present survey proposes to carry the road to tide water.

☞ Notice is given in the Canada *Gazette* that application will be made to the Legislature at its next session for a charter to build a branch railway "to connect with the Montreal and Vermont Junction Railroad, from the Stanbridge depot to some point on the Province line, *via* Frelighsburg."

THE MARIETTA RAILROAD.—The decision of the Supreme Court of Ohio in the case of the Marietta Railroad, is creating some talk in railroad circles. The decision invalidates all action under the supplementary law of winter before last, authorizing the sale of the franchise, and renders all new stock issued under it null and void. Other roads in the State are deeply interested in this decision. —*Cincinnati Commercial.*

☞ The New Castle *Courant* says, that Geo. W. Cass, of Pittsburg, has subscribed $90,000 of stock to the New Castle and Beaver Valley Railroad Company.

☞ Public sentiment begins to be quite active in favor of constructing a city passenger railway from Cooper's to Kaighn's Point, New Jersey. Although no application for a charter has been made to the Legislature for such authority, yet the enterprise appears so feasible that it is believed a charter will be obtained by a company next year. The movement would be highly advantageous to the people and profitable to the stockholders.—*Phila. News.*

☞ The New Castle and Franklin Railroad Company have elected the following officers: President, G. W. Cass; Vice President, J. W. Blanchard; Directors, S. M. Kier, Geo. C. Reis, W. Stewart, D. W. Courtney, —— Egbert, J. C. Shaw, and Jacob Zugler. The New Castle and Beaver Valley Railroad Company have chosen the following officers: Alexander Crawford, President; R. W. Cunningham, D. B. Kurtz, Springer Harbaugh, J. M. Crawford, G. W. Cass, W. Patterson, Directors. Following are the officers of the Lawrence Transportation Company: J. M. Crawford, President; W. Patterson, G. W. Cass, J. C. McCullough, James Raney, Springer Harbaugh, Alex. Crawford.

☞ ROBERT H. SHEARMAN, who for the past three years has had charge of the Railroad Department in the office of the State Engineer, was on the 1st instant appointed Deputy State Engineer and Surveyor.

☞ A general movement is said to be on foot among the Western Railroad Managers, in view of the increased cost of fuel in particular, and of construction, repairs, and other expenses in general, to reduce the speed of passenger trains to a maximum of twenty miles per hour.

☞ An effort is now being made to open telegraphic communication from Brownsville to Pittsburg, by way of the Monongahela City Telegraph Line, *via* West Newton. It is proposed to build the line on the east bank of the river, with intermediate offices at Webster, Belvernoon, and Fayette City.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st.,
NEW YORK, Jan. 20, 1864.

THE COUPONS due Feb. 1, 1865, from the BONDS of the GALENA & CHICAGO UNION RAILROAD CO., and the CHICAGO & NORTH-WESTERN RAILWAY CO., will be paid on and after that day, on presentation at this office. JAMES R. YOUNG, Sec'y.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, Jan. 21, 1865.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the Office of DUNCAN, SHERMAN & CO., in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of January instant, and be re-opened on the morning of Thursday, the twenty-third day of February next.

4t-4 JOHN V. L. PRUYN, Treasurer.

UNITED STATES DISINTEGRATING ORE COMPANY,

OFFICE, - - - - - 74 BROADWAY,

ROOMS, 14 AND 15.

3m-3

STEEL BOILER FLUES AND STEEL FIRE BOX PLATES.

RUSSELL & HOWELL'S

HOMOGENEOUS METAL

BOILER TUBES,

1¼ to 6 inches outside diameter cut to any given length

One half the thickness, and much stronger and more durable than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

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Betts & Denslow,

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No. 24 William Street,

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GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y
GEO GOODYEAR, New Haven, Ct.
GEO G. GOODYEAR, HARVEY DURAND.

REFERENCES.

HON JOHN J. CISCO, late Assistant U S. Treasurer,
JACOB RUSSELL, Esq., Cashier U S Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington

THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, Jan. 6, 1865.

DIVIDEND.—The Directors of this Company have this day declared a Dividend from the Earnings of the Road for Six months, ending 31st December, ultimo, of THREE AND ONE-HALF per cent. on the PREFERRED STOCK.

Also, a Dividend of FOUR per cent. on the COMMON CAPITAL STOCK.

Both payable (less the Government tax of five per cent.) at the Treasurer's Office, Erie Place, on WEDNESDAY, the First day of February next, to the Registered Holders of Stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed on the afternoon of MONDAY, the 16th inst., and be re-opened on the 2d of February.

3t-2 HORATIO N. OTIS, Secretary.

IMPROVED LOW Pressure Steam Warming AND Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

PETROLEUM.

NEW YORK, PHILADELPHIA, AND BALTIMORE CONSOLIDATED

PETROLEUM AND MINING CO.

CAPITAL, $1,500,000, DIVIDED INTO 300,000 SHARES

PAR VALUE, $5 PER SHARE.

SUBSCRIPTION PRICE, $1 PER SHARE.

No further assessment or call on the subscribers, as 50,000 Shares are reserved for Working Capital.

PRESIDENT—J. S. CLARK, of New York.
VICE-PRESIDENT—R. H. WISHART, New York.
TREASURER—H. P. DEVOE, New York.
SECRETARY—J. CONKLIN, New York.

DIRECTORS.

R. V. R KETCHUM, Baltimore, Md.
O. KING, Baltimore, Md.
J. H. GOULD, Philadelphia, Pa.
W. WOODRUFF, Baltimore, Md.
DR. T. S. RING, New York.
A. CLARK, Tarr Farm, Pa.
H. B. CLARK, Oil City, Pa.

GENERAL SUPERINTENDENTS.

J. S. CLARK, N. Y. A. CLARK, Tarr Farm, Pa
H. B. CLARK, Oil City, Pa.

OFFICES:

No. 71 Broadway, New York.
Nos. 612 and 614 Chestnut street, Phila.
And 147 Baltimore street, Baltimore, Md.

This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property, embracing upwards of six hundred and thirty-five acres, has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success, and prospect of a very large product of oil.

OFFICE IN NEW YORK, where Prospectus, Maps, and every information can be obtained,
No. 71 BROADWAY, NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January and opened on the 2d day of February.

THOMAS E WALKER Treasure

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

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Stock Commission Broker,

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(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS, &c., Bought and Sold on Commission.

James Wadsworth & Co.

61 CEDAR ST.,

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RAILWAY COMMISSION MERCHANTS.

IMPORTERS AND DEALERS IN

ENGLISH AND AMERICAN RAILS.

CHAIRS, SPIKES, TYRES,

Boiler Tubes, etc., etc.

CONTRACTS MADE FOR

LOCOMOTIVES,

FREIGHT AND PASSENGER CARS.

Railroad, City, and County

BONDS NEGOTIATED

UPON FAVORABLE TERMS.

JAMES WADSWORTH. T. MITCHELL TYNG

Great Northern Oil Co.

OFFICE 24 BROAD STREET,

And 67 Exchange Place near B'way.

CAPITAL, - - - - $2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other OILS.

OFFICERS.

JOHN BRYAN, President, New York.
JACOB S. ATWOOD, Vice-Pres't.
J. A. WISNER, Sec'y and Treas'r.
R. E. HENDRICK, Superintendent
WM. N. MARCUS, Gen. Agent.

ODDIE & GAMBLE,

Stock, Bond & Gold Brokers,

NO. 3 BROAD ST.,

NEW YORK.

ORVILLE ODDIE, (Late Oddie, St. George & Co.) ARTHUR GAMBLE.

MOTT BROTHERS,

(SUCCESSORS TO MOTT, HILL & CO.,)

BANKERS and BROKERS,

NO. 30 BROAD STREET,

NEW YORK.

CHAS. ST. J. MOTT. GEO. H. MOTT.

STOCKS, BONDS, GOLD AND GOVERNMENT SECURITIES, bought and sold on Commission.

Interest allowed on deposits. Collections made in all parts of the country.

SMITH & SAYRE;

PROPRIETORS AND MANUFACTURERS OF THE

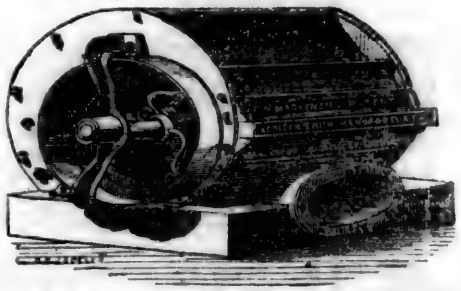
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BLOWER & CUPOLA,

PATENT

GAS EXHAUSTOR

AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,
458 Broadway, N. Y.

WM. G. FORD, Formerly of Memphis, Tenn. S. T. SUIT, Formerly of Louisville, Ky.

FORD, SUIT & CO.,

BANKERS,

15 Broad Street, New York,

Dealers in Foreign and Domestic Exchange. Government Securities, Stocks, Bonds and Gold bought and sold exclusively on Commission.

GEO. E. H. GRAY, CASHIER.
Formerly of Louisville, Ky.

RICHARD DUDGEON,

MACHINIST,

24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street**, where he is prepared to furnish



Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Denver's Patent Steam Hammer.

A. WHITNEY & SONS

CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 4, 1865.

Ocean Mail Steamers.—Restoration of our Foreign Commerce.

It is a well known and not very agreeable fact, that our foreign commerce has during the last four years been conducted almost entirely under foreign flags. That portion of our merchantmen which ventured to retain the stars and stripes at their mastheads has been almost annihilated by rebel piracy, notwithstanding our great naval superiority. On the other hand, England which has encouraged, if it did not cause the original divisions between the North and South is again commercially speaking, the mistress of the seas. A small island not much larger than one of our inland lakes, with a limited coast and few rivers, takes the lead of the rest of the world in the extent of her commercial navy, her voyages, her traffic and her profits. Before the rebellion broke out the United States was her most enterprising competitor, but at present we are fallen behind, and unless some radical measures are taken, even the return of peace will not be attended with the immediate return of our lost commerce.

These measures which we term radical, are not those which are likely to be approved by those wedded to old notions and habits, who believe in routine and red tape, but they have fortunately attracted the attention of the present administration and have received in a few words, the approval of the President and the Postmaster General. What remains to carry them into effect is to give a proper impetus to public opinion on the subject, and to this end we resume its discussion, which we began in this JOURNAL nearly two years since.

We restate our original proposition, and will then give a brief account of what has befallen it, and of its success up to the present time.

It was this. That as we had no longer any mail steamers on the ocean, with the single exception of the lines connected with California, that as all regular correspondence with foreign ports with the same exception was through foreign mails, as our commerce was cut off, and would be affected even on the return of peace, for the want of regular mail facilities of our own, it was evidently the duty of the Government at the earliest practicable moment to employ a part of our surplus navy as mail packets, and to establish therewith suitable lines to all parts of the world. The old system of granting subsidies to private companies had been found unpopular in principle, and transitory in character, and if it were revived, would require years for construction, large monied combinations, and at every step would meet with opposition.

The Secretary of the Navy as early as 1863, on being urged to the consideration of the scheme, gave it his approbation in his official report. During the last winter session of Congress, a resolution was adopted in the House of Representatives calling on him for a report of the number and character of the vessels in our navy suitable for the service. This was promptly made, and it appears that we had then and still have at least twenty-seven wooden steamers of between 3,000 and 2,000 tons, with power, capacity and speed to form a complete system of mail packets for the ocean. On the 1st of July, the splendid ship Wampanoag of 3,000 tons will be ready to be thus employed, and she headed the list selected by the Secretary.

Mr. Blair, the former Postmaster General, paid no apparent attention to the subject, but the present intelligent and patriotic head of the Postoffice Department at once grasped the idea, saw its importance and recommended its consideration to Congress. The President also in his message sanctioned the recommendation of Mr. Dennison.

We have therefore the whole plan before us, and it has been indorsed in the very highest quarters. The next step is to have it carried out "*Hic labor, hoc opus est.*". At this moment there are resolutions before the New York Chamber of Commerce urging Congress to act at once in the matter, and it is to be hoped they will call forth the support of that eminent and influential body. What more is wanted is similar action on the part of the Boards of Trade in all our great Atlantic cities, and a ventilation of the whole by the leading presses.

Especially at this moment, for we see the symptoms of an unwise return to its old system of cruising about to be adopted by the Navy Department, in advance of the establishment of the so much needed mail steamers. We hear that a large fleet is to be placed on the Brazil station, and in the Mediterranean. We have between 5 and 600 steamers, and now not work enough for half of them. They are, however, to be divided up into squadrons and scattered round the world. For what? To protect a commerce which does not now exist! Or to give holiday excursions to favorite officers of the department. It is well known that these squadrons hitherto have spent half their time in port, for they really had nothing to do. The present plan offers more useful occupation and will produce such results, that squadrons will hereafter become more important than ever they have been before.

Again. Let us look into the pecuniary aspect of the old system about to be revived. The sum total of our trade with Brazil in 1860, in imports and exports just before the war, was about $10,000,000. The profit could not have been more than two and a half millions—say 25 per cent. Now what will be the annual cost of maintaining a fleet on the station that shall properly represent the power of our present naval organization. Five or six large steamers with their tenders, will cost the country annually more than all the profits which our merchants will make out of the trade!

And so especially will be the case with regard to our Mediterranean squadron, which will also be on the same large, if not a larger scale.

The trade with the countries on the Mediterranean where our ships resort is not so large as that with Brazil, and it is the custom of our squadrons there to lie at anchor at a few favorite ports for a large portion of their cruising time.

We propose therefore with regard to the old system to "reform it altogether." Turn these pleasure squadrons, for such in fact they have been for the most part, into mail carriers, and they will always be in the right places at the right time.

On every mail route there will be a continual movement of cruisers, sufficiently armed to protect themselves, and ready to give aid, and perhaps convoy to our merchant vessels when in danger. These mail steamers may readily carry valuable freight, as it is well known that value is oftenest found with the smallest packages; these and a full quota of passengers might always be counted upon in a Government vessel.

Thus, postages, freights of the most valuable character, and passenger traffic would produce enough to reduce the expenses of maintenance and relieve the Navy Department of one of the most considerable items in its budget.

We paid the last year one million of dollars for postages to foreign steamers. All this we could save and appropriate by carrying our own letters. In short, by establishing these lines we should be able to make them almost self-supporting, and yet the actual service of the navy, and its influence politically, would be fully maintained. Let us suppose then we had lines to England, France, Germany, Spain, Italy, Brazil, the River Plate, and between California, and China and Japan, the armed vessels carrying these mails would be at the same time the most effective and useful fleets on the oceans.

Nor would the arrangement be injurious to private enterprise. For it might be understood that the Government would at any time on the establishment of any merchant lines for the same purpose surrender its own, but not until their permanence was guaranteed and the service secured.

In arranging the various routes for these lines, it is no doubt foreseen, that a strong competition would grow up between some at least of the principal Atlantic cities as to their claims. All this we propose to obviate by a friendly arrangement beforehand, effected by their Boards of Trade and Chambers of Commerce. These might fix the routes so as to satisfy all, and their union on this point would secure the success of the whole plan.

It is in vain for us to expect any large increase of our foreign commerce outside of England and the continent of Europe generally without the means of regular correspondence. No merchants employ agents or send goods where they cannot be heard from. Multiply the means of communication and you increase trade. This is the whole secret of the present commercial prosperity of England; and we should be insane not to make use of it ourselves when we have such a splendid opportunity, such as we never had before, and would not have now, but for the wonderful increase of our navy, rendered necessary by the exigencies of war. Instead therefore, of regretting that increase let us make a good use of it. These vessels should not be laid up in navy yards to rot, nor sent round the world at an enormous expense merely to be seen, but should be set at work to do the most important part of the work of that commerce which they were built to defend.

We hope that our cotemporaries will unite with us therefore in keeping this question constantly before their readers, until public opinion shall do its work.

In six months' time if Congress would pass an enabling act, the Postmaster General could have half a score of mail lines in full operation.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Oswego and Syracuse Railroad.

The earnings and expenses of this road for the years ending September 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$85,813 86	$119,074 93
" freights	69,210 98	95,347 41
" mails	3,239 78	2,846 39
" miscellaneous	1,492 90	1,725 16
	$159,757 52	$218,993 89
Expenses, viz:		
Repairs of road	$11,779 18	$20,325 90
" buildings, etc.	1,751 86	3,794 80
" engines	10,439 19	11,403 27
" cars	7,566 54	6,968 03
" tools, etc	1,195 80	1,020 94
Fuel	10,638 57	14,802 73
Oil and waste	973 96	1,370 13
Loss and damage	402 15	1,105 97
Road and train hands	12,360 38	15,460 61
Office expenses, etc.	1,228 84	1,124 90
Agents and clerks	2,888 55	2,818 29
Use of freight cars	216 07	1,155 48
General Superintendence.	2,150 00	2,300 00
Taxes on real estate	5,161 75	6,270 97
U. S. tax	2,471 46	5,646 39
All other expenses	9,073 78	11,869 95
	$79,697 58	$106,937 86
Net earnings	$80,059 94	$112,056 03

The expenses charged to cost of road and equipment during the year were $9,580 30, making the total expenses, $116,518 16. Ten new freight cars have been built at a cost of $7,306 56; and $1,796 71 have been expended upon an unfinished coach.

Two dividends of four per cent. each have been declared within the year, amounting to $38,592. The amount paid upon dividend account during the year was $39,223 50.

The equipment of the road consists of 6 engines; 10 passenger, 3 baggage, mail and express, and 51 freight cars. Miles run by engines with passenger trains, 44,737; with freight trains, 35,561; with working trains, 8,200—total, 88,498. Number of passengers carried, 181,416; do., carried one mile, 3,968,185. Tons of freight carried, 79,834; do., carried one mile, 2,451,432.

Length of road 35.910 miles. Length of double track, including sidings 2.211 miles. Weight of rail, 57 lbs. per yard.

The value, at cost prices, of stock and materials on hand at the close of the year was $15,934 71.

The amount of surplus fund derived from earnings, exclusive of bonds or the portion not expended for construction of the extension at Oswego, at the close of the fiscal year was $78,623 18.

A contract was made in March last for the necessary graduation and masonry to extend the tracks of the road down to the river at Oswego, and also for the construction of about 1,000 feet of ship channel, which is to be completed by the 1st of September next. A river front of about 1,700 feet has been secured, with ample dock grounds for transhipping lake freight, receiving, storing and delivering of coal into vessels, which is estimated to cost, including land damages, coal tracks and pockets, the sum of $200,000. The amount expended for the same to December 1st, was $72,500.

Income Account, September 30, 1864.

Balance October 1, 1863	$43,490 31
Receipts from passengers, freights, etc.	217,268 73
" bonds	114,000 00
" interest	1,449 81
" land	2,237 00
" miscellaneous	275 35
	$378,721 20
Paid on construction	$78,373 44
Maintenance of road	36,087 56
" machinery	21,146 38
Operating the road	49,753 92
Interest on bonds	13,880 48
" on floating debt	1,050 00
Dividends paid	39,223 50
Bonds "	6,500 00
Material 1864–'65	7,282 10
Balance carried to surplus fund	125,473 82
	$378,721 20

The Oswego and Syracuse Railroad Company was chartered on the 29th of April, 1839, and procured a renewal of its charter on the 14th of May, 1845. The company was organized on the 25th of March, 1847; and immediately after commenced construction. The road was opened for public use on the 16th of October, 1848.

The original amount of capital stock, as authorized by charter, was 7,000 shares of $50 each—the whole amount $350,000, having been paid in. On the 5th of June, 1854, the stockholders authorized the issue of 2,800 shares increased stock to the holders of the original stock *pro rata*. Of this amount only 2,648 shares were issued—making the total amount issued to date $482,400. The increased stock has been issued to the holders of the original stock upon the payment of 35 per cent. in cash; the balance, 65 per cent. being given the stockholders in consideration of the earnings of the road having been expended in construction and other improvements. The amount of cash realized from the sale of the increased stock was only $46,340.

The bonded debt of the company amounts to $311,500, of which $36,500 is due in 1870; $50,000 in 1875; $61,000 in 1880; and $114,000 in 1885.

COST OF ROAD AND EQUIPMENT.

Graduation and masonry	$258,655 13
Bridges	25,078 38
Superstructure, including iron	283,257 41
Stations, buildings and fixtures	10,056 24
Engine and car houses, etc.	23,735 47
Land, land damages and fences	151,461 28
Locomotives, snow ploughs, etc.	63,139 33
Passenger and baggage cars	21,256 55
Freight and other cars	43,804 02
Engineering and agencies	21,409 71
Total	$901,853 52

GENERAL LEDGER BALANCE.

Construction	$773,653 62
Equipment	128,199 90
	$901,853 52
Capital stock	$482,400 00
Funded debt	311,500 00
Floating debt	23,708 34
Profit and loss	84,245 18
	$901,853 52

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of Road.	Earnings—Gross.	Earnings—Net.	Dividends.	Per cent.
1849..	$548,353	$49,133	$18,542	*nil.*	*nil.*
1850..	571,774	77,463	38,521	$14,000	4
1851..	588,678	93,861	48,698	12,250	3½
1852..	607,804	90,617	43,008	12,250	3½
1853..	633,598	91,723	44,478	*nil.*	*nil.*
1854..	677,754	104,557	51,172	"	"
1855..	723,683	126,540	58,982	13,117	3½
1856..	741,618	146,192	73,563	42,193	11
1857..	752,030	149,378	78,754	33,436	8
1858..	761,380	115,997	61,847	37,097	8
1859..	775,677	109,152	60,829	38,592	8
1860..	791,002	119,666	64,753	38,592	8
1861..	800,914	116,802	62,554	38,592	8
1862..	815,561	140,634	77,550	36,180	7½
1863..	823,480	159,757	80,060	38,592	8
1864..	901,853	218,994	112,056	38,592	8

The office of the company is at Oswego, N. Y. The officers are:

President.—F. T. CARRINGTON.

Directors.—F. T. Carrington, Luther Wright, W. B. Phelps, A. P. Grant, S. Doolittle, Gilbert Mollison, Oswego; Allen Munroe, E. B. Judson, T. T. Davis, Austin Myers, Syracuse; R. H. King, H. H. Martin, Albany; Joseph Battell, New York.

Vice President.—ALLEN MUNROE.

Treasurer.—LUTHER WRIGHT.

Secretary.—A. P. GRANT.

Superintendent.—GEORGE SKINNER.

New York and Harlem Railroad.

The earnings of this road for the year ending September 30, 1864, were $1,860,428. The expenses for transportation and construction were $1,409,820; and for interest, $432,439, total $1,842,259—leaving a balance of $18,169. The cost of the road is represented by—

Bonds	$6,115,800
Real estate mortgages	98,136
Floating debts	14,260
Total debt	$6,228,296

Statistics of Michigan.

The State census of 1864 states the population of Michigan at 803,745, a gain of 54,632 since the census of 1860. The drain of the war upon our male population is shown by the fact that while in 1860 the number of male inhabitants of Michigan exceeded the number of females by 50,275, in 1864 it was but 21,132 greater. The number of bushels of wheat raised during the year 1864 is 1,374,442 greater than the product of 1859, but there is nearly as great a falling off in the number of bushels of corn. The wool clip has largely increased, from 4,062,858 pounds in 1860 to 7,249,934 in 1864. New York and Ohio were the only States whose wool clip exceeded 5,000,000 pounds four years ago.

Finances of San Francisco.

In the JOURNAL of October 29, 1864, we gave a full review of the finances of San Francisco for the year ending June 30, 1863, together with the annual aggregates since the incorporation of the city. The tabulations in the article referred to were very complete and will render unnecessary any repetition at the present time. We now propose to bring down its financial history to the end of the past fiscal year, viz: June 30, 1864.

And first as to the valuation of real and personal property subject to taxation for State, County, and City purposes. For the two last past years this was as follows:

	1863–'64.	1864–'65.
Real estate	$43,116,538	$47,292,903
Improvements	14,634,381	11,621,662
Personal property	19,378,147	21,822,000
	$77,129,066	$80,736,165
In addition to the amount of the personal, as shown above, by a supplementary list completed to the end of October, additional assessments were made, amounting to	1,560,655	1,666,124
Total	$78,689,721	$82,402,289

The rates per cent. of taxation for the same years were as follows:

	1863–'64.	1864–'65.
For State purposes	$0.90	$1.25
For City and County	1.20	1.73
Total	$2.10	$2.98

The following shows the specific purpose for which the City and County taxes were assessed:

Purposes—	1863–'64.	1864–'65.
General fund	$0.42½	$0.61
Street light fund	0.07½	0.07½
School fund	0.20	0.35
Total for current expenses	$0.70	$1.03½
Corporation debt fund	0.45	0.47
Interest tax—railroad bonds	0.05	0.02½
Sinking fund—bonds of '63.	0.00	0.02½
Interest account—b'ds of '63	0.00	0.17½
Total for debt	$0.50	$0.69½
Aggregate for city & county	$1.20	$1.73

The revenue of the city and county from all sources for the fiscal year 1863–'64, (exclusive of receipts from the State for its proportion of school moneys and assessment expenses,) amounted to $1,010,759 36, being a decrease from that of the previous year of $323,921 98, as shown in the following comparative table:

	1862–'63.	1863–'64.
Taxes	$982,304 79	$683,600 23
Licenses	160,686 79	129,409 18
Fees	101,628 58	107,628 57
Fines of Courts	34,428 20	32,750 35
Harbor dues	18,127 05	20,297 25
Wharf & ground rents.	9,789 00	2,725 72
Poll taxes	18,852 43	17,434 80
Interest on loans	3,680 08	15,152 26
Sundries	5,184 47	1,761 05
	$1,334,681 34	$1,010,759 36
Collected for State of California	520,960 47	685,712 66
Total revenue	$1,855,641 81	$1,696,472 02

A large surplus having accumulated in the Treasury in the fiscal year 1862–'63, the tax levy of 1863–'64, was reduced 64½ cents from that of the previous year. This, with a great reduction in State, county and municipal licenses of several classes made by the Board of Supervisors, accounts for the diminution in revenue as presented above.

The amount received from the State for school apportionment was $23,918 04, and for assessment expenses $5,444 44.

It is also to be noted that the tax levy for school purposes was fixed at 20 cents instead of 35 cents, the amount authorized by statute; $60,000 being transferred from the surplus in the General Fund to the School Fund, as an equivalent for the difference in revenue.

The following exhibits the payments to the State and from what sources derived for the fiscal years ending June 30, 1863 and 1864:

Sources—	1862–'63.	1863–'64.
Property tax	$390,655	$506,171
Poll taxes	48,229	68,740
Licenses, &c.	24,619	45,421
Stamps	57,457	65,380
Total	$520,960	$685,713

The total payments by all the counties in the State into the State Treasury for the two years ending Dec. 14, 1862, and to Dec. 1, 1863, were:

Fiscal year 1861	$1,095,020
" 1862	1,554,607
" 1863	1,901,981
Three years	$4,551,558
San Francisco alone	1,510,190

—statements which show that San Francisco City and County pay one-third the total amount required for the support of the State Government.

The expenditures on account of the city and county for the fiscal year 1863–'64, are thus stated by the Treasurer:

Purposes—	
General fund	$718,413 82
Special fee fund	42,597 91
School fund	197,940 97
School fund—special	3,484 29
School mortgage account	1,733 38
Interest acc't for school b'ds of 1854.	3,068 62
" " " of 1860.	6,165 69
" " " of 1861.	2,072 50
Sinking fund—school bonds of 1854.	29,950 00
" — " of 1860.	5,100 00
" — " of 1861.	2,500 00
" —fire bonds	86,503 05
Corporation debt fund	223,855 63
Account of coupon of bonds of 1858	68,730 00
Interest tax account—S. F. & S. J. R. R. bonds	22,417 50
Interest account—fire and civil bonds	45 00
Street light fund	108,781 51
Street department fund	639 59
Pound fee fund	900 00
Special pound fee fund	10 65
Police contingent fund	3,389 63
Total payments	$1,528,299 69
Cash on hand June 30, 1864	187,274 49
Total disbursements of Treasury	$1,715,574 18
The total receipts, including school fund, amounted to	1,178,743 76
And the surplus from the previous fiscal year	536,830 42
Total means of Treasury	$1,715,574 18

the details of which appear in the Auditor's Report, p. 46–51.

The following is a summary of the funded debt

of the city and county as it appeared on the records June 30, 1864:

Description of securities.	Principal Payable.	Interest Payable When.	Interest Payable Where.	Amount Outstanding.	S. Fund.	Annual
10s City bonds of 1851	1871	M. & N.	S. Fro.	$1,332,500	$50,000	
10s City fire bonds of 1854	1866	J. & J.	N. Y.	174,500	16,667	*
6s City bonds of 1855	1875	"	"	829,000		
6s City & C'ty b'ds of 1858	1888	"	S. Fro.	1,133,500		
7s School bonds of 1854	1866	M. & N.	N. Y.	42,000	+	
10s " of 1860	1870	J. & J.	"	59,500	5,000	
10s " of 1861	1870	"	"	20,000	5,000	
7s City & C'ty b'ds of 1862	1877		S. Fro.	240,000	2,500	
7s " " of 1863	1878		"	60,000		
7s " " Oct. 1, '63	1883	A. & O.	"	974,386	48,719	++++
7s " June 1, '64	1884	J. & D.	"	48,098	2,405	
Total June 30, 1864				$4,413,894	$130,291	
Annual interest					341,907	
Amount to be provided for by taxes for interest and sinking funds annually						$472,198

The note marks (*, †, &c.,) under the head of sinking fund, refer to the dates at which the annual payments thereto will commence, thus—* will commence in 1865; †, 1 1867; and ‡, in 1866. The "Sevens" of 1862 and 1863, payable in 1877 and 1878, were issued to the San Francisco and San Jose Railroad Company. The "Sevens" of Oct. 1, 1863, and of June 1, 1864, were issued principally in settlement of City Slip Judgments. The history of these is fully detailed in a former notice of the finances of the city. (See JOURNAL Oct. 29, 1864.)

From the above it appears that the amount of bonds outstanding June 30, 1864, was . $4,413,894
Coupons due and not presented for payment 84,592

Total liabilities on bonds $4,497,986

In hands of sinking fund commissioners, viz:

Debt of 1857: estimated value of fund, investments, loans, etc	$693,378	
At credit of S. F.—fire bonds, cash and loans	113,861	
At credit of S. F.—school b'ds, cash and loans	48,265	
At credit of corporation debt fund	47,360	
At credit of interest tax acc'nt S. F. & S. J. R. R. bonds ...	5,166	
		903,030

Amount of debt (less S. F., etc.) $3,594,956

The funded debt increased about $950,000, during the year 1863–'64, principally by the issue of bonds for judgments. Most of the fund judgments are now settled, but suits are still pending in the Courts to the amount of about $250,000.

As regards the heretofore non-issuance or problematic future issuance of bonds to the Central Pacific Railroad Company of $600,000, (or if by compromise $400,000,) and to the Western Pacific Railroad Company of $400,000, no reference is made in the reports of any of the city and county officers. A recent publication prepared by the Special Council of the city, however, relates the history of the matter in controversy and the present state of the question. We have not yet seen this, and in its absence we refer our readers for such information relating to the subject as we possess to our last article on San Francisco Finance, October 29, 1864, and to the judgment in the case recorded in suits against Placer County in the same issue of the JOURNAL.

The Municipal Reports of San Francisco make up a considerable volume of 360 pages, and relate to police, schools, hospitals, etc. It is scarcely possible without expanding our notice of it beyond the limits appropriate to a single article to notice these separately and at length. There are, however, prominent topics which invite attention while they exhibit the progress of the city in material and moral capacity, and measure the greatness to which it has attained in the few years elapsed since Americans commenced the grand civil structure which has been the result of their labors.

The great blot in the escutcheon of the city is the violence, crime, and immorality with which like all new and prosperous places it is beset. The number of arrests by the police in 1863–'64, was 7,138. Among these were 17 cases of murder, and (accessory to that crime;) 1,313 cases of assault, of which 58 were with deadly weapons, 22 with intent to kill, and 55 with intent to commit rape; 197 cases of grand, and 404 of petty larceny, 31 cases of robbery; 61 cases of burglary; 141 cases of malicious mischief; 60 cases of gamblers; 2,484 cases of drunkenness, etc. This is a catalogue of crime unprecedented in a city of the dimensions of San Francisco; but we are told that the police and authorities are unanimous in rooting out the evils these statistics discover. Gambling, especially, appears to claim the interference of the police, and the superintendent says that he will be able to extirpate it altogether if proper authority is vested in him for such purpose.

The fire department numbers 14 engine, 3 hook and ladder, and 4 hose companies, together 896 men. The city is supplied with water by two companies—the Spring Valley Water Works Company which supplies 145 public hydrants, and the San Francisco City Water Works Company which supplies 227 public hydrants. There are also 49 public and private cisterns, with capacities varying from 20,000 to 60,000 gallons, and aggregating about 2,000,000 gallons. The number of fires, not including 21 alarms, was 32, and the total loss of property by fire during the year, $145,000.

The coroner reports 20 suicides, 17 accidental deaths and 8 other sudden deaths—total 45 violent deaths. Of the suicides, 4 were by strychnine, 2 by arsenic, 4 by laudanum, 1 each by opium, morphia, prussic acid, strangulation, bleeding, and drowning, and 4 by pistol shots. Of accidental deaths 7 were by drowning, 3 by being run over, 5 by fire and one each by fall of wall and wagon. Among the other cause of death were—murder 6, still-born 1, and peritonitis 1. The whole number of cases attended to were 104, in which autopsy was initituted in 31 cases.

The harbor master reports 534 vessels of 60,894 tons as being in the coasting and bay trade. This is an increase of 27 vessels, and 9,870 tons over the previous year. These he classified as follows: 32 steamers, 11,042 tons; 11 ships, 6,546 tons; 47 barks, 16,996 tons; 38 brigs, 8,241 tons; 275 schooners, 14,573 tons; 132 sloops, 2,768 tons, and 4 barges, 728 tons. The arrivals from foreign ports and the Atlantic States numbered 536, measuring 416,832 tons, coming from the following countries:

	Vessels.	Tons.
Atlantic United States	110	117,828
Australia	27	13,881
Brazil	6	2,515
Chili	7	2,982
China	48	30,112
Central America	15	5,970
Ecuador	1	130
East Indies	14	7,102
Falkland Islands	1	709
France	14	6,165
Germany	10	4,219
Great Britain	31	25,631
Japan	7	1,796
Mexico	61	23,346
New Zealand	1	351
New Granada	44	99,318
Peru	7	2,108
Russian Possessions	12	4,204
Sandwich Islands	24	8,537
Society Islands	16	2,753
Spain	2	677
Vancouver & British Columbia.	60	50,955
West Indies	2	800
Whalers	16	4,733

And of the total the following is the descriptive list for 1862–'63 and 1863–'64:

	1863–'64.		1862–'63.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	93	159,489	91	139,373
Ships	194	184,832	178	179,363
Barks	148	53,992	127	46,178
Brigs	50	11,142	40	8,171
Schooners	52	7,377	59	5,538
Total ..	536	416,832	485	378,523
			536	416,832
Increase in 1863–'64			51	38,309

The city and county hospital received during the year 1,397 patients, and discharged 1,337, of which 189 were by death, and 903 cured. The number of inmates at the beginning of the year was 288, and at the end 348—the average number having been 322. This does not include 985 outside patients, nor 10 children born in hospital. Of the internal patients 414 were Americans, and 983 foreigners.

The industrial school contained at the end of the year 90 inmates, of which 76 were boys, and 14 girls. The whole number of commitments since the opening of the institution May 3, 1859, including 17 re-commitments, has been 352, viz., 290 boys and 62 girls. The cost of this institution to the public is $15,000 a year.

The school statistics are very interesting but too voluminous for our purpose. In 1860 there were in the city 15,116 youths under 21 years of age, in June, 1864, there were 30,879. The public schools of the city are classed as follows:—1 high school for boys and 1 for girls; 6 grammar schools, 15 primary; 4 evening; 1 normal; 1 colored, and 1 Chinese. The number of teachers employed is 102, of which 84 are females and 18 males. Twenty-four additional teachers would be employed in 1864–'65. The average daily attendance at these schools increases rapidly: in 1860, it was 2,837; in 1861, 3,377; in 1862, 3,794; in 1863, 4,389, and in 1864, 5,470. The cost of instruction the last year was $126,285, or $21 per pupil. In Boston in the same year it was $15 77, in Chicago $13 55, and in Cincinnati $12 55. In

these figures no account is taken of the cost of building or interest on the school debt.

There are other subjects in the reports which it would be interesting and profitable to examine, but space forbids; and San Francisco is not the nation at large.

Three railroads traverse the streets of the city extending into the suburbs, and there is a railroad in operation from San Francisco to San Jose a distance of 50 miles.

Erie and Pittsburg Railroad.

The following gentleman have been elected directors of this company for the ensuing year: W. L. Scott, President; Directors, John P. Vincent, Job Hearn, John A. Tracy, James Pierce, V. M. Thompson and Dean Richmond.

East Pennsylvania Railroad.

From the report of this company for the year ending November 30, 1864, we learn that the receipts during that time were:

From passengers	$111,802 04
" freights	215,589 91
" U. S. troops	16,328 80
" " freights	5,622 63
" express, mail, etc	8,065 75
	$357,409 13

And the expenditures were:

Transp. of passengers and freight, motive power, etc	$158,448 47	
Construction, renewal, interest, etc	231,338 12	
Rolling stock, land damages, etc	39,863 15	
		429,649 74
Deficiency		$72,240 61

The increase of gross earnings in 1864 over 1863, was $113,511 19; the increase in expenditure, $225,050 02.

The entire cost of the road, rolling stock, depots, land damages, real estate, etc., November 30, 1864, was $1,455,648 08—showing an increase during the year of $163,016 58.

The general office of the company, in Reading, is finished, and now occupied. It is a large three storied fire-proof brick building.

Shops for the repairs of engines, and the construction and repairs of cars, and also a round house for the locomotives, were built during the year. These buildings are of brick and covered with slate.

The shops are in operation, and will be of great advantage to the company. The cost of these buildings and the machinery in the shops largely increased the expenditures for the year, but they were indispensable.

All the sidings along the road and at Reading and Allentown were extended, and several new ore wharves and three new bridges constructed. A water station was built near Millerstown, and one at Allentown nearly finished. These are supplied from springs and of course will be no further expense.

The rolling stock is in good condition, and the track in first rate order, and the financial affairs very satisfactory, considering the large indebtedness of the company when they started and the improvements since made.

President—Edward M. Clymer. Directors—E. K. Alburtis, Horatio Trexter, William H. Clymer, C. H. Hunter, Isaac Ely, George R. Frill, George E. Clymer, Diller Luther.

Military Railroads of the United States, January 1st, 1865.

Brig. Gen. D. C. McCallum, Director and General Manager, Washington.

A. Anderson, Chief Superintendent and Engineer, Washington.

Military Railroads of Virginia.

J. J. Moore, Chief Engineer and General Superintendent, Alexandria, Va.

Name of Lines.	In Operation. From	To	Miles.	Superintendents.	Offices.
Alexandria and Washington	Alexandria	Washington,	7	J. McCallum,	Alexandria.
Alex., Loudoun and Hampshire.	"	Falls Church,	12	"	"
Orange and Alexandria	"	Fairfax,	16	"	"
Winchester and Potomac	Harper's Ferry	Stevenson,	28	O. A. Dorrance,	Harper's F.
City Point and Army	City Point	Patrick,	15	G. M. Huntington,	City Point.
Norfolk and Petersburg	Norfolk	Suffolk,	23	H. F. Woodward,	Norfolk.
Seaboard and Roanoke	Portsmouth	"	18	"	"

Military Division of the Mississippi.

E. L. Wentz, General Superientendent, Nashville, Tenn.

W. W. Wright, Chief Engineer, Chattanooga, Tenn.

Nashville and Chattanooga	Nashville	Chattanooga,	151	W. J. Stevens,	Nashville.
" Decatur and Stevenson	"	Stevenson,	200	"	"
" and North Western	"	Johnsville,	78	"	"
" and Clarksville	"	Clarksville,	62	"	"
Chattanooga and Knoxville	Chattanooga	Knoxville,	112	Tallmadge,	Chattanooga.
" Atlanta	"	Dalton,	36	"	"
Knoxville and Bristol	Knoxville	Bulls Gap,	56	"	"
Cleveland and Dalton	Cleveland	Dalton,	27	"	"

Military Division of West Mississippi.

Mobile and Ohio	Columbus	Union City,	A. F. Goodhue,	Memphis.
Memphis and Charleston	Memphis	Grand Junction,	"	"
Vicksburg and Jackson	Vicksburg	Big Black,	E. D. Butler,	Vicksburg.

TABLE exhibiting the price of gas per 1,000 cubic feet, in the principal cities, &c., on the 30th of June, 1862, and 1st of December, 1864:

Cities.	June 1862.	Dec. 1864.	Discount for prompt. payment.	Net Cost.	Advance since '62.	Reduct'n since '62.	Remarks.
Washington	$3 15	$2 80	10 per ct.	$2 52		$0 63	Average price, $2.61.
" (Citizens)	3 15	3 00	10 per ct.	2 70		0 45	Average reduction 54c.
Augusta	4 00	5 15	———	5 15	$1 15		
Portland	3 00	3 80	5 per ct.	3 61	61		
Manchester	2 50	4 00	None.	4 00	1 50		
Portsmouth	3 72	5 10	12½ per ct.	4 46	74		
Boston	2 25	2 75	None.	2 75	50	....	Since increased to $3, per 1,000 feet.
Providence	3 00	4 00	———	4 00	1 00		
Newport	3 50	4 50	20 cents.	4 30	80		
Hartford	2 70	4 00	5 per ct.	3 80	1 10		
Burlington	4 50	6 50	None.	6 50	2 00	....	5 per ct. *added* if not paid within 5 days.
Buffalo	2 50	3 75	25 cents.	3 50	1 00		
Syracuse	3 00	4 10	10 cents.	4 00	1 00		
Troy	3 00	3 80	None.	3 80	80	....	10 per cent. *added* if not paid within 5 days.
Albany	3 00	3 80	None.	3 80	80	....	5 per ct. *added* if not paid within 10 days.
New York Co.	2 50	2 75	None.	2 75	25		
" Manhattan	2 50	2 50	None.	2 50		....	Price restricted by charter.
" Metropolitn	2 50	2 50	None.	2 50		....	Price restricted by charter.
" Harlem	3 00	3 80	None.	3 80	80		
Brooklyn Co.	2 50	3 00	None.	3 00	50		
" Citizens	2 00	3 50	None.	3 50	1 50		
Staten Island	3 50	5 00	10 per ct.	4 50	1 00		
Jersey City	3 00	3 50	None.	3 50	50	....	5 per ct. *added* if not paid within 5 days.
Newark	2 92	3 50	———	3 50	58		
Philadelphia	2 00	3 00		2 85	85	....	Works owned by City—of course no profit.
Harrisburg	2 50	3 50	———	3 50	1 00		
Pittsburg	1 50	1 60	None.	1 60	10		
Wilmington	3 00	3 50	20 cents.	3 30	30		
Baltimore	2 50	3 30	9 per ct.	3 00	50		
Georgetown	3 33	3 50	5 per ct.	3 33			
Alexandria	3 33	4 00	———	4 00	67	....	Works owned by City—of course no profit.
Wheeling	2 70	3 35	10 per ct.	3 00	30		
Columbus	3 00	3 16½	———	3 16½	16½	....	Advanced to $3.09 net Dec. 1.
Cincinnati	2 38	2 50	5 per ct.	2 38			
Indianapolis	3 75	4 30	None.	4 30	55		
Louisville	2 50	3 50	5 per ct.	3 33	83		
St. Louis	3 33	3 50	5 per ct.	3 33		....	Contract made in 1861 for *five* years—"Losing money. Should be $3,-40 net."
Detroit	2 50	2 50	None.	2 50			
Adrian	3 50	4 40	None.	4 40	90		
Chicago	2 50	3 50	None.	3 50	1 00		
Milwaukee	3 50	4 37	37 cents.	4 00	50		
St. Paul	6 00					....	No reply received.
Burlington	4 00	4 50	None.	4 50	50	....	Coal costs $6.50 at Gas Works.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER					
Acton	Ca.	200,000	5	----	1½
Aston Vale	Ca	50,000	5	----	5c
Adventure	L. S.	20,000	----	----	----
Albany and Boston	"	20,000	----	20	22
Algomah	"	20,000	----	2	2½
Alliance	Ca.	200,000	2½	----	----
Allouez	L. S.	20,000	----	1	3½
American	Ca.	200,000	2½	----	----
Amygdaloid	L. S.	20,000	----	----	25
Annapolis	Md.	50,000	10	----	----
Arizona	Ariz. T.	10,000	100	----	----
Ascot	Ca.	20,000	20	----	----
Astor	L. S.	20,000	----	1	6½
Atlas	"	20,000	----	1	7
Aztec	"	20,000	----	1	7
Balt. and N. C.	N. C.	2,000	5	----	20c
Bare Hill	"	----	----	----	3½
Bay State	L. S.	20,000	----	3½	18
Beaver	"	20,000	----	1	----
Bedford	Ca.	125,000	5	----	70c
Black River	"	200,000	2½	----	14c
Bohemian	L. S.	20,000	----	7½	10½
Bolton	Ca.	200,000	5	1	7
Boston	L. S.	20,000	----	5*	3
B. and Corinth	Vt.	20,000	10	----	----
Brooklyn	L. S.	20,000	----	2	----
Brome	Ca.	100,000	5	----	2
Cabot	L. S.	20,000	----	----	½
Caledonia	"	20,000	----	----	7
Cambridge	"	20,000	5	5	25c
Canada	Vt.	100,000	1	----	75c
Carp Lake	L. S.	20,000	----	----	1½
Cascade	"	20,000	----	----	----
Central	"	20,000	----	----	52½
Champlain	Ca.	200,000	1½	----	15c
Chatham	"	200,000	2	----	----
Chandiere	"	100,000	1	----	50c
Chester	"	200,000	1	----	12c
Cheticamp		30,000	5	----	----
Chippewa	L. S.	20,000	----	----	----
Cleveland	Ca	100,000	5	----	----
Cliff	L. S	20,000	----	----	----
Clifton	"	20,000	----	----	1
Collin	"	20,000	----	½	----
Columbian	"	20,000	----	4½	9
Consolidated	"	20,000	----	5	5c.
Copper Falls	"	20,000	----	24½	80
Copper Harbor	"	20,000	----	1	----
Copper Hill	"	200,000	1	----	----
Copperas Hill	"	50,000	10	----	----
Cornwall	Vt.	100,000	2	----	25c
Dacotah	L. S	20,000	----	----	½
Dana	"	20,000	----	3½	1½
Deep River	N. C.	----	5	----	20c
Delaware	L. S.	20,000	----	----	15
Derby	"	20,000	----	----	1½
Devon	"	20,000	----	1	4½
Dorchester	"	20,000	----	6	7
Douglas	"	20,000	----	----	----
Dover	Ca.	200,000	----	1	4
Dudley	L. S.	20,000	----	½	3
Dunham	Ca.	200,000	2	----	25c
Durham	"	200,000	5	----	25c
Eagle River	L. S.	20,000	----	3½	3
El Dorado (Silver)	"	20,000	----	----	----
Escot	Ca.	25,000	20	----	4
Essex		200,000	----	----	20c
Etna	L. S.	20,000	----	----	12½
Eureka	"	20,000	----	----	----
Everett	"	20,000	----	5*	----
Evergreen Bluff	"	20,000	----	----	12
Flint Steel	"	20,000	----	----	6½
Forest City	"	20,000	----	3	----
Forest Shepherd	"	20,000	----	6	----
Franklin	L. S.	20,000	----	6½	52½
French Creek	Pa.	100,000	5	----	75c
Gardner City	L. S.	20,000	----	----	----
Gardner Hill	"	20,000	----	5	87½
Girard	"	20,000	----	----	6
Glade	"	20,000	----	1	----
Glencoe	Ca.	200,000	1	----	10c
Globe	L. S.	20,000	----	1	----
Grand Portage	"	20,000	----	1	40
Grand Trunk	Ca.	100,000	5	----	60c
Great Western	L. S.	20,000	----	2	1½
Green Mountain	Vt.	20,000	10	----	4½
Guilford	L. S.	20,000	----	5	23c.
Hamilton	"	20,000	----	----	1
Hancock	"	20,000	----	6½	10
Hanover	"	20,000	----	½	3
Hartford	"	20,000	25	12½	----
Hazzard	"	20,000	----	----	----
Highland	"	20,000	----	7	9½
Hilton	"	20,000	----	----	3
Hope	"	20,000	----	½	1½
Hudson	"	20,000	----	----	2
Hulbert	"	20,000	----	----	7
Humboldt	"	20,000	----	2	8
Hungarian	"	20,000	----	1	2½
Huron	"	20,000	----	16	37
Indiana	"	20,000	----	----	5
Iuverness	"	200,000	2½	----	----
Isle Haute		40,000	----	----	----
Isle Royale	L. S.	20,000	5	16	12½

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					
Jefferson	L. S.	20,000	----	----	----
Keweenaw	"	20,000	----	----	6
Kickapoo	"	20,000	----	1	----
King Phillip	"	20,000	----	2	----
Knowlton	"	20,000	----	1	6
Lafayette	Ca.	200,000	1	----	1½
Lake	"	200,000	1	----	14c
Lawrence	L. S.	20,000	----	----	----
Lennoxville	Ca	100,000	5	----	50c
Logan	"	100,000	3	----	2
Lyster	"	200,000	2	----	----
Madison	L. S.	20,000	----	1	1½
Malden	"	20,000	----	1	----
Mandan	"	20,000	----	2½	80c
Manhattan	"	20,000	----	2½	6½
Marquette	"	20,000	----	----	4½
Maryland	Md.	----	5	----	60c
Mass	L. S.	20,000	----	1	----
Massachusetts	"	20,000	----	----	----
Mendota	"	20,000	----	----	5
Merrimac	"	20,000	----	----	3½
Meteor	"	20,000	----	----	----
Mesnard	"	20,000	----	5½	5
Michigan	"	20,000	----	----	----
Middlesex	"	20,000	----	----	----
Mineral Hill		----	----	----	1½
Minnesota	L. S.	20,000	----	3½	24
Missisquoi	Ca.	150,000	2	----	1½
Montezuma	N. Mex.	300,000	5	----	----
Morrison	L. S.	20,000	----	----	----
Nashua	"	20,000	----	----	----
National	"	20,000	----	----	23
Native	"	20,000	----	5	87½c
Naumkeag	"	20,000	----	1	3
Nelson	Ca.	200,000	1	----	10c
Nequaket	L. S.	20,000	----	1	----
Nevada (Silver)	"	20,000	----	----	----
New England	"	20,000	----	2	75c
Newton	Ca.	200,000	1	----	8c
New York	L. S.	20,000	----	----	½
N. Y. & Passaic	N. J.	100,000	5	----	----
North Cliff	L. S.	20,000	----	4	5
North Silver Lake	"	20,000	----	----	----
North State	"	20,000	----	3	15c
North Sutton	Ca.	100,000	5	----	1
North Western	L. S.	20,000	----	7½	5
Norwich	"	20,000	----	----	4½
Ogima	"	20,000	----	----	6½
Ontonagon	"	20,000	----	----	1½
Ottawa	Ca.	200,000	1	----	23c
Pacific	L. S.	20,000	----	----	----
Pennsylvania	"	20,000	25	2½	11½
Petherick	"	20,000	----	2	12
Pewabic	"	20,000	----	3½	55
Phila. & Boston	"	20,000	----	15	2
Phœnix	"	20,000	----	----	20
Pittsburg & Boston	"	20,000	----	5½	78a
Pontiac	"	20,000	----	3½	2½
Prince of Wales	Ca.	200,000	----	----	----
Providence	L. S.	20,000	----	----	½
Quincy	"	20,000	----	10	94½
Reid Hill	Ca.	200,000	1	----	----
Reliance	L. S.	20,000	----	----	7½
Richford	"	20,000	5	----	----
Ridge	L. S.	20,000	----	----	----
Rockland	"	20,000	----	5	11
Roscoe	Ca	200,000	1	----	20c
Rudisell	"	----	----	----	65c
St. Clair	L. S.	20,000	----	2	7
St. Flavien	Ca.	100,000	5	----	----
St. Francis	"	100,000	5	----	----
St. Mary's (L. & M.)	L. S.	20,000	----	5½	5
Salem	"	20,000	----	1	----
Sharon Consol	"	20,000	----	----	3
Sheldon	"	20,000	----	----	16
Silver Creek	"	20,000	----	1	----
Silver Hill	"	20,000	----	----	30c
Silver Lake	"	20,000	----	----	----
Silver Valley	"	20,000	----	----	20c
Southampton	Ca.	100,000	5	----	----
South Bedford	"	20,000	2	----	20c
South Side	L. S.	20,000	----	3	2½
Springfield	Md.	----	5	----	1½
Stadecona	Ca.	100,000	5	----	----
Star	L. S.	20,000	----	7½	6
Stark	Vt.	100,000	2	----	----
Strafford	"	20,000	10	----	50c
Superior	L. S.	20,000	----	4	5
Sussex	"	20,000	----	----	----
Sutton	Ca.	100,000	5	----	85
Toltec	L. S.	20,000	----	20	2½
Tremont	"	20,000	----	5*	2½
Union (L. & M.)	"	20,000	----	----	----
Vernon	"	25,000	10	----	----
Victoria	L. S.	20,000	----	1½	----
Vulcan	"	20,000	----	----	----
Washington	"	20,000	----	----	----
Waterloo	Ca.	100,000	3	4*	15c
Waukegan	L. S.	20,000	----	----	----
West Minnesota	"	20,000	----	2½	2½
Wickham	Ca.	200,000	5	----	55c
Wickopee	"	100,000	5	----	5½
Winthrop	L. S.	20,000	----	3½	2
Wyandotte	"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:					
Copake	N. Y.	80,000	50	----	4
East River		6,000	50	----	----
George's C'k C. & I.	Md.	10,000	100	----	115
Harewood		20,000	5	----	----
Kahtadin	Me.	3,000	100	----	----
Lake Superior	L. S.	20,000	25	----	----
Massachusetts		25,000	1	----	----
Mount Pleasant	Pa.	10,000	50	----	----
Teal Lake	L. S.	----	----	----	2½
Tyson		20,000	10	----	9½
LEAD AND ZINC:					
Amenia	N. Y.	100,000	5	----	8½
Bucks County	Pa.	----	----	----	½
Canada	Ca.	50,000	5	----	2½
Clute		----	----	----	1
Crystal Lake		----	----	----	----
Erie		----	----	----	21
Gay's River		100,000	2	----	----
Hampton		100,000	5	----	----
Keystone	Pa.	----	----	----	1½
Lancaster	"	----	----	----	----
Macomb	N. Y.	100,000	5	----	1½
Mineral Point		100,000	5	----	½
Mount Hope	N. Y.	80,000	5	2½	----
National		200,000	1	----	----
New Jersey	N. J.	12,000	100	----	110
N. Y. & Boston	N. Y.	100,000	5	----	2½
Oswegatchie	Ca.	100,000	5	----	1
Placentia Bay	N. F.	----	----	----	1½
Ramsay	Ca.	20,000	25	----	----
Rossie	"	100,000	5	----	----
Shawangunk	N. Y.	100,000	5	----	----
Sussex	N. J.	----	----	----	40c
Union		100,000	5	----	57c.
Wallkill	N. Y.	----	----	----	1
COAL & ANTHRACITE:					
American	Pa.	37,500	25	----	80
Ashburton	"	50,000	50	----	16
Atlantic & G. C.	Md.	----	----	----	1½
Baltimore	"	----	100	----	86
Bear Valley	"	40,000	12½	----	20
Beaver Meadow	Pa.	100,000	50	----	----
Belmont	"	10,000	50	----	102
Big Mountain	Pa.	----	----	----	5½
Blackhall	N. S.	8,000	25	----	----
Boston & Pictou	"	100,000	5	----	----
Bridgeport	Pa.	50,000	10	----	----
Broad Mountain	"	30,000	10	----	----
Butler	"	----	----	----	11½
Cape Briton	N. S.	200,000	2½	----	----
Carbondale	Pa.	----	----	----	3
Central	"	----	----	----	45
Clinton	"	----	----	----	1
Coal Brook	"	4,000	50	----	----
Continental		10,000	50	----	73½
Cumberland (pref.)	Md.	50,000	100	----	44½
Daniel Webster		5,000	100	----	----
East Mahanoy	Pa.	----	----	----	----
Everhart		50,000	25	----	----
Franklin	Pa.	5,000	100	----	66
Fulton	"	60,000	5	----	5½
Gilbertson		5,000	100	----	75
George's Creek	Pa.	10,000	----	----	118
Grand Tunnel		4,000	100	----	50
Green Mountain	Pa.	----	----	----	4½
Hampton & Balt.	Md.	----	----	----	91
Hazleton	Pa.	32,300	50	----	75
Henry Clay		3,000	100	----	----
International	N. S.	20,000	50	----	----
Lawrence	Pa.	2,000	100	----	6½
Locust Mountain	"	----	----	----	50
Lorberry	"	4,000	100	----	30
Macan	"	2,000	100	----	----
Mahanoy	"	1,000	20	----	----
Metropolitan	"	----	100	----	----
Middle Coal Fields	"	----	----	----	9
Milford		2,500	50	----	----
Mill Creek	Pa.	----	----	----	----
Mulgrave		2,000	----	----	----
Narragansett	R. I.	8,000	10	----	----
New Creek	Pa.	----	----	----	1
North. & Luzerne	"	----	----	----	----
Penn.	"	100,000	50	----	180
Penn. Cannel	"	6,000	50	----	----
Picton	"	4,000	100	----	----
Pine Knot	Pa.	4,000	50	----	----
Port Hood		4,000	100	----	----
Potomac	Md.	40,000	10	----	8½
Powell	Pa.	----	----	----	----
Preston	"	----	----	----	28
Princess Alex.	N. S.	5,000	100	----	----
Ridgeway		----	----	----	----
St. Clair	Pa.	5,000	100	----	24
Schuylkill Valley	"	20,000	10	----	7½
Shawmut		6,000	50	----	----
Short Mountain	Pa.	16,000	50	----	38½
Stafford		----	----	----	----
Suffolk		4,000	100	----	93
Sugar Loaf	Pa.	----	----	----	----
Summit	"	40,000	20	----	----
Susq. Coal & C. Mt.	"	----	----	----	41
Tamaqua	"	----	----	----	----
Vandermark		20,000	50	----	----
Wyoming Valley	Pa.	22,760	50	----	46

GOLD, SILVER, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:					
Ætna (G.)	Col.	50,000	10	----	----
Acadia (G.)	N. S.	100,000	3	----	----
Albion (G.)	"	100,000	3	----	½
Alpine (G.)	Col.	150,000	10	----	----
Alps (G.)	"	100,000	5	----	----
American	"	200,000	2	----	----
Am. & Mex. (S.)	N. M.	----	----	----	----
Am. Pioneer	A. T.	----	----	----	----
Arizona (Silver)	"	----	----	----	----
Atlantic (G.)	N. S.	100,000	2	----	2
At. & Pac. (G. & S.)	Nev.	50,000	10	----	33
Bay State (G.)	Col.	200,000	5	----	----
Beacon (G.)	N. S.	200,000	2	----	----
Benton (G.)	"	100,000	5	----	½
Black Hawk (G.)	"	50,000	100	----	----
Boston (G.)	"	10,000	50	----	105
Briggs (G.)	"	10,000	100	----	----
Bullion (G.)	"	200,000	25	----	----
Burroughs (G.)	"	100,000	10	----	----
Canadian (G.)	Ca.	200,000	2	----	50c
Central (G.)	Col.	50,000	20	----	17½
Chandiere (G.)	Ca.	100,000	5	----	50c
Chebucto	N. S.	100,000	5	----	65c
Colonial (G.)	Ca.	100,000	2½	----	25c
Colorado (G.)	Col.	50,000	10	----	3½
Consol. Gregory (G.)	Col.	50,000	100	----	25
Copalinehe (G.)	"	200,000	20	----	----
Corisannie (G.)	"	100,000	10	----	6
Corydon (G.)	"	100,000	25	----	2½
Day & Bushnell (G.)	C.	300,000	10	----	----
Denver (G.)	Ca.	50,000	20	12½	15
Dorset (G.)	"	170,000	5	----	----
El Dorado (G.)	Nev.	100,000	5	----	----
Empire (S.)	"	----	----	----	----
Empress (S.)	"	----	----	----	----
Eureka (G.)	Cal.	----	----	----	----
Excelsior (G.)	Col.	30,000	10	----	14
Frankfort (G.)		100,000	2	----	----
Garrison's (G.)	Col.	100,000	5	----	----
Gilbert River (G.)	Ca.	100,000	5	----	1
Gilpin (G.)	Col.	100,000	5	----	1½
Gold	"	100,000	5	----	3½
Gold Field		50,000	10	----	----
Gold Hill		50,000	10	----	----
Gold River		100,000	5	----	----
Gould & Curry (G. & S.)	N.	----	----	----	----
Gunnell (G.)	Col.	300,000	10	----	2½
Halifax (G.)	N. S.	200,000	2	----	50c
Harmon (G. & S.)	Nev.	----	----	----	----
Holman (G.)	Col.	150,000	2	----	----
Hope (G.)	"	80,000	25	10	10
Isaac's Harbor (G.)	N. S.	100,000	5	----	½
Isabella (G.)	Col.	----	----	----	----
Kennebec (G.)	Ca.	100,000	5	----	----
Kent (G.)	N. S.	200,000	1	----	----
Lake (G.)	Col.	----	----	----	----
Lake Major	N. S.	12,000	50	----	----
Libertad (G. & S.)	Mex.	----	----	----	----
Manhattan (G.)	Col.	100,000	10	----	----
Mariposa (G.)	Cal.	100,000	100	----	11½
Massachusetts (G.)	Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)	Mex	100,000	100	----	----
Montague (G.)	N. S.	50,000	10	----	----
Montana (G.)	Col.	100,000	5	½	1½
Montezuma (G. & S.)	N.	100,000	5	----	----
Mt. Alpine (G.)	Col.	250,000	5	----	----
Mt. Vista (G. & S.)	Nev.	50,000	10	----	----
New England (G.)	Col.	50,000	5	----	2½
New Gregory (G.)	"	50,000	10	----	----
New York (S.)	"	100,000	10	----	----
N. Y. & N. S. (G.)	N. S.	100,000	5	----	----
Nova Scotia (S.)	"	100,000	2	----	2½
Oldham (G.)	"	100,000	2	----	----
Otate (S.)	Mex.	----	----	----	----
Palma (S.)	"	----	----	----	----
Peck (G.)	N. S.	100,000	5	----	----
Peninsular (S.)	L. Cal.	----	----	----	----
Picacho (S.)	A. T.	50,000	50	----	----
Pontiac (G.)	Col.	50,000	20	----	----
Prince Albert (G.)	Ca.	100,000	2	----	14
Quartz Hill (G.)	Col	40,000	25	----	5
Quicksilver	Cal.	40,000	25	----	97½
Renfrew (G.)	Ca.	120,000	2½	----	50c
Riviere du Loup (G.)	"	20,000	10	----	----
Rocky Mt. (G.)	Col.	----	----	----	10
Sacramento (S.)	Nev.	----	----	----	----
San Antonio (S.)	A. T.	60,000	50	----	----
Santa Clara (Q.)	Cal.	----	----	----	----
Santa Rita	Ariz. T.	----	----	----	----
Scottie (S.)	Ariz. T.	----	----	----	----
Sherbrooke (G.)	N. S.	100,000	10	----	----
Sierra Nevada (G.)	Col.	----	----	----	----
Silver Hill (S.)	Nev.	----	----	----	----
Sonora (S.)	Ariz. T.	----	----	----	----
Southam (G.)	N. S.	100,000	5	----	----
Stafford (G.)	Ca.	100,000	5	----	2½
Star (G.)	Col.	100,000	25	----	----
Stewart (G.)	Ca.	100,000	5	4	75c
Tascher (G.)	"	50,000	10	----	----
Victoria (G.)	"	100,000	2	----	----
Waverly (G.)	"	50,000	10	----	----
Windsor (G.)	Col.	100,000	10	----	----
United States (G.)	"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—			—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,196	9½	.....	55
30 Nov. '63	32.96	—			—	Cambridge	664,171	657,800	150,000	94			9	.....	104
30 Nov. '63	6.74	—			—	Cliftondale	95,500	70,000	24,500	4,803					
30 Nov. '63	8.27	—			—	Dorchester	156,872	121,600	—	—	8,468	7,438	7	.....	
30 Nov. '63	1.48	—			—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	
30 Nov. '63	1.41	—			—	Dorchester and Roxbury	18,742	12,000	—	6,000	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	195	55	—	Lynn and Boston	151,396	160,000	50,000	23,230	88,685	0,516	—	.....	93
30 Nov. '63	3.41	—			—	Malden and Melrose	60,246	200,000	73,100	66,225			—	.....	25½
30 Nov. '63	2.97	—			—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	
30 Nov. '63	36.58	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	358,616	65,539	10	.....	53½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	60
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	55,000	50,932	16,650	25,837	6,012	—	.....	
30 Nov. '63	5.32	—			—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	
30 Nov. '63	2.68	—			—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	52½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,760	1,591	—	.....	
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	45,178	217,288	15,036	8	.....	
30 Nov. '63	1.59	—			—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—			—	West Roxbury	40,558	40,400	—	—	—	—	—	.....	
30 Nov. '63	2.25	—			—	Winnisimmet	62,152	62,200	—	4,796	—	—	—	.....	
30 Nov. '63	5.00	—	...	...	—	Worcester	89,000	89,000	20,000	.....	6,202	542	—	.....	
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	200,000	200,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '63	10.76	—	...	—	25	Broadway (Brooklyn)	216,918	200,000	27,500	406	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	...	25	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	.....	48
30 Sep. '63	54.18	1.90	...	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	...	58	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	.....	68
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	
30 Sep. '63	16.00	14.00	—	23	1	Contr'l P'k,N.&E.Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	.....	
30 Sep. '63	17.50	—	...	...	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	89
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	—	650	—	—	—	—	—	.....	
30 Sep. '63	17.33	—	...	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	
30 Sep. '63	11.00	1.00	...	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	.....	
30 Sep. '63	.....	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g	—	—	—	—	—	8	—	.....	
30 Sep. '63	4.65	—	—	—	—	Harlem Br.,Morris'a &Ford'm	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	
30 Sep. '63	19.00	—	...	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	
30 Sep. '63	7.55	3.40	...	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	.....	
30 Sep. '63	16.00	—	...	...	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	66
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	112
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	
30 Sep. '63	16.50	—	...	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	.....	
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	.....	
30 Sep. '63	1.50	—	—	—	2	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	.....	
						NEW JERSEY.									
31 Dec. '62	5.52	—	...	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	
31 Dec. '62	8.05	2.50	...	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,985	3	.....	
31 Dec. '62	10.47	—	...	...	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	.....	
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19183	—	50	
31 Dec. '62	5.50	—	...	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,578	100,000	135,000	—	104,728	50,698	40	10	50
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,550	89,867	30,168	20	.....	
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	.....	
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	.....	17
31 Oct. '63	16.74	—	274	42	8	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	47
30 Nov. '63	24.23	—	305	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	.....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	70,450	19,882	9½	.....	24
31 Oct. '63	8.73	—	190	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	.....	25
31 Oct. '63	11.00	—	...	...	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	.....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	.....	16
31 Oct. '63	11.17	—	...	...	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	.....	
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,901	—	—	.....	
31 Oct. '63	10.57	0.52	57	10	8	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	.....	
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	.....	
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,389	40,526	16,184	9½	.....	
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	.....	10
31 Oct. '63	5.20	—	...	...	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	.....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67
31 Oct. '63	5.62	—	69	...	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.&GreE.)	173,019	159,312	15,500	—	76,066	18,417	17½	.....	33
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	125,625	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	.....	24½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	70
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	.....	.....	16
						OHIO.									
31 Dec. '62	5.00	.....	.....	.....	.....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	.....	.....	.....	.....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	.....	.....	.....	.....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.65	.....	.....	.....	.....	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	.....	.....	.....	.....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	5.33	.....	.....	.....	.....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	.....	.....	.....	.....	People's (St. Louis)	81,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	.....	.....	.....	.....	St. Louis	298,804	298,804	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1882	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	47,600	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1872	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,500	6	J. & J.	.....	.....
Forty-secon ' street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	101
Germantown:					
1st Mortgage	250,000	7	J. & J.	1882	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	80,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	[illegible]	6	.....	1870	.....
Real Estate	6,210	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	.....
" O. & Newark	100,000	7	J. & J.	1890	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	.....
Pittsburg, Allegheny and Manchester:	64,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,500	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	50,000	7	J. & J.	1870	.....
Rochester City & Brighton	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	101
2d Mortgage	50,000	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 25, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ....coupon	2,052,000	5	" "	1866	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	102
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	104
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	110
" " " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,300	6	" "	1881	110
" " " ..... coupon		6	" "	1881	109½
Loan of Feb. 28, 1862 (5-20s) .....registered	510,750,000	6	May & Nov.	1882	108¾
" " " (5-20s) ..... coupon		6	" "	1882	109
Loan of March 3, 1864, (10-40s) ...registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " ..... coupon		5	" "	1904	101
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861 .....coupon	14,145,900	7.3	April & Oct.	1864	117
" " of Mar. 3, 1864 .....coupon	76,668,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	98
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	----
Two Year's " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	98,813,870	6	"	1867	----
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	156
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	103
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'81-'89	80
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1880	86
" — " " ..... "	2,058,173	2½	" "	1856	68
—State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks..... coupon	200,000	7	Jan. & July	1908	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	55,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,500,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	99
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	.....	d'm'd.	65
" — " (R. R. etc)..... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	5,398,533	6	.....	.....	----
" — " " (war loan)..... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'62-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g)..... coupon	810,000	5		1885	----
" — " " (st'l'g conv.)... "	200,276	5		1885	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1906	----
" — " " (")..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (")..... "	767,580	5		'42-'58	----
" — " " (")..... "	299,406	5		1890	----
" — " " (")..... "	148,711	5		'89-'90	108
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	55,000	6		1885	----
" — " " (")..... "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,996,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,280	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	800,000	5	" "	1892	123½
" — " " (East'rn R. R.) "	600,000	6	Jan. & July.	'65-'71	100
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	45,000	5	" "	'88-'72	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1883	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'08-'32	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6		'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1861	----
" — " " " "	199,000	6	" "	1862	64
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph ... "	3,000,000	6	" "	'73-'87	83
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds.....coupon	435,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	90,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	851,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1858	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'65-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,498	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'69-'74	105
" " — " " "	16,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	101
" — " " (" ") .... "	1,600,000	6	" "	1875	102
" — " " (" ") .... "	4,095,309	6	" "	1881	103
" — " " (" ") .... "	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	125,680	6	" "	1863	106
" — " " (war loan)..... coupon	1,500	----	.....	1866	----
" — " " (" ")..... "	279,313	----	.....	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,090,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	1864	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,937	5	.....	.....	----
" —Relief Notes in circulation...	97,500	----	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	109½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'88-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) .....coupon	1,128,000	6	.....	1892	56
" — " " (interl. impr.) "	2,065,606	5	.....	Var.	43
" — " " (railroads)..... "	12,799,000	6	.....	Var.	56
" — " " (capitol) ..... "	605,000	5	.....	1890	56
" — " " (Hermitage) .. "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'62-'64	----
" —State bonds (war loan) .....coupon	58,000	6	.....	'92-'93	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'90	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling)..... "	1,565,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil)..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	[illegible]	86,211	76,426	[illegible]	103,635	94,928	107,758	73,751	64,987	938,641
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,936	72,196	81,994	90,625	95,096	126,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,366	104,872	122,084	132,801	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	175,785	206,090	224,256	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	124,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,819	118,763	1,261,506
1862	120,776	90,687	75,676	76,459	102,353	138,274	119,847	117,086	146,208	161,503	138,795	155,596	1,423,439
1863	140,024	130,225	122,512	124,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	198 565	205,866	195,103	271,141	331,494	312,049	319,816	309,187	2,886,426
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	[illegible]	24,326	28,536	51,340	55,831	55,003	42,101	[illegible]
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,819	108,737	74,331	[illegible]	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,109	855,668
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,004	124,787	108 958	[illegible]	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,559	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,204	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,489
1861	85,239	74,918	86,663	90,324	65,392	63,137	52,269	60,285	84,640	98,528	68,401	105,253	965,969
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,528	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,467	99,569	90,892	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,068	176,105	208,329	156,077	125,000	100,000	118,515	154,245	182,110	183,040	194,614	208,291	1,942,903
Erie:													
1859	304,703	319,593	372,296	389,343	349,953	330,657	361,819	359,114	455,295	465,959	[illegible]	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	383,409	319,965	477,642	600,124	587,242	641,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	609,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	845,095	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,421
1864	984,857	914,133	1,094,508	1,079,508	1,092,293	1,021,976	974,317	1,085,864	1,291,006	1,252,569	1,204,908	1,267,416	13,172,893
Galena and Chicago													
1860	60,683	62,698	80,703	93,254	115,505	93,449	80,705	106,541	219,528	252,103	142,658	94,860	1,462,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,226	172,700	122,309	1,720,598
1862	109,867	105,424	74,346	90,150	158,194	225,048	190,456	129,919	188,370	208,575	159,580	148,582	1,777,541
1863	132,517	121,161	129,226	136,691	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,625	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,889	175,773	121,123	141,269	115,444	125,308	155,164	156,978	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,868	166,291	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,693	114,804	135,299	146,424	173,261	197,762	[illegible]	2,023,537
1862	307,330	251,568	308,963	202,346	192,442	151,427	159,789	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,953	425,047	386,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	494,550	3,726,140
1864	501,231	472,240	354,626	278,540	251,750	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,800	188,060	193,937	248,971	259,643	321,059	242 163	[illegible]	2,684,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	158,289	268,983	289,862	284,020	243,249	224,401	2,869,612
1862	190,130	236,637	181,084	191,048	206,246	260,282	261,079	362,786	414,543	410,336	372,593	359,463	3,445,807
1863	299,944	271,085	275,643	289,224	324 687	407,992	343,929	511,306	476,576	496,433	437 079	424,531	4,571,023
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,573	32,668	29,284	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	36,326	40,706	58,704	52,564	77,112	83,959	76,784	68,968	710,295
1864	56,540	77,974	90,755	75,215	83,964	75,059	89 533	94 375	96,062	90,576	97,047	92,772	1,019,768
Milwaukee and Prairie du Chien:													
1860	37,529	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	168,615	99,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,352	1[illegible]5,417	206,054	138,342	[illegible]	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,626	167,000	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	146,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,568	178,773	235,660	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,100	325,818	[illegible]	[illegible]	2,647,533
1863	248,784	230,509	257,227	298,613	[illegible]	241,236	189,145	238,012	306,106	375,567	[illegible]	348,048	3,302,541
1864	256,600	301,445	333,058	327,206	294,818	311,717	279,129	355,264	398,330	404,563	444,522	398,091	4,071,744
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	109,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	128,085	128,393	193 540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,845	307,333	[illegible]	[illegible]	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,463	208,221	193,328	215,449	308,168	375,448	339,794	306,186	3,169,045
1864	252,435	278,848	343,802	338,276	271,553	265,780	263,244	346,761	408,445	408,866	406,510	376,470	3,969,010
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	[illegible]	743,590	709,671	637,792	[illegible]	6,303,703
1860	387,128	402,630	561,078	585,141	551,700	495,943	544,494	692,382	[illegible]	811,458	[illegible]	523,047	7,154,621
1861	489,065	420,793	627,051	684,683	677,073	558,743	523,128	662,076	696,175	927,036	[illegible]	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	738,114	610,417	749,571	752,841	[illegible]	1,018,375	[illegible]	1,002,798	9,696,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,651	1,041,522	1,045,401	1,074,700	11,089,953
1864	921,831	936,587	1,089,024	1,105,664	1,004,435	1,029,786	1,055,793	1,275,117	1,460,076	1,293,764	1,160,142	------	------
New York and Harlem:													
1859	91,990	84,200	88,278	90,517	91,888	89,239	91,190	100,116	97,218	97,857	[illegible]	[illegible]	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	[illegible]	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,502	91,958	[illegible]	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	[illegible]	125,715	1,225,010
1863	129,775	128,766	125,445	113,075	108,606	116,893	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,606	215,475	225,464	230,377	243,862	[illegible]	264,622	283,646	[illegible]	245,977	2,785,395
1860	169,551	171,841	257,410	248,110	266,011	278 270	314,806	[illegible]	339,911	368,966	321,208	249,032	3,315,501
1861	161,106	160,588	191,236	252,154	263,917	270,051	289,987	[illegible]	234,456	[illegible]	[illegible]	278,219	[illegible]
1862	192,216	217,161	244,423	258,674	[illegible]	254,285	388,725	414,707	[illegible]	463,673	[illegible]	454,529	4,068,851
1863	335,686	361,834	398,771	429,929	505,517	464,809	451,884	574,486	714,902	815,902	746,965	[illegible]	6,324,063
1864	436,741	532,786	617,021	669,353	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	[illegible]	245,928	286,844	[illegible]	191,128	2,255,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	[illegible]	270,088	352,071	302,790	[illegible]	3,031,787
1862	293,420	274,258	296,778	282,695	277,000	261,210	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3,745,310
1863	337,350	366,598	461,865	462,987	427,094	395,845	[illegible]	407,077	463,509	[illegible]	[illegible]	457,612	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	[illegible]	436,687	569,102	705,974	[illegible]	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,284	93,705	67,721	[illegible]	95,969	118,887	129,166	[illegible]	1,117,597
1863	109,808	110,603	120,310	123,115	113,708	123,949	118,077	150,378	153,470	144,736	[illegible]	162,921	1,564,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	42,518	42,064	64,414	73,670	67,946	67,428	[illegible]	122,785	106,100	125,027	77,499	[illegible]	[illegible]
1861	59,639	47,043	[illegible]	76,274	79,278	80,074	[illegible]	[illegible]	142,527	[illegible]	[illegible]	82,574	1,172,100
1862	82,235	47,142	[illegible]	[illegible]	[illegible]	113,678	115,214	168,219	170,350	172,870	147,548	[illegible]	1,408,147
1863	86,321	91,971	103,050	132,111	134,272	152,886	108,154	116,379	120,466	151,052	134,563	111,389	1,439,704
1864	79,736	95,842	132,806	123,067	127,009	[illegible]	139,826	244,114	245,940	221,569	[illegible]	222,851	2,007,315

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1903	----
Alabama and Tenn. Rivers:						
Mortgage convertible	932,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	----
2d Mortgage	595,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						----
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,500	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						----
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	$80,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1872	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1836.	3,000,000	5	Ja. Ap. Ju Oc.	London.	1638	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850.	700,000	6	Jan. & July.	"	1880	101½
" " " 1855.	1,125,500	6	Jan. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	420,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '59, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'73-'79	----
Camden and Amboy:						
English debt (S. F.) £453,003	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	795,900	5	"	"	1863	----
American Loan	764,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	108
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1891	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1896	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort & M.	1896	----
Chicago and Aurora 1st Mort.	160,000	7	Jan. & July.	New York.	1907	----
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	" "	1906	----
" " " Plain	85,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105½
1st Mortgage pref. S. F.	556,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1892	90
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & O.)	----------	8	Jan. & July.	" "	18..	----
2d " "	----------	8	" "	" "	18..	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,000,000	7	" "	" "	1885	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	94
2d Mortgage	2,000,000	6	" "	" "	1860	96
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	93
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	----
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Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1878	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1886	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1874	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	50
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	280	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1855	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1871	103
Dayton and Western:						
1st Mortgage	295,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	112
2d Mortgage	2,516,500	---	March & Sept.	" "	1891	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	----
3d Mortgage (convertible)	750,000	10	" "	" "	1903	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	----
Dubuque Western:						
1st Mortgage	244,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'85-'94	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after 64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	700,955	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,802,000	---	----------	----------	------	----
Endorsed by State of Tennes.	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,565	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,855,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0[illegible]	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,338,000	7	May & Nov.	" "	1875	106
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	109
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105½
Convertible	1,092,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	116
Right per cent. bonds	297,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	800,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	----------	118
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1863	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----------	----
1st Mortgage	260,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	600,000	5†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	603,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,786,000	†	----------	----------	----------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	8	May & Nov.	New York.	1883	105
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1871	94½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,500,000	7	----------	----------	----------	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----------	----
Michigan Central:						
1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	115
1st Mortgage (S. F.) convertible	4,328,000	8	" "	" "	1882	115
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1903	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1968	102½
Detroit and Toledo	734,000	7	" "	" "	1876	99
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	93
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	----------	55
2d Land Grant	650,000	---	----------	" "	----------	----
Income bonds	511,000	---	----------	----------	----------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1878	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,800	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,235,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1879	----
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	81,000	7	Jan. & July.	New London.	1871	105
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	545,000	5	----------	----------	'62-'75	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,017,508	6	May & Nov.	New York.	1883	102½
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1907	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	105½
4th Mortgage	5,120,000	7	April & Oct.	" "	1886	102½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	102
Buffalo Branch	200,000	7	Jan. & July.	----------	1891	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,200	7	Jan. & July.	----------	1867	97½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1885	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	" "	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	92
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	900,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	104½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	578,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	197,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	105
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,631,800	6	" "	"	1880	99
" 1844, "	810,000	6	" "	"	1880	99
" 1848, "	101,000	6	" "	"	1880	99
" 1849, "	67,000	6	" "	"	1880	99
" 1857, (convertible)	2,450,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	500,000	7	Jan. & July.	" "	1912	100
" " (series H)	500,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	500,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	500,000	7	April & Oct.	" "	1912	"
" (series L)	500,000	7	May & Nov.	" "	1912	"
" " (series M)	500,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	90
Bridge Bonds	125,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,783	6	May & Nov.	Chicago.	1866	----
"	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	54½
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1862	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1900	----
2d Mortgage	185,000	7	----	----	1666	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1865	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1893	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	600,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1900	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	73½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	600,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	113
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
Wilmington and Manchester:						
1st Mortgage	556,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,053	503,500	105,255	1,515,704	64.0	.....	101,102	37,866	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,846	30,991	—	356,010	109,500	21,635	518,985	30.8	.....	55,791	31,852	—	.....
31 May '60	102.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	297,628	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76,773	21,006	—	.....
1 May, '61	163.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,868	686,270	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,789	922,622	23,579	2,582,506	116.9	.....	505,158	250,260	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,049	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,996	—	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,200	23.8	46,988	65,902	26,066	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	60.2	—	22	37	321	Hartford and New Haven	3,260,906	254,000	137,036	2,350,000	927,000	—	4,280,000	72.8	458,245	1,232,307	585,219	17	237
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,857	329,539	92,459	—	98
31 Dec. '63	57.0	—	1.8	—	7	18	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,357	18,966	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '62	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,264	28,748	—	1,010,000	650,000	—	2,363,942	.....	.....	156,663	78,631	2½	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,235	7	90
31 Mar. '64	61.3	1.0	61.8	—	29	75	495	New York and New Haven	4,721,932	764,877	—	3,672,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,402	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,829	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	406,132	870,000	271,877	1,607,684	84.3	126,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,525	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	2.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	5.0	10.0	163.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '62	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,388	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,092,200	*	—	733,700	129,500	—	.....	53.0	.....	168,985	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	58	62	697	Central of Georgia (and Bank)	4,866,800	*	—	4,866,800	.....	.....	6,590,173	229.0	879 468	1,715,925	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	282.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	226,241	404 618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,021	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,922,913	228.8	.....	.....	383,853	15	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	158.0	.....	832,342	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	816	Chicago and Alton	8,280,630	*	—	4,205,939	4,085,000	—	9,292,415	281.0	1,002,440	1,673,706	701,886	24	92
30 Apr. '64	240.0	996.0	47.0	—	96	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	694.0	1,955,519	3,090,211	1,350,498	8	118
1 Apr. '63	242.0	—	—	29.0	38	28	705	Chicago and Northwestern	12,825,889	510,983	—	3,731,816	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,502	—	32
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,745	—	8,280,576	228 4	1,102,8-0	2,142,876	1,103,414	6	90
31 Dec. '63	121.0	133.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,266,988	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,086	2,201,481	1,279,405	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,338,970	708.3	2,010,697	4,571,028	2,118,847	6	115
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	*	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	40
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	103.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51.772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	25,841	611,960	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	80.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,639,900	1,367,284	140.689	3,458,108	110.0	.....	448,858	230,634	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,577	998,000	11,036	2,491,308	84.0	355,887	598,092	360,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,225	108.0	312,859	527,843	263,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,558,762	132 0	.....	316.172	117,941	6	100
.. ..	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	384
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,965	73 0	357,202	774,618	307,527	13	154
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	663,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	56.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,044	.....	86 0	7 mo's	85,289	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,280,485	63,951	—	2,908,253	300,000	37,020	3,529,922	100 0	134,631	276,197	165,589	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,307,576	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
.. .. '62	136.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	86.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	79.0	—	.....	—	13	6	109	Lexington and Frankfort	597,950	52,800	—	514,673	106,000	—	741,051	23.0	181,833	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,999	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,534	3,930,500	235,670	11,886,430	300 0	841,558	3,201,690	1,803,963	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	556,000	339,297	5,855,220	80.0	150,204	481,922	221,549	—	.....
31 Mar. '61	209.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	406.0	.....	1,232,624	555 484	—	.....
31 Aug '60	52.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,533,015	245,950	105,233	1,710,819	58.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	—	9,008,360	188.0	.....	340,898	.....	—	.....
31 May '64	284.6	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	163,225	6,315,905	7,740,989	—	15,066,822	329.3	1,555.2	3,417,1-5	1,697,060	12	110
31 Mar. '64	240.0	281.0	.....	—	98	110	1,135	Mich. S'th'n & N'th'n Indiana	12,519,184	1,644,259	1,663,568	10,120,400	8,287,285	—	18,407,685	527.0	2,171,477	3,384,294	1,690,777	—	65
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114 0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	—	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,381,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,660	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,660	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,083,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	25
31 Dec. '62	288.8	—	17.7	68.0	21	26	207	*North Missouri*	6,298,779	504,963	—	2,459,207	4,350,000	—	.....	188.8	.....	444,460	182,895	—	.....
31 Dec. '62	152 0	—	3.8	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	567,040	870,055	227,326	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	[illegible]	116,883	—	71,513	4,500,000	—	.....	114.0	99,371	241,452	128,898	—	.....
30 Sep '62	86.5	5.0	8.2	—	16	18	219	*St. Louis and Iron Mountain*	[illegible]	344,163	—	1,071,137	3,501,000	87,261	5,206,227	90.1	272,661	284,220	66,209	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,658	208,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,963,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,553	188,121	6	104½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	65,408	25,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	285	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	236.8	.....	3,922,203	2,306,788	6	105
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '61	188.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,220,000	4,850,000	—	10,346,232	261.0	1,012,096	2,207,448	620,581	—	52
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,068	503,718	167,051	6	109
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	124
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	863,727	397,729	8	144
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,962,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,664	488,367	9	133
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,068	69,191	6½	76
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,948,286	51.1	169,351	344,194	168,008	6	110
30 Nov. '63	44.2	30.5	27.6	—	29	71	424	Eastern	4,007,288	315,155	264,102	3,000,000	1,837,000	58,500	4,894,100	80.0	477,753	812,556	390,594	6	100½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	323,642	8	118½
30 Nov. '63	12.4	—	2.8	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	96,681	—	600,000	—	—	704,336	71.0	167,154	223,794	89,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	490,160	52,518	14,000	500,000	231,000	—	785,600	20.7	41,996	164,207	84,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,585	33.0	67,883	53,223	—	—	10½
30 Nov. '63	79.6	7.8	26.5	—	25	64	506	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,844	7	118
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	20,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	242,305	228,900	1,886	471,592	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,567	207,343	—	2,214,225	925,760	—	3,821,995	77.3	112,508	271,815	140,130	—	40
30 Nov. '63	169.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,142	1,096,712	—	5,150,000	6,287,520	—	4,746,...04	218.0	1,276,929	2,439,838	1,224,431	10	146
30 Nov. '63	45.7	—	9.5	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	89,691	1,373,159	45.7	188,647	251,024	132,153	6	97
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992 686	93.5	.....	247,279	124,408	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,206	—	2,085,925	685,400	—	2,969,852	53.6	238,025	352,153	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	.....	470,078	125,286	7	6
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	42,300	29,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	696,588	565,000	.....	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	163,718	4	88
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	15,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,582	2,169,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,848	10	129
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,378	117,09.	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	576	Central of New Jersey	5,901,676	773,000	699,626	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,214	10	175
31 Dec. '63	53.0	—	—	45.6	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,297,900	642 500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	2	6	17		Northern New Jersey	422,297	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 460,417	*	.....	1,303,553	1,250,000	143,606	2,597,161	—	[2 mos.	10,588	24,242	—	55
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907,750	24.0	.....	234,869	154 908	6½	103
31 Dec. '62	38 5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	681,808	212,500	31,743	821,984	—	—	82,986	90,122	44,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,888	—	978,670	120,000	54,885	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	45.2	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,685	—	2,587,725	48.9	.....	329,223	176,045	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,396,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,091,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	5,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	69½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,551,713	1,844,287	7	103½
30 Sep. '63	94.0	2.5	12.1	—	13	29	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	62,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,841	—	42,275,999	654.9	5,990,208	12,997,880	3,506,745	9	103½
30 Sep. '63	130.7	2.1	31 1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,577,515	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,200	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '62	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,067	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	128	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938.884	58.2	151,128	335,625	117,450	7	—
30 Sep. '63	139.6	48.5	18.2	—	24	27	345	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,446	585,201	279,210	6½	106
30 Sep. '63	40.9	0.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,555	—	500,000	376,000	—	902,207	51.8	110,065	187,551	51,355	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	31.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,300,130	1,621,087	87,571	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,008,568	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	*	1,544,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	.....
— — '53	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	15	152	Wilmington and Manchester	2,632,737	*	232,900	1,136,620	1,045,000	51,300	2,934,500	171.0	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,056	102,391	3,114,954	171.0	322,009	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,960	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	*	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,819	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	853,028	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,085,328	498,891	10	128
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,165	190,746	19,180	—	.....
31 Dec. '63	136.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,282,513	191.2	1,012,130	2 151,943	1,216,257	11	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	25,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,661	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,508,000	—	5,108,000	90.7	562,396	2,066,625	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	596	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	84,329	8,261,646	203.5	.....	1,436,317	552,800	—	79½
31 May '64	106.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,292	1,691,266	823,714	8	118½
31 Dec. '58	81.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	929,673	575,250	632,486	.....	61.8	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,187,867	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	18	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	24	38	413	Little Miami	4,107,189	492,979	437,113	2,961,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,302	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,096	11,164,820	226.6	445,157	620,025	250,630	—	.....
30 Apr. '62	192.1	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.5	.....	820,952	119,052	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	35	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,566	3,260 887	1,495,728	11,190	5,139,662	205.9	1[illegible],804	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	562,571	1,399,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	.....
31 Dec. '63	218.0	—	.....	—	48	18	993	Toledo & Wabash	9,395,638	*	25,000	3,314,775	6,631,320	28,272	10,152,982	220.0	1,270,950	1,499,799	140,921	—	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	60.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,762,500	3,856,000		5,634,039	100.0		300,215	171,286		
31 Dec. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560		1,083,900	1,000		1,084,900	24.5	247,080	564,219	542,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,568,380	3,552,380	146.0	326,613	308,567	11,466	—	12½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,087	*		995,000	270,000	16,481	1,243,281	152.0	166,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	29	4,839	Del., Lackawanna and West'n	7,013,294	2,100,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	222
31 Oct. '63	35.9	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	130,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,807	*	—	1,000,000	1,000,000	Lease'd to Northn	Cen.	—	196,907	334,790	110,368	—	35½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	34.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,580	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	60
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	600,000	100,000	2,409,565	32.2	27,000	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,000	2,174,427	54.0	143,578	269,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,806,846	*	—	710,000	1,929,665	68,833	2,707,898	80.0	325,700	478,113	243,538	—	—
31 Oct. '63	46.0	34.0	32.0	—	49	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	286,844	1,320,068	774,076	10	75
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	28½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	80,991	8	57
30 Nov. '63	55.6	18.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	401,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274,990	511,896	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,643,484	2,883,457	13,490,250	16,949,124	—	38,245,668	356.9	3,211,202	1,891,413	5,117,413	—	62
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norristn	1,131,979	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,426	334,458	179,666	8	57½
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,628,909	80,151	13,619,096	230.0	428,750	699,500	193,486	—	25
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,248	13,211,228	10,667,328	—	26,613,828	408.0	2,721,689	6,252,907	2,706,900	7	61½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	148½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477 500	200 5	647,020	2,240 248	1,092,119	10	68½
31 Dec. '64	69.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,436	163,004	—	1,770,414	1,500,000	69,233	3,666, 877	72.0	258,176	315,722	101,566	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,936,173	—	19,934,742	468.3	3,472,914	5,132,934	2,106,623	—	90½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn	Cen.	—	40,476	144.7..8	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,563	—	567,300	396,500	65,206	832,009	29.6	75,568	128,693	49,976	7	42
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	108	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,787	189,184	8½	120
30 Nov. '63	13.6	—	0.9	—	4	3	7	Providence, Warren & Bristol	424,943	13,290	—	437,417	8,500	—	—	13.6	24,916	31,702	9,715	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,236	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,283	151,536	6	—
1 Jan. '59	142.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,326	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,630	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	—	—	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	29,967	19,187	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,234	—	536,654	1,902,000	390,407	—	130.3	150,142	318,718	187,466	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,576	878,060	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	297,806	149,167	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	—	—	—	1,636,096	873,597	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	52,908	—	317,447	632,500	22,369	—	47.4	84,178	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	50,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	—	—	159.0	—	734,116	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	560,000	204,544	—	45.5	57,960	127,960	57,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
— — '58	32 0	—	—	158.0	—	—	—	TEXAS, (*all aided by state*). Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275 000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,508	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	306,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	421,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	45	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*	—	1,687,500	—	—	1,687,500	oper. by Vt.		Central		8	104
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,996	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper.	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	56,185	88,131	1,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	6	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	450,625	5,719,229	—	—	108.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	122.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,285,300	1,851,500	292,842	4,745,256	133.4	—	410,160	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	885,281	102,500	5,799	1,480,527	80.5	—	326,554	213,862	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	8,726,037	*	—	1,981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,994	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,300	1,041,580	843,900	96,828	—	78.6	189,981	279,945	145,382	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,800	26,853	—	43.5	1,089,064	168,763	79,483	5	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,085	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	160,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,904,259	835,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	766,476	R25,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	62	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,820,800	2,484,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	41½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471	142.3	466,043	400,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,681,180	911,029	22,984	2,663,376	49.0	—	242,796	117,842	—	15
30 Jun. '63	1,096	187.0	—	78.0	204	130	2,389	Grand Trunk	27,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	—	4,368,510	1,184,866	—	—
31 July, '63	220.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	367.0	—	3,011,860	1,649,510	11	—
31 Dec. '62	95.0	1.6	—	—	17	20	537	Northern (O. S. + H.)	—	—	—	—	—	—	—	95.0	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,690,418	*	—	4,555,705	—	—	4,658,706	108.0	150,421	107,810	20,000	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,323	—	1,250,000	13,100	126,000	1,709,232	60.0	—	122,553	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,401	—	—	4,273,401	92.0	118,416	139,107	57,183	—	—
								NEW GRENADA.													
31 Dec. '63	48.7	—	—	—	11	23	192	Panama	5,000,000	*	616,615	5,000,000	5,375,200	—	10,708,730	48.7	—	2,417,551	1,273,991	18	85½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6		70½
" " " (new pref.)	554,000	6		----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7		21
Catawissa (preferred)	1,150,000	7		30
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7		52
Chicago & Alton (preferred)	2,42?,500	7	7	92½
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cheehecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,287,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	----		49
Erie (preferred)	8,535,700	7	7	91
Hannibal & St. Joseph (preferred)	5,253,856	7		47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6		----
" " (new pref.)	125,000	6		----
Lackawanna & Bloomsburg (pref.)	500,000	7		----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,245,000	7		82½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8		----
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8		----
" " (preferred)	608,176	6		----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	--	65
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	99½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Bonds guar. by Virginia	200,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,783,682	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,560	6	M. & S.	1872	90
2d Mortgage	3,990,870	6	J. & J.	1882	80
Improvement	648,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	6	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	54½
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,342,563	—	70
Chesapeake and Ohio	100	8,224,096	—	----
Delaware Division	100	1,633,350	—	33½
Delaware and Hudson	100	7,500,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	62
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,020,000	5	95
" (preferred)	100	1,175,000	10	128½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,280	—	13
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	57 —	@ 58 —
Pig, American, No. 1		— —	@ 55 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		180 —	@195 —
Bar, English, common		165 —	@180 —
Band, English		225 —	@ — —
Horse Shoe		220 —	@ — —
Rods, English		200 —	@220 —
Hoop, English		230 —	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 30	@ — 33
Sheet, English, Single, Double and Treble		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 29	@ — 35
English Spring (1st & 2d qlty.)		— 18	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 20
English Machinery		— 20	@ — 23
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 20	@ — 22
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 66
Sheathing, &c. Old. (cash)		— 42	@ — 43
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 65
American Ingot (cash)		— 45½	@ — 46½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		13 25	@ 13 50
German Refined		13 25	@ 13 50
English		13 25	@ 13 50
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 70
Straits		— —	@ — 59
English		— 54	@ — 55
Plates, Charcoal I. C	per box	19 —	@ 19 50
Plates, I. C. Coke		15 50	@ 17 —
Terne, Coke		14 —	@ 15 —
Terne, Charcoal		17 50	@ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	8 50	@ 10 —
Clinch (cash)		9 50	@ 10 50
Horse Shoe, Forged (cash)	per lb.	— 38	@ — 40
Wrought, English (cash)		— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15	@ 1 20
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— 72	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 20 cents per gallon.

Crude, 40@47 gravity		— 46	@ — 47
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 85	@ — 86½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 66	@ — 67
Naptha, Refined, (60@63 gravity)		— 54	@ — 55

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th 26	F. 27.	Sat 28	M 30	Tu. 31	W. 1.
American Coal Co.	79	----	80	----	----	80
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	100
California 7s	----	----	156	----	----	----
Canton Co.	----	30½	31½	----	31½	30
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	91	----	----	92	92
" " pref.	----	92	92	92	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	116	----	118	----	115
" " " 8 p.c.	----	----	----	----	112	----
Ohio. & Northwest'n.	33½	34	34½	35½	35½	32½
" " pref.	63	64½	64½	65½	62½	61½
" " 1st M.	----	90	----	90	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	102	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	94	----	----	----	----
Chicago & Rock Isl.	92½	94	94	93½	93½	90½
" " 1st M. '70	----	----	----	----	----	104
Clev., Col. and Cin.	----	----	----	----	----	100
Clev. and Pittsburg	79½x	81½	81	80½	80½	77½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118½	115	114	114	----	----
" " S.F. 7 p.c.	104	----	105	104	----	----
Cumberl and Coal, pref.	44?	46	46½	45?	46½	44½
Del. & Hudson Canal	157	----	----	160½	158	155
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-6	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	70?	73?	73?	73	72?	70
" pref.	90	----	92	----	91	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '82	----	----	----	109½	109	----
" 4 M. 7 p.c. '80	102½	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	25	----	----	----
" " pref.	----	----	----	----	----	----
" " bonus	----	----	----	----	----	----
Hudson River	103	105	107	107½	106½	102½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	105	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	118½	117?	117?	116	----
" Cam. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	113	113	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8½	9?	12½	11?	11½	11½
Michigan Central	106	109	110	110½	111	107?
" S.F. 8 p.c. '82	----	114	----	----	115	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	64½	65½	65?	66	65½	63?
" " guar'd.	----	----	135	----	----	----
" " 1 M. S. F.	----	----	104	----	104	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	43	41½	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" 1st M.	107½	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	64	----	----	----	----	----
" iss. to H. & St. J. R.	----	----	83	----	----	----
" " Pacific	----	----	----	----	72	----
New York Central	107½	110?	110	109½	108?	104
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	103	----	102½	103	103½	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '75	102	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27?	28½	27½	28	27	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	294	----	295	290	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	180	----	----	----	----	----
Phila. and Reading	105½	106?	107	104?	104½	103?
Pitts. Ft. W. & Chicago	93	93?	93½	92½	92	90?
" " 1M.	108½	----	108½	----	----	----
" " 2M. 99	100	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	96	97	----	98	97½	----
St. L., Alton & T. H.	40	----	----	----	----	----
" " pref.	65	----	----	----	----	65
" " 1M.	----	98	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	56	----	66½	----	----	56
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	59	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th 26	F.27	Sat.28	M.30.	Tu.31.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅞	----	100⅞	101	101	100⅞
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	110½	----	----
U. S. 6s, 1881, cou.	109¼	110	109¾	109¼	109¾	109¼
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	130	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	130	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	----	98	98	----	----
U. S. 6s, 5-20s, coupon	108¼	109	109½	110	109½	
U. S. 6s, 5-20s, new	108	108¼	108¼	109	108¼	
U. S. 6s, " reg.	107⅛	----	----	----	108¼	108¼
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Apl & Oct.	----	----	----	----	----	----
American Gold	207⅜	218½	212½	211½	202½	203¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26	F.27.	Sat.28.	M.30.	Tu.31.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	12½
" preferred	32	30½	31	30	----	----
Camden & Amboy	----	----	----	----	135	135
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	101½	----	----	101	----	----
" " 6s, '89	9⅝	----	----	----	----	----
" mort. 6s, '89	105	----	103	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	33¾	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	49	----	----
" " 7s	102	102	102	101	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	69¾	----	69	----	69	69
" 6s	----	100	----	----	----	----
Lehigh Valley R. R.	----	----	----	75	----	----
" " 6s	100	----	----	100	----	----
Little Schuylkill R. R.	39½	----	----	39	39	38½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	57½	57¼	57½	57½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	125¼
" " 6s '76	----	----	----	----	100¼	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 90	----	----	92	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	52	----	52	52	52	
Pennsylvania R. R.	62	64¼	63	63	62	62
" 1st m.	107	----	----	----	----	107
" 2d m.	----	----	104¼	104¼	104¼	104¼
Penn. State, 5s	94¼	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	104	103¾	----
Philadelphia City, 6s	----	----	92½	----	----	----
" " new	97½	98¾	97	97	97	97
Philad., Germ. & Nor.	57½	57¾	----	----	57½	57¾
Phila. & Reading	53	52¾	53¾	53	52¾	51¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	101	----	----	----
Philadelphia & Erie	25	25¾	25¾	----	----	25
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	31¼	31¼	31¼	----	----	----
" " 6s '82	80	----	----	----	80	80
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	90	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	13¼	----	----	13
" " 6s '78	54¼	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal, 6s	66	----	65	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	10	----
2d and 3d streets, "	----	67	----	----	----	----
Spruce & Pine, "	----	33	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th 26.	F.27.	Sat.28.	M.30.	Tu.31.
Baltimore City 6s, 1875	----	106¼	----	----	----	----
" " 1886	----	101	----	101	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	107	----	104	----	105¼
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	103	----	----
" " " '80	----	101¼	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	52
" " b'ds, '85	----	92	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th 26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
Boston and Lowell	----	----	----	109	----	----
Boston and Maine	124½	124	----	124½	124½	124
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	135	----	135	133
Cheshire, pref.	52	----	----	----	----	----
Concord	65½	----	----	----	65	65
Connecticut River	----	----	110	----	----	----
Eastern, Mass.	102	101½	101	100½	100½	100½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116¼	116½	117	----	119	118½
Manchester & Lawr'ce.	----	----	113	----	113	----
Michigan Central	----	----	----	----	110	110
Northern, N. H.	89¼	----	----	88½	----	88
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	68¼	69½	69¼	69½	69	69½
Portl'd, Saco & Porta.	104	----	----	----	104½	----
Vermont & Canada	----	----	----	----	103½	104
Vermont & Mass.	----	----	39½	----	----	40
Western	----	----	147	----	----	146
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	101	----	----	105	104	----
Metropolitan "	53	52	----	----	51½	53½
Middlesex "	----	----	----	----	60	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	50	51½	52	52½	----	----
Isle Royale "	14	----	----	14½	----	----
National "	----	----	----	----	----	----
Minnesota "	25½	25½	----	----	----	24
Pewabic "	52	----	53½	54	55	----
Pittsburg "	82	----	----	80	78½	----
Quincy "	----	95	----	94½	94½	----
Rockland "	----	----	----	11	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:

Maryland 6s	60	to	65
United States 6s, 1881	45½	"	46½
Do. 6s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	64	"	66
Erie shares, $100 (all paid)	35	"	35½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '92	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1886	50	"	55
Do. do. do. $100 shares.		"	
New York Central 6s, S. F., 1883	65	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	55

American Railroad Journal.

Saturday, February 4, 1865.

Stock Exchange and Money Market.

We have always contended that as the war approached its conclusion, cotton was to play a large part in the settlement of our financial difficulties. The movement has begun. A thousand bales from Mobile, the proceeds of which are to be applied to the clothing and relief of the rebel prisoners confined at the North have already arrived in this city. Vessels loaded with the cotton captured at Savannah have been daily expected, and in addition to this, we are told that the abandonment of the war in St. Domingo by Spain just officially announced, will liberate many thousand bales more, to add to the accumulating stock. It is not strange, therefore, that the article which sold in September last at $1.75 per lb. has fallen to 85 cents. or about one half, nor that the shipment from this city the last week to Europe has commenced on a large scale, and is likely to be continued. When a pound of cotton which we can spare will produce nearly an ounce of silver abroad, it is very evident that those who can ship it conveniently, will not be slow to do so. Hitherto the supply owing to the war has been unequal to the demand of our own manufacturers, but now we shall have a surplus, and it will go forward. Consequent upon this we see its effect already in the fall of exchange, which moves always in parallel lines with gold. Good bills were sold the present week under par, and though some remittances in the precious metals continue to be made, they are made actually at a loss to the shipper, and under instructions without regard to that loss, or as dividends on the National securities.

It is estimated that there are even now, four millions of bales within the enemy's lines, and as these can no longer be exported by them, even in limited quantities owing to the successes at Wilmington, it is not credible that the owners, on the almost certainty of the restoration of the Union, will not seek every opportunity to convert them into money. It is evidently the interest of holders of cotton in the Southern States to save from the wreck all they possibly can, and it is a fair conclusion to draw that they will do so. They have made sacrifices enough for the gratification of their ambitious politicians, and to be utterly ruined for their sake when no possible advantage can be gained by the sacrifice, is asking too much of mortals, who wish to have food and clothing for a few years longer, and find ridiculous abstractions can be carried too far for human comfort.

There is besides this view of the subject another of some importance. It is this. The cotton speculators of England have been contracting on an immense scale for supplies from Egypt and the Indias on the supposition that the war in this Country was to last many years longer as they evidently wished it should. By monopolising the cotton of the East, they have expected to make their own prices for the fabrics composed of it, and thus secure a double profit, the one before it went to the looms, and the other after it should leave them. They are doomed to a double disappointment, and we expect nothing else, than to hear that the numerous failures in England we have recorded from time to time, will be followed by others more extensive.

Certainly if there is such a thing as poetical justice, if no other kind, the result will not be surprising. The early recognition of the South as belligerents was uncalled for, and not justified on the breaking out of the rebellion. It was if due at all, due at a much later period of the contest, and has tended to prolong it to this moment. Had it been withheld, the struggle would long ago have ceased, and cotton would have gone forward in its usual quantities. But those who made this couch, must now be content to lie in it. As regards our own market we can state that prices of cotton goods have already fallen very largely in this city. By our advices from Liverpool of the 15th instant, we learn that at the close of the previous week the stock in hand at Liverpool was 493,620 bales, and that there was at sea destined to the same port 270,000 bales. It is easy to see that a depression of 10 cents. per lb. would alone

cause a loss to the speculators of upwards of thirty millions of dollars. At the date referred to, a fall in cotton had commenced, but it had been checked by the news from the United States, nevertheless it had already dropped 6 cents per lb. providing a loss as estimated of ten millions of dollars. We may therefore count upon a further decline, as we have supposed.

We notice with some surprise an attempt in certain quarters to bolster up the value of railway shares by rather an unsatisfactory assumption, viz., that even with the return of peace we are to look forward "to a constantly increasing supply of money," and that it is to be the "most abundant article we shall have left," in short that is a "growing institution." On this hypothesis, it is contended, railway shares are to advance. We differ entirely from this opinion, and believe that railway property has a better foundation than irredeemable paper money, and that its value is not justly to be estimated on this principle. On the contrary we believe an early return to specie payments will increase their profits, since the freight and passenger traffic will continue to increase, while their expenses will diminish by the difference between paper and gold as they now are calculated. All labor and materials will be cheaper, and yet the fares and freight will be received at the gold standard. No one pretends that the rate of these will be diminished. The true way of regarding this kind of property is to look at its character, business and management, and not at the amount of paper money afloat, which can only affect its net earnings injuriously.

The price of gold has fallen the last week under the force of public opinion, and the very favorable condition of our military affairs. The rumors of Peace negotiations have also told upon the market. What faith is to be placed in them remains to be seen. Of one fact there can be little doubt. The great masses of the Southern people have had enough of their poor experiment. It is wonderful that they were ever misled for a moment. Their peculiar institutions were actually safe as long as they remained in the Union, as they had been from the first. Under no other probable conditions were they likely to be maintained, and the result has shown that they might have foreseen this, as such men as Alex. H. Stephens did. The idle talk that "there can be no just government without the consent of the governed," an assertion true enough in the case of the 13 original colonies, who had no voice and no part in the system under which they suffered, is absolutely false in its application to the South, who were always a part of the Governing power, and indeed the greater part of it for more than sixty years. Parties making their own government, controlling it and regulating it cannot assume that they are the governed with any truth, and even if occasionally they were in a brief mipority, still as it was their own Government after all, and they had the same civil rights they ever had they could not pretend that there was any distinction made against them or that they could be considered any part of an oppressed people.

It is not surprising therefore that the sophistry of ambitious demagogues is fast becoming odious to the people of the South, and we hail with satisfaction that returning power of discrimination, which we almost feared had been lost amid the clamor of the theorists, and the outcries of demagogues.

If cotton, a pound of which has so long been worth more than an ounce of silver, has fallen one half in price, and has been almost as much a standard to measure gold, as gold has been of paper, we cannot see how gold is to remain at its present rates. There is but one reason for it in the future, and that is the possible increase of the paper currency. But we are re-assured that the Treasury department is at length fixed in its policy not to issue any more; the circulation of the National Banks has also a limit of law, the internal revenue and customs are producing at the rate of between seven and eight hundred millions of dollars annually, and within a few months the expenditures for the war, must on the return of peace either by negotiation or military successes be completely stopped in its greatest amounts, so that we may very safely calculate that gold will shortly lose its advantages over paper money in a large degree, and that equality of paper and gold is not very far off.

This probable condition of things naturally gives rise to many speculations as to the quickest method of bringing about the desirable event. We take the liberty of giving an opinion from a very eminent financial source to this effect, viz., that Congress as soon as it will have no further occasion to authorize large loans for the support of the war may call in the legal tenders, by depriving them of their character of money, and making them necessary to be funded in a five per cent stock. This stock being supposed as the last of the system, would be a fair investment to the holders of these legal tenders.

In the meantime a National Bank of a hundred millions of dollars might be credited, to issue notes only redeemable in specie, and to receive such only. Of the stock the Government might hold one half, and the institution become the Sub Treasury and its financial agent and depositary. The return of all other Banks to specie payments within a limited period, should then be required by law.

On the supposition that peace is at hand, and that our military and naval expenses may be cut off within a few months, this plan it is contended would carry the Country and the Government safely over the gulf which lies between specie and paper.

It is announced that the Secretary of the Treasury has given out the particular agency of the 7-30 loan, resolving to trust to that and to taxation for the further support of the Government. This is confirmatory of the impression that the issue of further legal tenders is to be discontinued. We certainly have arrived at the point where this policy is commendable not only but wise. We have always thought that the paper money system as adopted by Mr. Chase was the only one which circumstances permitted, but we always had his assurance that he had never for a moment lost sight of the necessity of returning to a specie basis at the earliest opportunity. It has been quite common for the carping and the critical to compare this system with that of the celebrated French *Assignats*. Smatterers in history have alluded to the resemblance without knowing some important facts in relation to it. One is, that 45,000 million of francs were issued by the Government, before the currency had been abandoned as a resource. But the taxes did not produce 1-5th of the monthly expenditure, and there was no revenue from commerce, yet twice during their issue they rose to par, and had the proper steps then been taken, the whole catastrophe might have been avoided, or at least rendered supportable.

Another fact is, that the prices of lands, houses, properties of all kinds, real and personal, there rose to an enormous height, because every one desired to exchange their assignats for something tangible and certain.

In our case, our Government has only issued in legal tenders what is equivalent to two thousand millions of francs, and so far from the currency being unpopular, it is eagerly preferred to all other kinds. Nor has real estate risen in price much beyond its former value in gold; in many places it has not risen at all. Buyers will give no more in legal tenders than they would have been willing to give before the war, and this is the rule rather than the exception. Here is an essential difference quite overlooked by the writers alluded to. They would have been far more accurate, if they had drawn the parallel between the assignats and confederate money, the resemblance being much more remarkable and much more truthful.

Government securities were more inquired after the past week, and are reported steady. Large orders for the 5-20's on foreign account have recently been executed.

Railway shares have drooped the last few days, and stocks are generally dull, though the Governments stand well, and 110 is paid for the 5-20's for foreign account.

Money is easily obtained at 7 per cent. collaterals, but is not freely given on commercial paper, as it is supposed it is less reliable than it was from the approaching fall in goods on hand.

The balance in the Sub-Treasury in this city on Tuesday, was $31,568,901 39.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 98; Indiana 5s, 85; Goshen Br. bonds, 102½, New York City 6s, 1887, 106; Brooklyn City Water Loan, 105; St. Louis 6s, 87½; Mariposa 1st mort., 55; Atlantic Mail S. S. Co., 160; Wyoming Valley Coal Co., 46; Central Coal, 45; Merchants Ex. Bank, 98; Central National Bank, 103; 4th National Bank, 109; ; Am. Ex. Bank, 122; Merchants Bank, 116; Ocean Bank, 95; Shoe and Leather Bank, 105; Importers and Traders Bank, 108; Manhattan Gas, 185.

Philadelphia.—Reading mort. 6s, 99; West Chester R. R. 7s, 100½; Belvidere Delaware 1st mort., 95; Phila., Wil. and Balt. R. R. bonds, 132¼; Allegheny Co. 5s, 77; do., scrip, 79; Pittsburg 5s, 75; Green and Coates street R. R. bonds, 95; 2d and 3d streets R. R. 2d mort., 101; 13th and 15th streets R. R., 24½; 10th and 11th, 44¼; Girard College R. R., 24; Delaware Division Canal bonds, 95; New York and Middle Coal Fields, 9; Hazleton Coal, 75; Fulton Coal, 6⅝; Big Mt. Coal, 5¼; Wyoming Coal, 9⅛; Shamokin Coal, 14¾; Butler Coal, 11½; Locust Mt., 50; Swatara Falls Coal, 3½; Preston Coal, 28; Clinton Coal, 1; Keystone Zinc, 1⅛; Connecticut Mining, ¾; Mechanics' Bank, 82¾; Bank of

North America, 192; Western Bank, 120; Farmers and Mechanics Bank, 71; Northern Bank of Kentucky, 125; Union Bank, 65½; City Bank, 60¼; Corn Ex. Bank, 159; Louisville Bank, 120; Atlas Oil, 1⅝; Bruner, 1¼; Big Tank, 2⅛; Corn Pl., 5⅞; Cow Creek, 2; Cherry Run, 1¾; Caldwell, 6⅛; Crescent City, 1¾; Curtin, 1.41½; Duncard, 1; Dalzell, 8¼; Egbert, 3½; Eldorado, 1½; Excelsior, 1⅜; Feeder Dam, ¾; Globe, 1¼; Gt. Basin, 2⅝; Germania, 2⅝; Hibbard, 1¾; Howe's Eddy, 1⅛; Hyde Farm, 4⅛; Irwin, 10; Krotzer, 1.31; Logan, ½; McClintock, 6; McElheny 4¾; Mingo, 3⅝; McCrea and C. R., 1¼; Maple Shade, 25; Noble and Delamater, 6⅜; Organic, ¾; Olmstead, 2¾; Oil Run, 2½; Oil C. and C. R., 4; Oil Creek, 7⅜; Oil Basin, 9; Phila. and Oil Creek, 1⅜; Petro. Centre, 3; Perry, 3¾; Pope Farm, 1⅛; Royal, 1⅞; Ross, 1⅞; Rock, 3⅜; Story Farm, 2⅛; St. Nicholas, 4⅛; Sherman, 1⅜; Seneca, 4; Story Centre, 6¼; Tarr Home, 5½; Union, 1¾; Venango, ⅞; Walnut, 2¾. The latest quotations are: City 6s, 92⅝@93; do., new, 96@97; State 5s, 93@93½; do., coupon, 95@97; do., 6s, W. L., 103½@104; Phila., Wil. and Balt., 6s; Reading, 51½@51⅝; do., 6s, 1870, 100@102; do., bonds, 98@100; Camden and Amboy, 134@134¼; Penn. R. R., 61⅞@62; do., 1st mort., 107@107; do., 2d mort., 104@105; Little Schuylkill R. R., 38@39; Morris Canal, 91@91; do., pref., 126@130; do., bonds, 100@100½; Wyoming Valley Canal, 64@65; do., 6s, 99@101; Susquehanna Canal, 12½@13; do., 6s, 54@54; Sch. Nav., 23@28; do., pref., 29¾@31; do., 6s, 1882, 79@80; Union Canal bonds, 28¼@28½; Delaware Div. Canal 32@33; do., bonds, 90@96; Elmira and Williamsport, 30@31; do., pref., 45@50; do., 7s, 1878, 101@102; do., Chattle 10s, 74@75½; Long Island R. R., 47@48; Lehigh Coal and Navigation, 69@70; North Pennsylvania, 26@27⅛; do., 6s, 91@92½; do., 10s, 110@111⅛ Philadelphia and Erie, 24¼@25; do., 6s, 101@102½; Minehill, 57@57½; Catawissa, 10@11; do., pref., 25@27⅛; Lehigh Valley, 74@74¾; do., bonds, 99@100¼; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 65@66; Race and Vine, 9@10¼; West Philadelphia, 70@70¼; Spruce and Pine, 30@33; Green and Coates, 30@30; Chestnut and Walnut, 45@50; Arch, 16½@17; Thirteenth and Fifteenth, 24@25; Girard College, 24@24; Tenth and Eleventh, 44@45; Norristown, 57⅛@57¼.

Boston.—Rutland and Burlington 1st mort., 64½; do., 2d mort., 23½; Boston, Hartford and Erie 7s, 79¾; Chicago, Burlington and Quincy 8s, 110½; Northern (Ogdensburg) 1st mort., 94; do., 2d mort., 23; Boston and New York Air Line 6s, 55; Boston and Lowell R. R. 6s, 101½; Vermont Central 1; do., 1st mort., 78½; do., 2d mort., 23; Vermont 6s, 1884, 97; Massachusetts 6s, 1872, 120½; Albany 6s, (W. R. R.) 103; Boston and Lynn horse, 93; Boston Water Power, 48; Cary Imp., 11¼; Waverly Co., 3; Essex, 98; East Boston Co., 13¼; Saco Water Power, 150; Potomac Coal, 8⅝; Belmont Coal, 10¾; Gilberton Coal, 78; Franklin Coal, 66; Bear Valley, etc., Coal, 16@20; Tyson Iron, 8¾; East Boston Ferry, 76¾; Boston S. S. Co., 128; Chelsea Gas, 87; Dorchester Gas, 70; East Boston Gas, 27½; Boston Gas, 787½@790; Hide and Leather Bank, 125; Union Bank, 128¾, Suffolk Bank, 118¼; Globe Bank, 142; Chelsea National Bank, 99¾; Merchants' Bank, 116; Boston National Bank, 100; Blackstone Bank, 110; 3d National Bank, 100¼; 1st National Bank, 125; National Bank of Commerce, 110¼; Revere Bank, 120¼; Continental National Bank, 104; Atlas National Bank, 110½; Maverick National Bank, 102¾; Boston Bank, 78; Rockland Bank, Roxbury, 118; Quincy Stone Bank, Quincy, 103; Mt. Wallaston Bank, Quincy, 106¾; Provincetown Bank, 111½; 1st National Bank, Dorcester, 104½; Naumkeag Bank, Salem, 101¼; Asiatic Bank, Salem, 30¼; Monument Bank, Charleston, 106; Blue Hill Bank, Milton, 100; City National Bank, Worcester, 106; Bank of Cape Ann, 110; Acton Mining Co., 1½; Bay State, 18; Brome, 2; Buckingham Plumbago, 5; Boston, 8; Bedford, 70c.; Copper Falls, 80; Cornwall, 25c.; Canada, 75; Eagle River, 3; Fulton Farm Oil, 4; French Creek, 75c.; Gt. Basin Oil, 6; Hancock, 10; Humboldt, 8; Mesnard, 5; Macomb Lead, 1½; Ottawa, 23c.; Pontiac, 2⅞; Phœnix, 20; Star, 6; St. Clair, 7. Superior, 6; St. Marys, 3.

Baltimore.—N. W. Va. 2d mort., 99; Marietta and Cincinnati bonds, 94¾; Maryland 6s, 1890, 105; Do., Defense Loan, 100; Bare Hill, 3.00; Penn. Oil, 2.05; Balt. and Cuba Smelting, 200; Maryland Copper, 0.60; Balt. Chrome, 2.50; Laurel Cannel Coal and Oil Co., 5.35; Atlantic Coal, 1.20; Virginia Coal and Iron, 8.50; Santa Clara, 24; Am. Gas Coal, 1.90; Chesapeake Oil, 4.80; Union Bank, 71; Merchants' Bank, 105; Bank of Baltimore, 103; Bank of Commerce, 24¼. The latest quotations are: Balt. and Ohio, 108@112; do., 6s, 1867, 101@104¼; do., 1875, 104@105; do., 1880, 103@105; do., 1885, 106½@107; Northern Central, 51@52; do., bonds, 1885, 90@94; N. W. Va., 00@05; do., 1st mort., 100@104; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 100@101; Marietta and Cincinnati 7s, 1891, 93¾@95; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 84@85; do., guar., 107@110; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@108; Baltimore 6s, 1870, 100@101½; do., 1873, 104@108; do., 1875, 104@105; do., 1886, 101@102½; do., 1890, 104½@105; do., coupon, 107@109½; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 16@17; Canton Co. 30@32; Gardner, 0.50@0.60, Gas Coal, 1.90@1.95; Maryland, 0.60@0.65; North State, .10@.15; Springfield, 1.00@1.40; George's Creek, 106@109; Santa Clara, 24@23¾; Balt. Chrome, 2.00@2.50; Bare Hill, 3.00@3.25; Atlantic Coal, 1.00@1.20; Mineral Hill, 1.50@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.00@5.25.

Taxation of National Securities.

A recent decision of the United States Court has settled a question of great interest to the holders of National securities. By the laws of New York passed at various times, a State tax was levied on the securities held by the State Banks as part of their capital. The Supreme Court and Court of Appeals of New York sustained the legality of these acts, but the recent decision of the U. S. Court, settles the question adversely, and affirms that such State taxation is unconstitutional, being a restriction on the powers of the general Government to borrow money. The decision necessarily gives a large increased value to National securities, as compared with all others in the market.

American National Bank.

We perceive by an official notice of Mr. McCulloch, Comptroller of the Currency, that the American National Bank has been duly organized in conformity with the act of Congress, and is authorized to commence business in this city. Its capital is $500,000, with the privilege of increasing it to $5,000,000. The President is Noah L. Wilson, Esq., long connected with the State Bank of Ohio, and yet as hitherto, the President of the Marietta and Cincinnati Railway Company. Its Vice President is Mr. D. W. Vaughan, late Cashier of the Fourth National Bank of this city. Its Cashier is Mr. Alfred A. Post, late Superintendent of the Government Account in the same institution. Among the principal capitalists connected with the new bank is David Gibson, Esq., of Cincinnati. It is understood that Western business naturally following capital of that character will be largely enjoyed by the American National, and it enters upon its career with the fairest promise of success.

Montreal and Vermont Junction R. W.

The annual meeting of the shareholders of this Company was held at their office St. Armand West, on the 16th instant. Hons. P. H. Moore, A. B. Foster, J. Gregory Smith, Joseph Clark, L. Brainard, J. D. Hatch, Esq., and Henri Des Rivieres, Esq., were elected directors of the Company for the ensuing year. At the meeting of the Board the Hon. P. H. Moore was elected President; the Hon. J. Gregory Smith, Vice-President, and J. C. Baker, Secretary and Treasurer for the coming year. On the same day the Road was opened for traffic.

☞ We again call the attention of our readers to the advertisement of the N. Y., Philadelphia and Baltimore Petroleum and Mining Company. This Company's property is located on Oil Creek, Cherry Run, Cherry Tree Creek, and Walnut Bend, being in the very heart of the Oil Regions, places well known for their inexhaustible supply of Oil. The Company's office is No. 71 Broadway, where prospectus, maps, &c. of the property, and all information regarding it is freely given.

Troy and Greenfield Railroad.

The receipts of the Troy and Greenfield Railroad during the past year were $493,070, including $450,000 from the State Treasurer. After paying the expenses, a balance remains of $6,127. The Commissioners estimate that it will cost from $25,000 to $30,000 a month to carry on the road the present year.

☞ We invite attention to the Advertisement of the Niagara Fire Insurance Company, in another column. It has a cash capital of $1,000,000; the surplus January 1, 1865, was $270,353—making the gross assets, $1,270,353. This company has recently paid its 29th dividend of six per cent. on the whole capital, free from U. S. tax. The President of the company is Jonathan D. Steel. Secretary, P. Notman. Office No. 12 Wall street.

Boston, Hartford and Erie Railroad.

Under the terms of agreement between the New York and Boston, and Boston, Hartford and Erie Railroad Companies, the holders of full paid shares in each of those companies are required to change them into the capital stock, share for share, of the Boston, Hartford and Erie Railroad Company (new corporation.)

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Jan. 21, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$23,622 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	76,433 00
Total	$103,179 00
Corresponding week, 1864	102,082 00
Increase	$1,097 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January:

	1865.	1864.
Passengers	$8,791 38	$5,452 15
Freight	12,050 24	5,443 37
Mail, express & telegraph	1,186 33	944 58
Total	$22,027 90	$11,840 10
Total this month to date	64,631 28	38,835 01

The earnings of the Toledo and Wabash Railroad Company for the 3d week of January, 1865, were $36,383 00
Corresponding week of previous year. 20,997 00
Increase $15,386 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1865, were $84,013 00
Corresponding week of previous year. 60,042 00
Increase $23,976 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 14, 1865, were:

	1865.	1864.
Passengers	$2,248 60	$1,408 52
Freight	8,360 39	4,381 99
Express	130 22	104 16
Mails	296 58	296 58
Total	$11,035 79	$6,191 25
Increase		$4,844 54

Receipts from January 1 to Jan. 14:

1865	$11,035 79
1864	6,191 25
Increase	$4,844 54

Wisconsin Railroad Decision.

ILLEGALITY OF RAILROAD COMPANIES TO ENGAGE IN BUSINESS NOT AUTHORIZED BY THEIR CHARTERS. NO POWER TO BUY AND HOLD LANDS SITUATED AT A DISTANCE FROM THEIR ROADS. FRADULENT REPRESENTATIONS AS TO PECUNIARY CONDITION OF RAILROAD COMPANIES. LIABILITY FOR REPRESENTATIONS OF THEIR OFFICERS AND AGENTS. CONVEYANCE OF LAND TO RAILROAD COMPANIES THROUGH FRAUD AND MISREPRESENTATION OF THEIR OFFICERS AND AGENTS.

The late case of Waldo *vs.* The Chicago, St. Paul and Fond du Lac Railroad Company, and others, was an appeal to the Supreme Court of the State of Wisconsin from the Circuit Court from Jefferson County in that State.

It was an action to have certain conveyances of land, made by the plaintiff to one Wm. B. Ogden, and by the latter to one Mahlon D. Ogden, set aside, or declared void, and to compel a re-conveyance to the plaintiff.

The complaint, after stating that the Chicago, St. Paul and Fond du Lac Railroad Company in the fall or winter of 1856, appointed a committee to canvass for subscriptions to the stock of said company to be paid by conveyances of land to said Wm. B. Ogden, and that Bradley, Pease, Wood and Johnson, who were members of said committee came during said winter to the County of Jefferson, and that various public speeches were made by them and said Ogden, to induce subscriptions to said stock, payable in land, and that various committees of citizens were appointed to co-operate with them in canvassing for such subscriptions, alleged that in February and May, 1857, the plaintiff conveyed to said Ogden, certain lands by warranty deed in the usual form, and received therefor $6,200 of the stock of said company, and that the plaintiff was induced to make said conveyance for said stock solely by means of certain false and fraudulent representations made at public meetings and in private, by said Ogden and said Bradley, Pease, Wood and Johnson, and by other persons who acted as citizen committees, and stated what said Ogden and the others above named directed them to state, believing all that was told to them, which representations were in substance as follows:

That said company under a former organization when it was known as the Rock River Union Valley Railroad Company, had been largely in debt, and that the present company had succeeded to their rights, and liabilities, and after securing their portion of the land grant from the states of Wisconsin and Michigan (donated by the U. S.), had become in good credit, and the former creditors of the old company, who had also been creditors of the new wishing to share in said land grant, had nearly all consented to converting their claims against said company into stock, and that all the large debts of the company had been already satisfied by conversion into stock, and that this process was still going on and would soon be completed so that the company would not owe a dollar; that the company was in good condition and credit; that the net earnings of the finished portion of the road from Fond du Lac to the La Crosse Junction, and from Chicago to Janesville, for the last six months, had been eqpal to 4½ per cent. on the entire cost of the road, represented by three millions of stock, and that the directors would have declared a semi-annual dividend of 4½ per cent., but they thought it best to use said earnings to carry on the road, and they had been carried to the construction fund instead of being divided among the stockholders; that the company only needed $600,000 inland, mortgages, bonds and cash subscriptions to complete the connecting link between La Crosse Junction and Janesville, and were getting it without difficulty; that the stock would soon be at par and above par; that the land grants made to said company were worth, at a low estimate, thirteen and a half millions of dollars, and that the road when completed from Chicago to Fond du Lac would certainly pay dividends of 10 per cent. per annum, &c., whereas in fact the said Ogden, Bradley, Pease, Wood and Johnson well knew that the company was at that time indebted to its mortgage bondholders about $1,800,000, and to other creditors unsecured a floating debt of about $1,600,000, and was not in good condition, but had no available resources with which to pay the principal or interest of its debts, and was on the verge of bankruptcy, and was without credit among capitalists, and its bonds and stock of very little value, and that the portion of the road completed was not earning any such net sum as 4½ per cent. for six months upon the cost thereof, as represented by the stock, and that said net earnings, whatever they may have been, had not been applied to extend the road, but to pay former debts and the expenses of the company; that the $600,000 proposed to be raised to enable the company to build its road from Janesville to La Cross Junction, would have very little value for that purpose, and would be swallowed up by the creditors of the company; that there was no prospect of the completion of said road from Janesville to said Junction for years, nor until the road should be in the hands of its bondholders or purchasers at a sale under their mortgage, that there was no good reason to suppose that the company would ever earn enough to pay more than the interest on its debts, or that its stock would ever be worth anything; and that the lands granted to the company were really worthless, and a large portion of them had long been subject to private entry at fifty cents per acre, and would be a poor investment at any price when taxes would have to be paid. The complaint also alleged that all the proceedings of said Ogden, and of the said committee of the company, were fradulent in intent and designed only to obtain so much more land as assets before the final bankruptcy of the company; and also that the plaintiff parted with his land solely in consequence of said false representations, and that he is ready and able to surrender the stock issued to him, to be cancelled as the court shall direct.

The other allegations of the complaint are sufficiently stated in the opinion of the court.

The company and the Ogdens demurred separately on the ground that the complaint did not state facts sufficient to constitute a cause of action.

The court overruled the demurrers and the defendants appealed.

By the Court, COLE, J.—In the case of Clark *vs.* Farrington 11 Wis. R. 306, 424, this court, among other things, held that a railroad corporation could not engage in any distinct or separate branch of business not authorized by its charter, for the purpose of raising funds to accomplish the objects for which it was created, that while the corporation in the exercise of the powers conferred upon it by its charter might adopt any convenient means proper in themselves, to accomplish the objects of its creation, it could not embark in the business of banking, or manufacturing or speculating in real estate, to raise money to build its road, for this would be acting outside of its charter. The distinction indicated by these illustrations is plain, important and fundamental. A railroad corporation created for the purpose of building and operating a railroad might buy its depot grounds, its road bed, its rolling stock, and pay for these things in the stock of the company, without exceeding its powers or violating any principle of public policy.

It might exchange its stock for road ties, or pay in stock for the grading of its road as well as sell its stock for the money with which to pay for these necessary and indispensable things, and still it would be doing nothing more than the company was authorized to do. And in that case we held, if the corporation should resort to a transaction of a two-fold character, and receive a bond and mortgage in payment of a stock subscription, and then sell the securities to raise money with which to build and equip its road, it would still be acting within the powers conferred upon it by its

charter. But when a corporation created for the purpose of building and operating a railroad, goes into the business of banking, or manufacturing and selling goods, or dealing and speculating in real estate, because its corporators or board of directors think such adventures may be profitable, or if a bank should go to building and operating a railroad for like reason, it is easy to see that in each instance the corporation is attempting to transact business which, under its organic act, it has no right or power to do. And if the corporation might embark in a separate and distinct business, not contemplated by its charter, merely because it was supposed it would be profitable, and increase its means and resources, there would be no safety to the public in granting any special charters, and none to individuals who might invest in the stock of the company.

We have, therefore, no difficulty whatever in arriving at the conclusion that the appellant could not go to speculating in real estate, and had no power under its charter to buy and hold lands situated at a distance from its road, which the company did not want and could not possibly use in constructing or operating its road, but our real difficulty in the case has been to determine what became of the title to the lands conveyed under the circumstances disclosed in the complaint. This question we have examined with all the care and diligence we were able to bestow upon the case, consistently with our other duties, and we have not arrived at any satisfactory result upon it. We think the demurrer to the complaint was properly overruled upon another ground, which we will presently notice but our desire was to pass upon the main question in the cause.

In the present case the respondent states that for the purpose of paying his subscription to the stock of the company, be conveyed to Wm. B. Ogden the lands mentioned in the complaint, to hold the same in trust for the corporation. He avers that the lands are not all timber or woodlands, that there was no stone quarry or gravel bed thereon, that they are not on or contiguous to the line of the railroad, and, as located, could be of no use or advantage to, and were not necessary for the purposes of the road. The complaint further alleges that Wm. B. Ogden has conveyed the lands to Mahlon D. Ogden, who took the conveyance with full notice of the circumstances under which they were obtained from the respondent, and holds the same for the use and benefit of the company. From these allegations it would seem that the corporation proposed embarking in the business of buying and selling real estate as a matter of speculation and profit, a thing which it clearly had no right to do. It was authorized to take and hold such lands and real estate as were necessary and proper for the use and enjoyment of its road but no more.

It is urged that when a grantor conveys lands to a railroad company, or to a trustee for its benefit, which he knows the company does not want and cannot use for the purpose of building and operating its road, he is a party to the illegal contract, and cannot claim relief in a court of equity. He becomes, it is said, a perpetrator in the unlawful contract, and therefore should meet the consequences of his own act. On the contrary it is said that the restriction is directed against the corporation alone, to prevent it from engaging in illegal transactions and that where it obtains real estate for a purpose not authorized by its charter, it can be compelled, in a suit in disaffirmance of the contract to restore the land which it has obtained. In the present case it will be observed that the lands were conveyed to a trustee, impressed with a trust which the law does not sanction, and does this change the law of the case, or affects the rights of the respondent? If he could reclaim the lands had they been conveyed directly to the company, ought he not to do so when they are conveyed to a trustee for its use and benefit? These questions have presented themselves to our consideration in the examination of this case, and we should have been glad to have decided them, had we come to a satisfactory conclusion upon them. They are interesting and important and controlling in this case; but we are compelled to leave them for further argument and consideration.

But upon the other ground, that the deeds were obtained from him by false and fraudulent representations as to the pecuniary condition of the company, we think the respondent shows himself entitled to relief. He alleges that Wm. B. Ogden, and the persons acting with him in soliciting stock subscriptions, represented that the company was in good pecuniary condition and repute; that the part of the road completed from Fond du Lac to the La Crosse Junction, and from Janesville to Chicago, was earning money very rapidly, and in fact that the net earnings of the road for six months then last past, had been equal to 4½ per cent on the entire cost of the road, which amounted to three millions of stock, while at the time they well knew that the company was on the verge of bankruptcy, and about to fail, and was without credit, its bonds and stock of little value; and that the road in operation was not earning any such sums as were represented.

It is very clear that those representations as to the pecuniary condition of the company and the earnings of the road, were material, and were such as the respondent had a right to rely upon when he sold his land for the stock of the corporation. He could not know what the road was earning, or that the company, instead of being in a sound financial condition, was upon the eve of bankruptcy. It is evident that these matters, which fixed the value of the stock could only be known to the agents and officers of the road. They had access to the books and records of the company, knew what the road was earning and whether the corporation was solvent, and nothing was more reasonable or natural than that a party about to subscribe for stock should rely on the statements of its officers and agents who were around soliciting subscriptions.

It is said that the company ought not to be held responsible for the misrepresentations of its agents, but we think otherwise. They were going about the country obtaining subscriptions, and whatever fraudulent representations they made as to the condition of the road and the value of the stocks while doing this must be deemed to be made by them in the execution of their agency, and for which the company is liable. This we think is very clear from the authorities. Sanford *vs.* Handy 23 Wend., 260; Gibson *vs.* D'Este, 21 Eng. Ch. R., 542; Younge and Collyer, 542,570; Phil., Wilmington and Baltimore Railroad Co. *vs* Quigley, 21 How. (U. S.) 202.

We therefore think that if the allegation of the complaint in respect to these false and fraudulent statements of the agents shall be sustained by the proof, the respondent will be entitled to have the contract rescinded on the ground of fraud.

The order of the circuit court overruling the demurrer is affirmed.

Order affirmed accordingly.

Interest and Dividends.

The Milwaukee and Prairie du Chein Railway Company have declared a dividend of 4 per cent. on the 1st preferred stock, payable February 10th; and 3½ per cent. on the 2d preferred stock, by 1st June next. Both payable less the Government tax of 5 per cent. Conversion of mortgage bonds into 1st preferred stock will be made from 10th to 20th February, both days inclusive.

The American Coal Company have declared a semi-annual dividend of 4 per cent., payable Feb. 15.

The Glen Carbon Coal Company, a dividend of 1 per cent., payable Jan. 30.

The Lykens Valley Coal Company, a dividend of 5 per cent., payable Jan. 28.

The Sherman Coal Company, a dividend of 1 per cent., payable Feb. 6.

The Washington Coal Company, $2.50 per share, payable on demand.

Albion Gold Mining Company of N. S., its first dividend of 3 per cent., payable Feb. 6.

Losses by Fire.

The number of fires in the United States in 1864 was 294, and the losses thereby $28,522,000. In 1863 the number was 150, and the losses, $14,060,000—showing an increase in fires of 144, and in losses of $14,462,000. The following table gives the losses by fire in the United States for the past eleven years:

Year.	Losses.	Year.	Losses.
1854	$20,578,000	1859	$16,058,000
1855	13,040,000	1860	15,597,000
1856	21,159,000	1861	18,020,000
1857	15,792,000	1862	17,640,000
1858	11,561,000	1863	14,060,000
		1864	28,522,000
Total			$192,027,000

Milwaukee and St. Paul Railroad.

The earnings of the Milwaukee and St. Paul Railway Company, including the Eastern Division of the La Crosse Railroad, are for 1864, $2,259,398; 1863, $1,764,243; increase for 1864, $495,155. The operating expenses of the year are 76 per cent.

Philadelphia and Baltimore Central R. R.

At the annual meeting of the Stockholders of this company held on the 9th ult., Samuel M. Felton was elected President; S. J. Dickey, David Woelpper, J. R. Ramsey, Dr. S. B. Stubbs, J. A. Strawbridge, M. Conard, J. Phillips, O. Brinton, Jr., P. Quigley, S. Dickey, J. Tome, D. Stubbs, Directors; Joseph Huddell, Treasurer; and R. Hodgson, Secretary.

European and North American Railway.

We learn by telegraph that the corporation of the city of St. John, New Brudswick, has subscribed $400,000 to the stock of the European and North American Railway Company. This amount, with the Government subsidy of $10,000 per mile and the individual subscriptions, insures the building of the line from St. John City to the Maine boundary.—*Boston Journal.*

Troy and Boston Railroad.

The earnings of this road during the year ending November 30, 1864, were $573,445; and the expenses, $535,063—leaving as net profit, $38,382.

Railroads in California.

Central Pacific Railroad.—We published last week a very full account of the Central Pacific Railroad, taken from the recent report of S. S. Montague, Esq., acting Chief Engineer. The following general statement from the Sacramento *Union*, throws additional light upon and gives great interest to the subject:

The great cost of a work of this magnitude placed it beyond the reach of unaided private capital. The result of the surveys and examinations was therefore placed before Congress, who, in view of the importance of the railroad as a great national highway, passed a bill on the first day of July, 1862, afterwards amended July 2, 1864, providing for the construction of a railroad from the Missouri river to the Pacific ocean, including this company among the recipients of the aid granted by the bill. The surveys made by this company, demonstrating the feasibility of constructing and operating a railroad over the Sierras, which had been deemed impracticable, contributed much to the success of this measure.

By these laws the company receives from the National Government its bonds to the amount of $16,000 per mile for that portion of their road between Sacramento and Arcade creek, about seven miles, and $48,000 per mile for the 150 miles east of that point. They also receive twenty sections of public land for each mile of their road, being 12,800 acres per mile—that is, every section designated by odd numbers within twenty miles on each side of the railroad, except mineral lands, on which, however, the timber is granted to the company.

The State of California has also provided for the payment of the interest, at seven per cent. per annum, on $1,500,000 of the bonds of the company, for twenty years, in gold, amounting to $105,000 a year during that time.

As soon as the Railroad Bill was passed by Congress, the company placed several corps of engineers in the field to make the final locative surveys of the first section of fifty miles. These surveys were so far advanced that they were able to let out the contract for grading the first eighteen miles, from Sacramento to the California Central Railroad, on the 27th day of December, 1862. The work was inaugurated with proper ceremonies, on the 8th day of January, 1863, but the grading was not actually commenced until February, 1863.

In the meantime an agent had been sent to the Atlantic States to purchase the iron and rolling stock in order that they might be on hand when the grading should be completed. Upon his arrival no American iron or rolling stock could be purchased except one locomotive, which was immediately bought and shipped. But contracts for the manufacture of iron and other material were promptly made. The first shipment of iron reached Sacramento October 8, 1863, and the grading being ready the laying of the track was immediately commenced. The work, with slight interruptions caused by the non-arrival of iron and ties, steadily progressed until the 26th of April, 1864, when the eighteen miles were completed, and the cars commenced running to the junction of the California Central Railroad.

In the meantime thirteen miles more of the line had been surveyed and located and the grading nearly completed. On the 6th day of June, 1864, the cars commenced running to Newcastle, thirty-one miles from Sacramento, and from that time to the present the company have been doing a large and steadily increasing business, fully proving that when extended to Dutch Flat, as well as when completed, it will be one of the best paying roads in the United States. In connection with the Dutch Flat and Donner Lake Wagon Road it forms the best and most expeditious route over the mountains both in Summer and Winter. Some of the advantages are the low elevation of the pass at the summit, it being about six hundred feet lower than Johnson's Pass, and therefore less liable to deep snow. It also avoids the second summit or eastern range of the Sierra (which is the most difficult of passage) as it follows down the Truckee river, which pierces that, as well as the Washoe range, in its course to the east.

The company has had to meet great difficulties in the prosecution of the work—delays in the manufacture and transportation of iron and rolling stock, the rugged, hilly character of the country through which the road has been graded, financial difficulties growing out of the war, and the necessity of using gold coin in payment of all their work in California, have been great hindrances; yet they have constructed and had in use for more than six months, thirty-one miles of a first-class railroad and telegraph line, expended over $100,000 in further grading, and accumulated a large stock of railroad iron and other material, while not a mile of rail has yet been laid on the eastern end of the Pacific Railroad. All this has been done without any National or State aid.

The assets of the Company for the further prosecution of the work are as follows:

Amount of capital stock unsold	$18,481,300 00
Amount due from stockholders	136,320 68
First mortgage bonds unsold	106,000 00
Placer county bonds	75,000 00
Sacramento county bonds	163,500 00
Seven per cent. gold bonds due from San Francisco	400,000 00
Thirty-year six per cent. bonds due from the United States	1,264,000 00
396,800 acres of land due from the United States, at $2 50 per acre.	992,000 00
Company seven per cent. gold bonds (Interest paid by the State)	1,500,000 00

The following is a statement of the work done and materials furnished and purchased for construction:

Earth and cement excavation	602,598 cubic yds.
Excavation material requiring blasting	195,576 cubic yds.
Stone masonry	3,280 cubic yds.
Cobble & granite around bridge piers	825 cubic yds.
No. of brick in the work	280,582
Timber in struct're, No. of ft. b'rd meas're	1,232,800
Lumber in struct're, No. of ft. b'rd meas're	180,000
No. of redwood ties	116,000
No. of tons of iron (70 lbs. per yard)	8,000
No. of locomotives	8
No. of cars	146

The business of the road to Jan. 1, 1865, was as follows:

No. of passengers	55,287	
Amount received therefor in gold coin	$72,750 00	
Am't received for freight and express	47,349 00	
T'l received for pass. and freight		$120,099 00
Operating expenses		63,264 26
Net earnings in gold coin		$56,894 74
Cost of the 31 miles completed		$1,023,000
Rolling stock		217,000
		$1,240,000

The estimated receipts when the road is complete to Dutch Flat are:

Annual rec'pts from passengers in Cal.	$208,050
Annual rec'pts from freight in California	496,000
77,500 tons of freight to Washoe, $10	775,000
48,000 pass. to Washoe and back, $6 75	324,000
Express and mails	20,000
Total	$1,823,050
Deduct operating expenses	546,000
Net earnings in gold coin	$1,277,050

When completed to the State Line it is calculated they will be as follows:

116,000 tons merchandise, $22 50	$2,610,000
100,000 cords wood, $5	500,000
30,000,000 feet lumber, per M. $10	300,000
10,000 tons return freight, $10	160,000
96,000 passengers, both ways, $12	1,152,000
Express and mails	30,000
Local California business	704,050
Total receipts	$5,456,050
Deduct operating expenses	1,636,800
Net receipts in gold coin	$3,819,250

The officers of the road are: Leland Stanford, President; C. P. Huntington, Vice-President; Mark Hopkins, Treasurer; E. H. Miller, Jr., Secretary; S. S. Montague, Acting Chief Engineer; Charles Crocker, General Superintendent; E. B. Crocker, Attorney. The Directors are Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, Jr., A. P. Stanford, E. B. Crocker and Charles Marsh.

We also find in the same paper the following extracts in relation to the six other Railroads now constructed, and in process of construction in this rich and enterprising State:

Northern California Railroad.—This road was completed in February last, and extends from Marysville to Oroville, a distance of twenty-nine miles. The President of the Company is Captain M. H. Darrach, and the Superintendent, A. J. Binney. Two trips per day are made, each way, and the road was in excellent order when we last passed over it. Short in extent as it now is, it is a connecting link in a work of great magnitude, as it is the foundation of the great steam highway into Oregon that must ere long afford San Francisco a sure and safe connection with Portland. If extended twenty-five miles further it will bring to our doors the agricultural wealth of Butte and Chico Valleys, than which no richer sections of farming land anywhere exist. It is already an important tie in the chain of travel leading into the Humboldt mines in our sister State, Nevada, in addition to affording an excellent outlet for the traffic of Plumas, Lassen and Sierra counties.

Oakland Railroad and Ferry Line.—Finished August, 1864. Length about four miles, extending from the end of a long wharf at Gibbons' Point, in the county of Almeda and on the Bay of San Francisco, through the city of Oakland to the village of Brooklyn, otherwise known as San Antonio. In good order. George Goss, Superintendent.

Placerville and Sacramento Valley Railroad.—This company taps the Sacramento Valley Railroad at Folsom, and is now in good running order as far as Latrobe, a total distance of fifteen miles. There are also about eight miles of road graded and ready for laying the rails, but that work will not be commenced until all the grading, trestle work, etc., is completed to Shingle Springs, some nine miles further. The officers are: Charles E. McLane, President; G. W. Swan Vice-President; T. F. Tracy, Treasurer; N. A. Hamilton, Secretary; F. A. Bishop, Chief Engineer and Superintendent. Directors—C. E. McLane, G. W. Swan, C. W. Brewster, T. F. Tracy, Isaac Nash, John Blair, A. A. Van Voorhies, F. A. Bishop.

Sacramento Valley Railroad Company.—This railroad was finished to Folsom in 1856, and has been in constant operation ever since. It extends from this city to Folsom, a distance of twenty-two miles, connecting at Folsom with the Placerville and Sacramento Valley Railroad. It also has a branch or tap line leading to Freeport, on the Sacramento river. F. L. A. Pioche is President, and J. P. Robinson, Secretary. We made application for full statistics concerning this road, its present condition, its officers, and its business transactions and financial reports for the past year, but were unable to obtain the desired statement.

California Central Railroad.—There has been no particular change in the general condition and circumstances of this road since the 1st of January last, with the exception of the grade between Lincoln and Bear river having been completed.

The business of the road may be said to have increased considerably during the past year. We learn it is the intention of the Managers to lay the iron on the grade to Bear river in the Spring, and to complete the road to Marysville during the ensuing Summer. We are informed that an agent is about to proceed to the East soon, in order to purchase iron for the extension.

Alameda Railroad.—This road extends from the end of a long wharf at the Encinal of Alameda, in the Bay of San Francisco, to the villages of Alameda and San Antonio. Distance, about three miles. The road will soon be completed all the way through the great Alameda Valley. Alfred A. Cohen, Superintendent.

Cotton in California.

We learn by our latest advices from California, that large tracts of land in Los Angelos County are being prepared for the culture of cotton the present season.

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Cash Capital - - - - - - - - -	$1,000,000
Surplus, January 1st, 1865 - -	270,353
Gross Assets - - - - - - -	$1,270,353

TWENTY-NINTH DIVIDEND.

THE BOARD OF DIRECTORS have this day declared a Semi Annual Dividend of (6) SIX PER CENT on the whole Capital, (free from Government tax), payable on MONDAY, the 16th inst.

JONATHAN D. STEELE, President.
P. NOTMAN, Secretary.

New York, January 11th, 1865.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 25, 1865.

WHEREAS, By satisfactory evidence presented to the undersigned, it has been made to appear that the

AMERICAN NATIONAL BANK

of New York, in the city of New York, in the county of New York, and State of New York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that "THE AMERICAN NATIONAL BANK OF NEW YORK," in the city of New York, in the county of New York and State of New York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office this twenty-fifty day of January, 1865.

Signed, HUGH McCULLOCH,
Comptroller of the Currency.

[SEAL.] 4t-5

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HON. JOHN J. CISCO, late Assistant U S. Treasurer,
JACOB RUSSELL, Esq., Cashier U S Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, Jan. 21, 1865.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the Office of DUNCAN, SHERMAN & CO., in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of January instant, and be re-opened on the morning of Thursday, the twenty-third day of February next.

4t-4 JOHN V. L. PRUYN, Treasurer.

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OFFICE MARIETTA AND CINCINNATI R. R. COMPANY,
Chillicothe, O., Jan. 28, 1865.

THE FIRST MORTGAGE COUPONS of this Company will be paid on the first day of February, at the office of Messrs. Wilson, Gibson & Co., No. 74 Broadway New York. WM. E. WATSON, Secretary.

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J. H. GOULD, Philadelphia, Pa.
W. WOODRUFF, Baltimore, Md.
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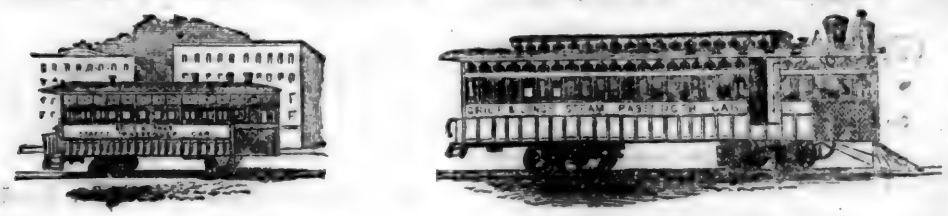
This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property, embracing upwards of six hundred and thirty-five acres, has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success, and prospect of a very large product of oil.

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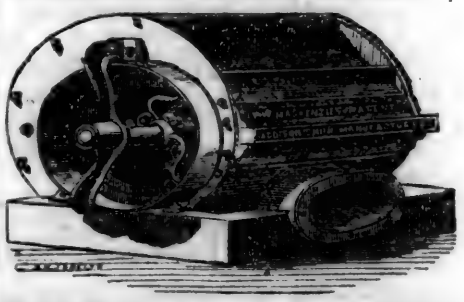
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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, February 11, 1865.

Wealth and Resources of Oregon.

This State contains 95,274 square miles, or 60,975,360 acres. It has very diversified topographical features, such as: mountains, steep and rugged, vallies beautiful and fertile, sterile deserts, spacious bays, magnificent rivers, romantic and splendid waterfalls, picturesque lakes, broad prairies, and dense forests. A recent account appended to the Report of the Superintendent of surveys of the California Central Railroad, estimates the area at the larger figures of one hundred and twenty millions of acres, of which ten millions are fit for cultivation.

According to the returns of the last census, 895,375 acres were under improvement, and 5,316,817 were unimproved. This calculation is of course based on a less area than that above alluded to. The value of the farms was $14,760,353, and of the implements of husbandry used in their cultivation, $949,103. The Grand Ronde Valley contains excellent land, of which 8,000 acres are under cultivation, and a town, La Grand, is already established and becoming settled. Gold is found in the Salmon river and Boise Countries.

The Powder river valley, of which Auburn is the country seat, is filled with miners, especially of copper. Ten thousand acres of land are under cultivation. Its climate is like that of Northern Ohio. The Lake country is in the southeastern part of the State, a plateau, 5,000 feet above the ocean level, containing many lakes, some 10 miles by 30. The amount of arable land has not yet been ascertained. The Rogue river valley contains between 4,000 and 5,000 inhabitants, is very fertile, producing immense crops of wheat and oats and the finest fruits. What it lacks are good roads as outlets for transportation, but these have been commenced. The number of acres of arable land is estimated to be 150,000, of which one-fifth is under cultivation.

The Illinois valley is on the river of the same name; its principal place of business is Waldo, and the county seat is Kirbyville. It contains the "Queen of Bronze" copper mine, the most valuable on the coast. The Illinois river is navigable for steamers of light draught 30 miles from its mouth.

The Umpqua Valley is the largest in Southern Oregon, and second to the Willamette. It is well watered by the Umpqua river and its numerous affluents; and is called the Switzerland of America. The soil is varied and fertile. It contains several thriving towns such as Canyonville, Oakland and Scottsburg; the latter being at the head of Ocean schooner navigation on the before named river. This valley is reported to contain 225,000 acres of arable land of which 75,000 are under cultivation. Daily mail stages pass through the valley.

The Willamette is the finest on the Pacific, considering, its plentiful irrigation, and it is therefore preferred by agriculturists to that of Sacramento. It contains 3,000,000 of acres of the very finest land, and bears extraordinary crops of all kinds. Its apple orchards are very prolific, and justly celebrated; 100,000 boxes of this fruit are annually sent to San Francisco and Victoria.

There are ten rivers in the valley with unlimited water power. It contains 35 towns and villages, varying in population from 100 to 4,000 inhabitants, Portland is the largest of them and the commercial entrepot of the valley.

On the Columbia river are situated Wasco and Umatilla counties, the former containing rich gold mines, and a large amount of good land. Dalles city and Umatilla landing are the two commercial points, connected by the river with the Pacific. The Oregon Branch mint is located at Dalles. Columbia County is also on the same river, below the Willamette valley, and is important chiefly from its commercial position. It is expected that its county seat St. Stephens will be the terminus of the projected railway through the valley of Willamette. Salt springs are believed to exist in this country.

The description from which we have made this abstract thus describes the Coast Counties. They are sparsely populated but afford rich pasturage. Clatstop at the mouth of Columbia river is very prosperous. Astoria its principal town founded by Mr. Astor is at length prospering, and fortifications of a formidable character are being erected. Cattle are raised cheaply and largely. Coal is found in Coos County over an area of 20 square miles, and is in large demand. On the sea beach for 20 miles, fine gold is found in such quantities as to remunerate a number of miners collecting it to the extent of $20,000 per annum. Copper ore (virgin) is also found. There are two fine harbors in Coos county, on Coos bay, and Coquille river, and there is quite a number of vessels in the trade of the place, some of them of the burthen of 300 tons. Ship building is a leading occupation of the population, though as yet only a thousand in number.

Counties.	Wheat bush.	Oats.	Value of horses, sheep, swine and cattle.
Linn	1,000,000	600,000	$750,000
Lane	600,000	800,000	625,000
Marion	600,000	800,000	760,000
Clackamas	100,000	150,000	115,832
Multnomah	7,000	10,000	89,000
Washington	400,000	500,000	190,000
Yamhill	800,000	400,000	395,000
Polk	1,000,000	1,000,000	575,000
Benton	400,000	400,000	333,000
Douglass	———	———	63,241
Jackson	65,330	79,454	561,744
Wasco	———	———	560,000

Besides these products there are now raised considerable quantities of flax, hay, legumes, in

fact much greater than appear by the last census.

The lumber trade flourishes in Oregon. The firs and cedars are plentiful and of extraordinary size. Four millions of feet of sawed lumber were transported the last year by sailing vessels from Coos bay to San Francisco. This sells at $20 per M., and the business is yet in its infancy.

The Fisheries are numerous and profitable. Salmon are in abundance, and are taken of large size in the Columbia river. Sturgeon, cod, carp, flounders, perch, herring, crabs and oysters abound. There are as yet but 2,500 bbls of salmon put up annually which sell readily at $10 per bbl., while they might be increased easily to 100,000 bbls. Salt exists in abundance being found in many large springs. A single spring near St. Helen's, throws an unceasing jet 4 inches in diameter, which produces by evaporation, a half pound of the finest and best salt to each gallon of water. At this rate the daily product might be obtained of nearly 30 tons.

Turpentine, tar and rosin are being manufactured on a pretty extensive scale, the forests being rich in the material for their production, and the supply inexhaustible. The quality of these articles is said to be superior. Tanneries are much wanted, bark and hides being abundant and cheap. The flour and saw mills are only yet in moderate numbers, but the increasing necessity for them, is causing their rapid erection. The internal commerce of the State is favored by the two navigable rivers, the Columbia and its affluent the Willamette, the former being navigable for small steamers and sailing vessels as far as Portland on the Willamette. The larger craft during the summer season are obliged to lighter their cargoes at the bar of the last named stream. From Portland, steamers ply to Oregon city on the Willamette and the Cascades on the Columbia. These rapids, as well as others beyond known as the Dalles, are passed by means of railways; while between these rapids and beyond the uppermost, the other steamers ply in various directions for several hundred miles.

The manufacturing establishments number about 300, with a capital invested of $1,293,000 employing about the same amount in material, and producing values of $3,188,000.

The principal products as yet are flour and meal, lumber, woollen goods, malt and spirituous liquors in small quantities, steam engines, leather and agricultural implements.

The woollen mills are but three in number, and there are only three small foundries. A vast field for manufactures is open to the enterprising.

Mining being always attractive prevents a resort to other pursuits. Gold is found in paying quantities in the sands on most of the rivers. On the Santiam river gold and silver are found in the quartz rock; the ores of which assay from $20 to $10,000 per ton, so also on the John Day, Powder and Owhyhee rivers, where a large population is profitably employed. As much as a million per month of gold is sent to California from Oregon.

The silver ores of Owhyhee are so rich as to yield globules of the metal *even in a blacksmith's forge*, and it is easily converted into bars and shipped in that state.

Copper, lead, iron and coal are very abundant. It is estimated that during the present year the gold product of Oregon, will run up to three millions per month. Its friends confidently expect from its intrinsic resources, position, products, and convenience for foreign trade, that it must soon take high rank on the Pacific Coast, and that when the Northern Pacific Railroad shall be constructed to Puget's Sound, its career will be a splendid one. In the meantime it is advancing by its own inherent strength. The population of Oregon in 1860 was 52,465. Of the 12 principal towns Portland was the largest, containing 1371 inhabitants.

Dutch Flat and Donner Lake Wagon Road.

This road is about sixty miles in length, and is constructed from a point on the ridge near Dutch Flat, in Placer County, over the mountains, through the Donner Pass and by Donner Lake to the Henness Pass road, near Crystal Peak and the Truckee River—about thirty miles from Virginia City. The road bed is twenty feet wide, and the grade going east in no place exceeds ten inches to the rod. Stages and light vehicles easily make from seven to nine miles an hour over it, the track being remarkably firm and smooth.

The company that built it commenced the work in the Summer of 1863, diligently prosecuting it until driven off by the Winter snows, resuming it early in the following Spring, finally completing and opening it for travel June 15, 1864.

The average number of laborers employed was about three hundred and fifty, for a period of ten months; and the aggregate cost was about $200,000—a larger sum than has been expended upon any other one wagon road in the State.

On July 15, 1864, the California Stage Company put on a daily line of six horse coaches from Virginia City to Newcastle, there connecting with the Pacific Railroad to Sacramento, which has been maintained from that time to the present, being well patronized by the travelling public, and making the best time over this road of any in the State.

For the six months ending January 1, 1865, there have passed over this road:

Wagons, drawn by two to twelve animals	3,280
Buggies and one-horse vehicles	169
Horsemen	1,278
Head of loose stock	3,890

All the tolls received by the company since the road was opened have been expended in improving it, and there is now about forty miles of well-graveled and macadamized road, securing a hard, firm bed in the dry and rainy seasons.

This is the most direct route from Sacramento over the mountains to Virginia City; and passing as it does along and near the line of the Pacific Railroad, it affords to the traveler an interesting view of the progress of that great national work, and full proof of the feasibility of the route for a railroad.

The road is unquestionably superior to any other mountain road of equal length in the State. It has proved to be as superior for a Winter road as for Summer travel, there being less fall of snow and less liability to land slides, which have proved so dangerous on other roads. It is also free from all dangerous precipices. The mountain and lake scenery on the route is unsurpassed for magnificence and beauty. Donner Lake is one of the most healthful and invigorating Summer resorts in the Sierra Nevada mountains; the scenery around it is on the grandest scale.

The stages on this route made the trip to Sacramento regularly in the Summer in four to six hours less time than by any other road, and in the Winter they have generally made it in about twenty-four hours less time. The established Summer time over this route was eighteen hours, and Winter time thirty hours, from Virginia City to Sacramento. Notwithstanding the great severity of the Winter storms of November and December, in the mountains, the travel has been but seldom interrupted or the stages delayed.

On the 22d of August last the great race, of railroads and six horse coaches, came off over this and the Placerville routes, between the California and the Pioneer stage companies. Notwithstanding "heavy rains, heavy roads and heavy loads," the California Stage Company landed their passengers from Sacramento in Virginia City in thirteen hours—the quickest time ever made—and beating their opponents nine hours. It conclusively proved the superiority of this road for fast travel, and its superiority for heavy loaded teams is illustrated by the fact that Reed & Ash hauled with an eight mule team, from Newcastle to Virginia City, 19,400 pounds, which is the heaviest load ever taken over the mountains by eight mules.—*Sacramento Union.*

The New Mexican Mail Service.

The Post Office Department has made a contract for weekly mail service, to commence on the 1st of March, from Albuquerque, New Mexico, to Prescott, the capital of Arizona, and to La Plaz and Sal Baibadina. The distance is eight hundred and fifiy miles. The Territory of Arizona has heretofore had no mail facilities; but this arrangement connects it with the Atlantic and Pacific.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1864:

RECEIPTS:		
From passengers		$1,196,853 08
From freight		214,214 07
From U. S. mail, rents, express, freight, and other sources		152,539 55
		$1,563,606 70
EXPENSES:		
Maintaining road, bridges and buildings	$157,734 96	
Repairs of locomotives, cars and machinery	110,999 02	
Fuel—cost and labor in preparing	163,805 64	
Operating the road and transporting passengers and freight	340,718 08	
Office expenses, salaries and contingencies	12,722 58	
		785,980 28
		$777,626 42
Interest on bonds		$44,316 75
Transit duty on passengers & freight		37,882 67
State tax on capital stock		21,989 00
Government tax		54,591 17
Loss by fire, workshop East Newark		53,916 78
Sinking fund		10,000 00
Dividends in cash, Aug. and Feb		439,775 00
Profit and loss to surplus earnings		115,155 05
		$777,626 42

The number of passengers transported over the road during the year was as follows:

Over the whole of the road	783,387½
Between Jersey City and Newark	1,440,847
" " Elizabeth	319,680
" " Rahway	97,923½
" " N. Brunswick	120,658½
" all intermediate places	548,449
Total—not including commuters and free passengers	3,319,940½

The number of tons of goods, wares and merchandize transported over the road during the year was as follows:

Over the whole line of the road	31,118½
Between Jersey City and Newark	43,790½
" " Elizabeth	7,486½
" " Rahway	7,320
" " N. Brunswick	24,294
" all intermediate places	51,763½
Total	165,773

The number of miles run by passenger, freight and other trains was 610,427.

GENERAL STATEMENT.

Capital stock		$4,397,800 00
Funded debt, including $485,000, the cost of the property and privileges purchased of the Jersey Associates		635,000 00
Floating debt		145,000 00
Profit and loss, being surplus earnings represented by permanent improvements and the property and cash stated below	$594,542 13	
Less amount paid for relaying road with new rails and other improvements	31,777 39	
		562,764 74
Dividend, 1st January, payable 1st February, 1865		219,887 50
		$5,960,452 24
Cost of road and equipments:		
For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land, and land damages		$3,799,809 30
Locomotives, tenders & snow plows		265,796 00
Cars—passenger, freight & baggage		226,204 00
Property, viz:		
Bridge, ferry, turnpike and other stock, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey associates for $485,000)		1,649,021 62
Cash in bank, cash items and balances due		19,621 32
		$5,960,452 24

President.—ALFRED L. DENNIS.

Treasurer.—H. J. SOUTHMAYD.

Sec'y and Gen'l Sup't.—F. WOLCOTT JACKSON.

Calais and Baring Railroad.

The annual meeting of this company was held in Calais, Me., on the 31st of December, 1864. The earnings during the year were:

From freight from Baring	$13,112 37
" " Milltown	7,541 07
" general freight	556 41
" rents	626 00
" passengers	1,459 67
" Lewy's Island Railroad	2,148 59
	$25,444 11
Expenses	15,716 88
Net earnings	$9,727 23

The freight from Baring consisted of 12,656,693 feet long lumber, 11,465,000 laths, 559,000 shingles, 492,879 feet ship timber, 190,390 feet spool wood, 75,000 feet hemlock logs, and 576 cords of mill wood; from Milltown, 13,772,778 feet long lumber, and 5,642,900 laths.

The equipment of the road consists of 3 locomotives; 2 passenger, 2 baggage, 140 eight-wheel and 13 four-wheel lumber cars, 8 gravel cars, 2 hand cars, and one-fourth of a snow plow. The number of miles run over the road by the company's engines was 14,312; do., over Lewy's Island Railroad 6,055. The Lewy's Island Company's engine has run over this road 2,260 miles. Number of passengers carried, 23,937. Value of materials on hand $1,600.

During the past year the total funded debt amounting to $113,700, maturing July 1st, was renewed at par, for a term of 15 years. The only new condition in the renewed bonds being the reservation each year, from the earnings, of an amount equal to 2 per cent. of the outstanding bonds, to be invested as a sinking fund, towards retiring the bonds at maturity.

This renewal of bonds on such favorable terms is an important move for the stockholders, and it is believed that hereafter a regular annual dividend will be paid, though in seasons like the past, it may prove small.

After paying a dividend of 4 per cent., and meeting interest on the funded debt, which matured the 1st of December, and setting apart the amount due to the sinking fund up to July 1, 1865, the Treasurer reports a small balance in the Treasury, and no floating debt.

The following gentlemen were elected directors for the ensuing year: Geo. M. Porter, H. N. Hill, John McAdam, E. A. Barnard, F. K. Swan.

At a subsequent meeting of the board, Geo. M. Porter was elected President; Francis K. Swan, Treasurer, and James S. Cooper, Clerk.

Lewy's Island Railroad.

This road during the past year has been under the sole management and control of Mr. W. W. Sawyer.

The earnings were	$15,293 31
And the expenses	6,577 87
Leaving net	$8,715 44

The number of way and through passengers was 7,986. Number of miles run, 9,418.

Copper Product of the Portage Lake District.

The following table from the Portage Lake *Mining Gazette* will show the productions of the various mines in that district for the past three years:

	—1864.—		—1863.—		—1862.—	
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
Quincy	1,485	1,362	1,472	1,531	1,252	1,493
Pewable	932	701	1,083	752	1,025	1,789
Franklin	781	880	780	189	945	1,194
Isle Royale	363	1,670	372	920	520	1,030
Gra'd Portage	316	196	247	883	....	....
Huron	310	1,622	69	283	98	874
Hancock	50	182	69	320	66	846
Mesnard	28	190	3	1,185	33	....
Shel. Colb'n	11	22	3	1,254	....	....
Arcadian	5	680	....	....	....	....
Alb'y & Bos	3	040	....	....	....	....
Douglass	2	1,459	....	....	....	....
St. Mary's	2	590	2	....	....	....
Total	4,292	1,691	4,106	1,317	3,942	1,226

Increase of 1863 over 1862 ..... 164 tons 091 lbs
Increase of 1864 over 1863 ..... 186 tons 374 lbs

Increase of 1864 over 1862 .... 350 tons 465 lbs

Considering the increased number of mines in 1864 over 1862 the gain has not, apparently, been in proportion. In 1862 the amount of ingot copper produced was 3,075 tons, while in 1864 it was 3,400 tons, which excess, when reduced to 80 per cent. mineral, gives 380 tons instead of 350 tons gain, as shown in the preceding table. This has been occasioned by improvements in washing machinery whereby a greater purity of mineral is obtained, but the number of tons is decreased. Another item is the scarcity of labor for the past two years; and every new mine that has been started has drawn away laborers from producing mines while the new mines have produced nothing. The prospects for another year, if labor grows no scarcer, are much more flattering than those for the three years past, and we may expect a decided increase over the product of 1864.

Eagle Harbor Copper Shipments.

The shipments of copper from the port of Eagle Harbor during the season of navigation of 1864, were as follows:

Central	609	tons,	314	lbs.
Copper Falls	246	"	315	"
Pennsylvania	136	"	1,152	"
Amygdaloyd	83	"	175	"
Delaware	42	"	19	"
Phœnix	8	"	500	"
Petherick	5	"	1,008	"
Madison	..	"	259	"
Total	1,130		1,742	

State Debt of Illinois.

The following is a statement of the State debt of Illinois, all of which bears interest at six per cent.:

Illinois Bank and internal improvement stock	$31,000 00
Illinois internal improvement stock	42 000 00
Illinois improvement scrip	19,570 33
Liquidation bonds	234,650 21
New internal improvement stock	1,848,407 85
Interest bonds	1,206,836 96
Interest stock	701,404 75
Two certificates of arrears of interest	1,002 58
Refunded stock	1,837,000 00
Normal University bonds	65,000 00
War bonds	1,679,000 00
Thornton loan bonds, (Act approved Feb. 21, 1861	182,000 00
Balance canal claims (under same Act)	3,624 58
Illinois and Michigan Canal bonds (payable in New York)	1,618,000 00
Illinois and Michigan Canal bonds (payable in London)	1,631,688 89
Interest certificates canal stock not registered	17,661 33
Canal scrip signed by Governor	2,616 97
Total	$11,121,564 45

Two years ago the State debt amounted to $12,222,388 20, and has consequently been reduced $1,100,823 75.

Finances of Allegheny Co., Penn.

From the annual report of Henry Lambert, Esq. County Controller, we learn that the entire amount of expenditures during the year 1864, was $293,412 71 as follows:

For judgments, interests and exp. on Railroad Bonds	$139,814 17
Funded debt, Volunteer Bounty B'ds purchased	16,057 50
Interest on Volunteer Bounty Fund	4,660 50
Sinking Fund	25,000 00
Commonwealth of Pennsylvania	3,721 20
Ordinary County Expenses	107,159 37

Of the $2,300,000 of original six per cent. bonds issued to railroad companies, there is now in possession of the county, and in the Bank of Pittsburgh $1,831,000, leaving $487,000 unsettled and outstanding. The estimated expenditures for 1865 are $287,716 32, to meet which ten mills on the dollar will be assessed. Last year the valuation for the county was $28,000,000; and if, under the present assessment, the valuation should exceed $31,000,000, the tax will be reduced to nine mills.

☞ Surveys are now being made for a railroad route from Orleans to Provincetown, Mass. It is estimated that the road can be built for $60,000 per mile.

Railroad Company.—Deposit of Luggage.—Ticket.—Sunday.—Reasonable Time.

In the late case of Stallard against The Great Western Railway Company, in the Court of Queen's Bench, England, the complaint stated that the plaintiff was a commercial traveller, and the defendants were carriers of passengers and their luggage on a certain railway, and kept an office for receiving and safely keeping goods, being the luggage of such passengers on their railway, for reward to the defendants; that the plaintiff was such passenger, and thereupon, in consideration that he delivered to the defendants certain goods, to wit., a case of patterns to be safely kept by the defendants, and to be redelivered by the defendants to the plaintiff, for reward to the defendants, upon request, and on the production of a certain ticket to the defendants, the defendants promised the plaintiff so to keep the case of patterns, and to redeliver the same to the plaintiff on request and on production of the ticket; that afterwards the plaintiff requested the defendants to redeliver the case of patterns to him, and produced the ticket to them, and a reasonable time for the delivery thereof elapsed after such request and production; yet the defendants did not redeliver the case of patterns to the plaintiff until a long and unreasonable time after the request and production of the ticket; and by reason of the premises, the plaintiff was obliged to wait at the defendants office a long time for the redelivery of the case of patterns, and thereby lost and was unable to proceed by a certain train to *Sheffield*, so as to arrive there in time for a certain market, at which he had arranged to be with his case of patterns, for the purpose of showing the patterns to his customers; and was greatly damaged and injured in his business of a commercial traveler; and was put to and incurred great expense in and about obtaining food and lodging for the night in *London*, and in and about endeavoring to proceed by the said train to *Sheffield*; and was otherwise greatly damaged.

The answer averred that the plaintiff did not deliver the goods, nor did the defendants promise in manner and form as alleged; that they were not guilty; and that the defendants redelivered the case to the plaintiff within a reasonable time.

On these pleadings issues were joined.

On the trial, it appeared that the plaintiff, who was a commercial traveler, arrived in London by the defendants' railway on *Saturday* night the 5th of October, 1861; and deposited his portmanteau containing a case of patterns, at the luggage and cloak office on the up platform of the *Paddington* Station, and on payment of 2*d.* received a printed ticket, on which, among others was the following:

"Left in the name of *Stallard*, and subject to the conditions on the other side.

PROSSER, Clerk."

"This ticket to be given up when the luggage is taken away."

CONDITIONS.

"N. B.—The Great Western Railway Company appoint that the undermentioned sums be paid them for warehousing passengers' luggage, which has been, or which is about to be conveyed on their railway, viz: "For any period not exceeding three days, 2*d.*, for each package; and after three days, one penny additional for each package per day or part of a day."

(Then followed a condition limiting their liability for loss of or injury to any packages beyond the value of 5*l.*, unless the value and nature were declared, and one penny per pound of the declared value paid for each day or part of a day for which the same should be left.)

"Every person depositing luggage will be furnished with a receipt, stating the number and description of the articles deposited, which receipt must be given up to the company's servants upon their delivery of the articles thereon described; and the company give notice, that they will not deliver up luggage except to persons producing the proper receipt for the respective articles claimed, which delivery shall acquit the company from all further claims in respect thereof."

"The company will not be responsible under any circumstances for loss of or injury to articles except left in the cloak room."

"The company's servants are prohibited, under pain of instant dismissal, from receiving fees or gratuities under any pretence whatever."

On *Sunday* evening, the 6th of October, the plaintiff wishing to leave London by the mail train of the *Great Northern Railway* for Sheffield, went to the *Paddington* Station at 20 minutes past 8 o'clock for his portmanteau; he found the luggage and cloak office locked, and no person in attendance. After waiting some time he was told by a porter that the superintendent was on the other side; whereupon he went across to the down platform, from which the 8 P. M. train was starting, and the superintendent sent a porter with the key of the luggage and cloak office, and he obtained his portmanteau. He was thus delayed forty minutes, and by reason of that delay was too late for the train to *Sheffield* that night. There are two luggage and cloak offices at the Paddington Station, one on the up platform and the other on the down platform, which are open all day on *week days*, but on *Sundays* they are open only for about twenty minutes after the arrival and before the departure of trains respectively. The plaintiff was not aware of this arrangement; and when he left his portmanteau on Saturday evening he gave no notice at what time he should want it.

The learned Judge directed the jury that though the conditions on the ticket did not mention any time at which articles left might be obtained, there was an implied contract that the defendants would have some person attending at the office at reasonable times; and he left it to them to say whether the portmanteau was, under the circumstances, delivered up to the plaintiff within a reasonable time, reserving leave to the defendants to move to enter a non-suit if the Court should be of opinion that there was no evidence to be left to the jury on which they could reasonably find for the plaintiff. The jury negatived special damage, and gave a verdict for the plaintiff.

The defendants' counsel moved accordingly.

COCKBURN, C. J.—I am of opinion that there ought to be no rule. By the conditions printed on the ticket the company have not made it part of the terms of the bailment of the portmanteau, that it should not be delivered up at any particular time on *Sunday*; on the contrary, articles left at the office are to be delivered up on the production of the ticket. Although there may necessarily be more delay in getting luggage from the office on Sunday than on other days, still the defendants were bound by the conditions to deliver up the portmanteau within a reasonable time, and whether they did so deliver it up was a question for the jury. I should not have been dissatisfied if the verdict had been for the defendants; and perhaps, if they were not precluded by the smallness of the damages from having a new trial on the ground that the verdict was against the evidence, I should have been disposed to grant that rule. The question, however, whether the person who deposits his luggage gets it back within a reasonable time, is entirely and exclusively for the jury.

CROMPTON, J.—I am of the same opinion. There was evidence to go to the jury of unreasonable delay. The plaintiff sues the defendants on a bailment of a peculiar nature arising from the practice of railway companies to receive and keep luggage for their passengers, whether they intend at a subsequent time to travel on the same railway or on some other railway. By this ticket the defendants agree for certain reward to keep articles until they are wanted; and they must know that luggage is frequently wanted by those who deposit it for the purpose of proceeding on some other line; there was therefore an implied contract that they would be ready to deliver up the portmanteau in a reasonable time with reference to the surrounding circumstances, and of this the jury were the proper judges. It is said that the defendants were not bound to have the office open at all hours on *Sunday*; but the defendants invite persons to travel on *Sunday*, and it is notorious that persons do travel on *Sunday*. The practice of the defendants as to keeping open the office on Sunday for a short time only, cannot affect the plaintiff unless he was informed of it.

BLACKBURN, J.—The proper construction of the bailment evidenced by the ticket is, that the company undertook to deliver up the portmanteau on a reasonable request and within a reasonable time. Therefore it was a question for the jury, whether there was a reasonable request by the plaintiff, and whether there was an unreasonable delay on the part of the defendants with reference to the surrounding circumstances; and they have found for the plaintiff. The grounds which my brother Crompton has mentioned, are such as the jury might have reasonably acted upon, and we cannot on this motion disturb their verdict. The railway company have a simple remedy by printing on the back of the ticket that the office is open for the delivery of luggage at certain specified hours only.

MELLOR, J.—This was a question of fact for the jury, though I feel bound to say that I should have been better satisfied if their verdict had been for the defendants.

Rule refused.

☞ The Swedish census, taken Dec. 31, 1863, has just been published. The total population of Sweden is 4,022,464, and there are 105,940 more women than men. The increase of population during the last quinquennial period has been ½ per cent. About three and a half millions live in the country, and the rest in the towns, Stockholm contains nearly 350,000 inhabitants. The population of Norway is about 1,500,000, which would give the united kingdom above five and a half millions of inhabitants.

Finances of Pennsylvania.

The returns for the two years ending November 30, 1863 and 1864, compare as follows:

	1863.	1864.
Balance in Treasury from previous year	$2,172,844 10	$2,147,331 70
Receipts during current fiscal year:		
Ordinary or general	3,959,438 61	4,738,313 02
Extraordinary	330,013 04	.....
Total means of Treasury	$6,462,295 75	$6,880,644 72
Payments made during the same years were as follows:		
Ordinary expenses	$3,139,121 08	$3,260,561 48
Military "	208,074 44	251,816 83
Commissioners of sinking fund	958,412 11	122,090 20
Revenue commissioners	9,356 42	.....
Premiums paid on interest as equivalent for coin	.....	463,151 90
Damages by rebel raids	.....	25,486 81
Expenses in quelling riots in Schuylkill County	.....	1,914 26
Expenses in repelling raid in June, 1863	.....	713,419 61
Relief of Chambersburg sufferers	.....	100,000 00
Total payments from Treasury	$4,314,964 05	$4,938,441 09
Balance November 30	$2,147,331 70	$1,942,203 63

The ordinary receipts and expenses for the four last fiscal years sum up as follows:

	Receipts.	Expenses.	Balances.
1860–'61	$3,017,645 57	$3,144,480 32	$1,551,605 72
1861–'62	4,047,822 39	3,083,110 06	2,172,844 10
1862–'63	3,959,438 61	3,139,121 08	2,147,331 70
1863–'64	4,738,313 02	3,260,561 48	1,942,203 63

—in the ordinary expenses is included the interest on the public debt.

The public debt of Pennsylvania at the commencement of the fiscal years 1863 and 1864, stood as follows:

	1863.	1864.
Public Debt	$40,448,213 82	$39,496,596 78
Deduct amount redeemed during the fiscal years:		
5 per cents	$888,499 78	$104,722 73
4½ "	63,000 00	10,000 00
Relief notes	109 00	.....
Interest certificates	8 26	2,270 11
Total redeemed	$951,617 04	$116,992 84
Public debt December, 1	$39,496,596 78	$39,379,603 94

—which was composed of the following classes:

FUNDED DEBT.

6 per cent. loans	$400,630 00	$400,630 00
5 " "	35,709,986 45	35,605,263 72
4½ " "	268,200 00	268,200 00

UNFUNDED DEBT.

Relief notes in circulation	$97,251 00	$97,251 00
Interest certificates outstanding	15,356 63	13,086 52
" " unclaimed	4,448 38	4,448 38
Domestic creditors' certificates	724 32	724 32
	$36,496,596 78	$36,379,603 94
Military loan per act of May 15, 1861	3,000,000 00	3,000,000 00
Total December 1	$39,496,596 78	$39,379,603 94

By the act authorizing the military loan of $3,000,000, a special tax of one half mile was laid on real and personal property to furnish a fund for reducing the same.

By reference to the summary of payments accompanying this report, it will be seen there was seven hundred and thirteen thousand four hundred and nineteen dollars and sixty-one cents paid last year for expenses in repelling raids in June, 1863. Although this was not a portion of the bonded debt of the State, it was nevertheless a debt contracted by the State in its defense; and had this debt not existed, the same amount could have been applied to the extinguishment of its bonded debt; and it shows that, but for the extraordinary expenses thrown upon our State by the existing rebellion, we could have reduced our debt last year from our ordinary revenue very nearly one million of dollars. This amount ($713,419 61,) is now due and owing to the State by the general Government.

The commonwealth holds bonds received from the sale of the public works, amounting to $10,300,000 as follows:

Pennsylvania Railroad Company's bonds	$6,800,000
Philadelphia and Erie Railroad Company's bonds	3,500,000
Total	$10,300,000

These bonds are in the sinking fund and reduce the nominal debt by the amount.

The history of the legislation of Pennsylvania relating to the payment of interest on the State debt, first in coin and last year in currency, occupies large portions of the Governor's messages for 1863 and 1864. Our limited space forbids any lengthy discussions on this point, for a single State, and we mention the fact here simply for the purpose of directing the attention of parties interested to these sources of information.

Lake Commerce of Buffalo.

The following is a statement of the arrivals and clearances of American and Foreign vessels to and from Canadian ports; also the arrivals and clearances of American vessels to and from American ports, the tonnage of the same, and number of men composing the crews arriving and departing:

	No.	Tonnage.	Crews.
American vessels entered	1,663	1,641,258	17,102
Foreign vessels entered	926	72,424	4,229
Coasting vessels entered	4,369	1,708,085	52,442
Total entered for year	6,958	3,421,767	73,773
American vessels cleared	1,810	1,659,883	17,424
Foreign vessels cleared	814	64,407	4,066
Coasting vessels cleared	4,523	1,735,291	52,898
Total cleared for year	7,147	3,469,581	74,388
Grand total for 1864	14,105	6,891,348	148,161
" 1863	15,376	6,757,903	157,415
" 1862	16,390	6,689,191	166,133
" 1861	13,866	5,963,896	144,173
" 1860	11,627	4,710,175	120,497
" 1859	10,521	5,992,626	118,109
" 1858	8,318	3,329,246	86,887
" 1857	7,581	3,226,807	132,183
" 1856	8,128	3,018,589	112,051
" 1855	9,211	3,360,233	111,575
" 1854	8,912	3,990,284	120,838
" 1853	8,298	3,252,978	128,112
" 1852	9,441	3,092,247	127,491

New Bedford and Taunton Railroad.

The receipts from operations of this road for the year ending December 1, 1864, were: from passengers, $93,023 21, from freight, $48,765 70, from mails, etc., $3,483 60—total, $145,272 51; and the expenses, including $17,800 estimated depreciation in the value of the road and buildings, $106,801 60, leaving as net earnings, $38,470 91. The receipts from the Fairhaven Branch were $62,095 94, and the expenditures $57,039 28—leaving net $5,056 66. The total receipts were $207,368 45, the total expenses $163,840 88, and the net earnings $43,527 57. The surplus fund has been increased from $64,792 10 to $73,319 67. The amount of dividends paid for the year is $35,000. President, Joseph Grinnell. Clerk and Treasurer, Lawrence Grinnell.

Illinois and Michigan Canal.

From the report of the Trustees it appears that the total receipts of moneys from all sources in 1864, amounted to $264,626 35, and the total expenditures during the same year amounted to $359,596 28—showing a deficit in the receipts to meet the expenditures of the year 1864 of $94,969 93. The receipts from tolls in 1864 were only $156,609 09, which is $54,000 less than the tolls received in 1863.

Massachusetts State Library.

The annual report of the Libarian states the number of volumes received by purchase for the year ending September 30 to have been 1,111, and the number of pamphlets 109. The number of volumes received by exchange through the State department has been 123, and number of pamphlets 29, exclusive of 28 volumes and 241 pamphlets received from foreign States by exchange. The number of volumes received by donation has been 36, and the number of pamphlets 125. The total number of volumes added during the year has been 1,416, and pamphlets, 549, and maps 14. The expenditures for the library were $2,670 84, and the total receipts were $3,660, and there is now a balance on hand of $689.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	1½
Acton Valq..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	---	----	---
Albany and Boston "	20,000	---	20	26½
Algomah ..... "	20,000	---	2	2½
Alliance ..... Ca.	200,000	2½	----	---
Allouez ..... L. S.	20,000	---	1	3½
American ..... Ca.	200,000	2½	----	---
Amygdaloid ..... L. S.	20,000	---	----	25
Annapolis ..... Md.	50,000	10	----	---
Arizona ..... Ariz. T.	10,000	100	----	---
Ascot ..... Ca.	20,000	20	----	---
Astor ..... L. S.	20,000	---	1	6½
Atlas ..... "	20,000	---	1	7
Aztec ..... "	20,000	---	1	7
Balt. and N. C..... N. C.	20,000	5	----	20c
Bare Hill ..... "	---	---	---	3½
Bay State..... L. S.	20,000	---	3½	18
Beaver ..... "	20,000	---	1	---
Bedford ..... Ca.	125,000	5	----	67c
Black River ..... "	200,000	2½	----	14c
Bohemian..... L. S.	20,000	---	7½	10½
Bolton ..... Ca.	200,000	5	1	---
Boston ..... L. S.	20,000	---	5*	2½
B. and Corinth ..... Vt.	20,000	10	----	---
Brooklyn..... L. S.	20,000	---	2	---
Bronze ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	---	½	---
Caledonia..... "	20,000	---	----	7
Cambridge..... "	20,000	---	5	25c
Canada ..... Vt.	100,000	1	----	75c
Carp Lake..... L. S.	20,000	---	----	1½
Cascade..... "	20,000	---	----	---
Central ..... "	20,000	---	----	52½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	---
Chaudiere ..... "	100,000	1	----	80c
Chester..... "	200,000	1	----	12c
Cheticamp.....	30,000	5	----	1½
Chippewa ..... L. S.	20,000	---	----	---
Cleveland..... Ca	100,000	5	----	---
Cliff..... L. S.	20,000	---	----	---
Clifton..... "	20,000	---	½	---
Collin..... "	20,000	---	----	---
Columbian..... "	20,000	---	4½	9
Consolidated..... "	20,000	---	5	5c
Copper Falls ..... "	20,000	---	24½	30½
Copper Harbor..... "	20,000	---	1	---
Copper Hill..... "	200,000	1	----	---
Copperas Hill..... "	50,000	10	----	---
Cornwall ..... Vt.	100,000	2	----	25c
Ducotah..... L. S.	20,000	---	----	½
Dana ..... "	20,000	---	3½	1½
Deep River..... N. C.	---	5	----	20c
Delaware ..... L. S.	20,000	---	----	15
Derby ..... "	20,000	---	----	1½
Devon ..... "	20,000	---	1	4½
Dorchester ..... "	20,000	---	6	7
Douglas ..... "	20,000	---	----	---
Dover ..... Ca.	200,000	---	1	4
Dudley ..... L. S.	20,000	---	½	3
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	200,000	5	----	25c
Eagle River..... L. S.	20,000	---	3½	3
El Dorado (Silver) "	20,000	---	----	---
Esoot ..... Ca.	25,000	20	----	4
Essex	200,000	---	----	20c
Etna ..... L. S.	20,000	---	----	12½
Eureka..... "	20,000	---	----	---
Everett ..... "	20,000	---	5*	---
Evergreen Bluff... "	20,000	---	----	12
Flint Steel ..... "	20,000	---	----	5½
Forest City..... "	20,000	---	3	---
Forest Shepherd.. "	20,000	---	6	---
Franklin ..... L. S.	20,000	---	6½	52½
French Creek..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	---	----	---
Gardner Hill ..... "	20,000	---	5	87½
Girard ..... "	20,000	---	----	6
Glade ..... "	20,000	---	1	---
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	---	1	---
Grand Portage ..... "	20,000	---	1	40
Grand Trunk..... Ca.	100,000	5	----	60c
Great Western..... L. S.	20,000	---	2	1½
Green Mountain..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	---	5	28c
Hamilton ..... "	20,000	---	----	1
Hancock ..... "	20,000	---	6½	9½
Hanover ..... "	20,000	---	½	3
Hartford ..... "	20,000	25	12½	---
Hazzard ..... "	20,000	---	----	---
Highland ..... "	20,000	---	7	6½
Hilton ..... "	20,000	---	----	3
Hope ..... "	20,000	---	½	1½
Hudson ..... "	20,000	---	----	½
Hulbert ..... "	20,000	---	----	7
Humboldt..... "	20,000	---	2	8
Hungarian ..... "	20,000	---	1	2½
Huron ..... "	20,000	---	16	38
Indiana ..... "	20,000	---	----	5
Inverness ..... "	200,000	2½	----	---
Isle Hattie..... "	40,000	---	----	---
Isle Royale ..... L. S.	20,000	5	10	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	---	---	6
Keweenaw..... "	20,000	---	---	---
Kickapoo ..... "	20,000	---	1	---
King Phillip ..... "	20,000	---	2	---
Knowlton ..... "	20,000	---	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	---	----	---
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	---
Madison..... L. S.	20,000	---	1	2½
Malden ..... "	20,000	---	1	---
Mandan ..... "	20,000	---	2½	60c
Manhattan ..... "	20,000	---	2½	5½
Marquette ..... "	20,000	---	---	3½
Maryland ..... Md.	---	5	----	60c
Mass ..... L. S.	20,000	---	----	---
Massachusetts..... "	20,000	---	----	5
Mendota ..... "	20,000	---	----	---
Merrimac ..... "	20,000	---	----	3½
Meteor ..... "	20,000	---	----	---
Mesnard ..... "	20,000	---	5½	5
Michigan..... "	20,000	---	----	---
Middlesex ..... "	20,000	---	----	---
Mineral Hill	---	---	---	1½
Minnesota..... L. S.	20,000	---	3½	---
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	---	---
Morrison..... L. S.	20,000	---	----	---
Nashua ..... "	20,000	---	----	---
National ..... "	20,000	---	5½	23
Native ..... "	20,000	---	3	62½c
Naumkeag ..... "	20,000	---	1	3
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	---	1	2
Nevada (Silver)... "	20,000	---	----	---
New England ..... "	20,000	---	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	---	----	½
N. Y. & Passaic... N. J.	100,000	5	----	---
North Cliff ..... L. S.	20,000	---	4	5
North Silver Lake "	20,000	---	---	---
North State ..... "	20,000	---	3	15c
North Sutton..... Ca.	100,000	5	---	1
North Western..... L. S.	20,000	---	7½	5
Norwich ..... "	20,000	---	---	4½
Ogima ..... "	20,000	---	----	6½
Ontonagon ..... "	20,000	---	---	1½
Ottawa ..... Ca.	200,000	1	----	21c
Pacific ..... L. S.	20,000	---	---	---
Pennsylvania ..... "	20,000	25	2½	11½
Petherick ..... "	20,000	---	2½	5
Pewabic ..... "	20,000	---	3½	52½
Phila. & Boston.. "	20,000	---	15	2
Phœnix ..... "	20,000	---	---	20
Pittsburg & Boston "	20,000	---	5½	75
Pontiac ..... "	20,000	---	3½	2½
Prince of Wales ..... Ca.	200,000	---	---	½
Providence..... L. S.	20,000	---	---	---
Quincy ..... "	20,000	---	10	94½
Reid Hill ..... Ca.	200,000	1	----	---
Reliance ..... L. S.	20,000	---	---	7½
Richford ..... "	60,000	5	----	---
Ridge ..... L. S.	20,000	---	----	---
Rockland ..... "	20,000	---	5	11
Roscoe ..... Ca	200,000	1	----	---
Rudisell ..... "	---	---	---	65c
St. Clair..... L. S.	20,000	---	3	7
St. Flavien ..... Ca.	100,000	5	----	---
St. Francis ..... "	100,000	5	----	---
St. Mary's (L. & M.) L. S.	20,000	---	8½	3
Salem..... "	20,000	---	1	---
Sharon Consol ..... "	20,000	---	---	3
Sheldon ..... "	20,000	---	---	16
Silver Creek ..... "	20,000	---	1	---
Silver Hill ..... "	20,000	---	---	30c
Silver Lake ..... "	20,000	---	---	---
Silver Valley..... "	20,000	---	---	20c
Southampton..... Ca.	100,000	5	---	---
South Bedford ..... "	200,000	2	---	20c
South Side..... L. S.	20,000	---	3	2½
Springfield ..... Md.	---	5	---	1½
Stadecona ..... Ca.	100,000	5	---	---
Star..... L. S.	20,000	---	7½	5½
Stark..... Vt.	100,000	2	---	---
Strafford	30,000	10	---	50c
Superior ..... L. S.	20,000	---	4	5½
Sussex ..... "	20,000	---	---	---
Sutton..... Ca.	100,000	5	---	85
Toltec..... L. S.	20,000	---	20	2½
Tremont ..... "	20,000	---	5*	2½
Union (L. & M.)... "	20,000	---	---	---
Vernon ..... "	25,000	10	---	---
Victoria..... L. S.	20,000	---	1½	---
Vulcan ..... "	20,000	---	---	---
Washington..... "	20,000	---	---	---
Waterloo..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	---	---	---
West Minnesota... "	20,000	---	2½	2½
Wickham ..... Ca.	200,000	5	---	65c
Wickopee..... "	100,000	5	---	5½
Winthrop ..... L. S.	20,000	---	---	1½
Wyandotte..... "	20,000	---	---	3½

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	----	4
East River.....	6,000	50	----	---
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	---
Kahtadin..... Me.	3,000	100	----	---
Lake Superior..... L. S.	20,000	25	----	---
Massachusetts	25,000	1	----	---
Mount Pleasant..... Pa.	10,000	50	----	---
Teal Lake..... L. S.	---	---	----	2½
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	---	---	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	---	---	----	1
Crystal Lake.....	---	---	----	---
Erie	---	---	----	21
Gay's River.....	100,000	2	----	---
Hampton	100,000	5	----	---
Keystone..... Pa.	---	---	----	1½
Lancaster..... "	---	---	----	---
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point.....	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	---
National.....	200,000	1	----	---
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston..... N. Y.	100,000	5	----	5½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay..... N. F.	---	---	----	1½
Ramsay ..... Ca.	20,000	25	----	---
Rossie ..... "	100,000	5	----	---
Shawangunk ..... N. Y.	100,000	5	----	---
Sussex ..... N. J.	---	---	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	---	---	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	77
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C. ..Md.	---	---	----	1½
Baltimore ..... "	---	100	----	56
Bear Valley.....	40,000	12½	----	21½
Beaver Meadow ..... Pa.	100,000	50	----	---
Belmont ..... "	10,000	50	----	10½
Big Mountain ..... Pa.	---	---	----	5½
Blackhall ..... N. S.	8,000	25	----	---
Boston & Pictou.. "	100,000	5	----	---
Bridgeport ..... Pa.	30,000	10	----	---
Broad Mountain ... "	30,000	10	----	---
Butler ..... "	---	---	----	10
Cape Briton..... N. S.	200,000	2½	----	---
Carbondale..... Pa.	---	---	----	3
Central..... "	---	---	----	45
Clinton ..... "	---	---	----	1½
Coal Brook ..... "	4,000	50	----	---
Continental.....	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	51
Daniel Webster	5,000	100	----	---
East Mahanoy..... Pa.	---	---	----	---
Everhart	20,000	25	----	---
Franklin ..... Pa.	5,000	100	----	66
Fulton..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	74½
George's Creek..... Pa.	10,000	---	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain..... Pa.	---	---	----	3½
Hampton & Balt..Md.	---	---	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay.....	3,000	100	----	---
International ..... N. S.	20,000	50	----	---
Lawrence..... Pa.	2,000	100	----	6½
Locust Mountain ... "	---	---	----	50
Lorberry ..... "	4,000	100	----	50
Macan ..... "	2,000	100	----	---
Mahanoy ..... "	1,000	20	----	---
Metropolitan ..... "	---	100	----	---
Middle Coal Fields.. "	---	---	----	9
Milford	2,500	50	----	---
Mill Creek..... Pa.	---	---	----	---
Mulgrave	2,000	---	----	---
Narragansett ..... R. I.	8,000	10	----	---
New Creek..... Pa.	---	---	----	1
North. & Luzerne .. "	---	---	----	---
Penn..... "	100,000	50	----	185
Penn. Cannel ..... "	6,000	50	----	---
Picton ..... "	4,000	100	----	---
Pine Knot..... Pa.	4,000	50	----	---
Port Hood.....	4,000	100	----	---
Potomac ..... Md.	40,000	10	----	9
Powell ..... Pa.	---	---	----	---
Preston.....	---	---	----	28
Princess Alex.... N. S.	5,000	100	----	---
Ridgeway.....	---	---	----	---
St. Clair ..... Pa.	5,000	100	----	24
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut	6,000	50	----	---
Short Mountain ... Pa.	16,000	50	----	41
Stafford.....	---	---	----	---
Suffolk	4,000	100	----	93
Sugar Loaf..... Pa.	---	---	----	---
Summit ..... "	40,000	20	----	---
Susq. Coal & C. Mt. "	---	---	----	4½
Tamaqua ..... "	---	---	----	---
Vandermark	20,000	50	----	---
Wyoming Valley.. Pa.	12,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	---
Acadia (G.)..... N. S.	100,000	8	----	---
Albion (G.) ..... "	100,000	5	----	½
Alpine (G.) ..... Col.	150,000	10	----	---
Alps (G.) ..... "	100,000	5	----	---
American ..... "	200,000	2	----	---
Am. & Mex. (S.)..N. M.	---	---	----	---
Am. Pioneer..... A. T.	---	---	---	---
Arizona (Silver).. "	---	---	----	---
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	½
Bay State (G.) ..... Col.	200,000	5	----	---
Beacon (G.)..... N. S.	200,000	2	----	---
Benton (G.)..... "	100,000	5	----	½
Black Hawk (G.) "	50,000	100	----	---
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	---
Bullion (G.)..... "	200,000	25	----	---
Burroughs (G.) ... "	100,000	10	----	---
Canadian (G.)..... Ca	200,000	2	----	50c
Central (G.)..... Col.	50,000	20	----	17½
Chandiero (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	35c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.)..... "	200,000	20	----	---
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	---
Denver (G.)..... Ca.	300,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	---
El Dorado (G.)....Nev.	100,000	5	----	---
Empire (S.)..... "	---	---	----	---
Empress (S.)..... "	---	---	----	---
Eureka (G.)..... Cal.	---	---	----	---
Excelsior (G.)..... Col.	30,000	10	----	14
Frankfort (G.).....	100,000	2	----	---
Garrison's (G.)..... Col.	100,000	5	----	---
Gilbert River (G.)..Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	---
Gold Hill	50,000	10	----	---
Gold River.....	100,000	3	----	---
Gould & Curry (G. & S.) N.	---	---	----	---
Gunnell (G.)..... Col.	300,000	10	----	2½
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	---	---	----	---
Holman (G.) ..... Col.	150,000	2	----	---
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	---	---	----	---
Kennebec (G.)..... Ca.	100,000	5	----	---
Kent (G.)..... N. S.	200,000	1	----	---
Lake (G.) ..... Col.	---	---	----	---
Lake Major..... N. S.	12,000	50	----	---
Libertad (G. & S.) Mex	---	---	----	---
Manhattan (G.)..... Col.	100,000	10	----	---
Mariposa (G.)..... Cal.	100,000	100	----	10½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	---
Montague (G.)..... N. S.	50,000	10	----	---
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	---
Mt. Alpine (G.) ... Col.	250,000	5	----	---
Mt. Vista (G. & S.) Nev.	50,000	10	----	---
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	---
New York (S.)..... "	100,000	10	----	---
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	---
Otate (S.) ..... Mex.	---	---	----	---
Palma (S.)..... "	---	---	----	---
Peck (G.) ..... N. S.	100,000	5	----	---
Peninsular (S.)...L. Cal.	---	---	----	---
Picacho (S.) ..... A. T.	50,000	50	----	---
Pontiac (G.)..... Col.	50,000	20	----	---
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	87½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	---
Rocky Mt. (G.)..... Col.	---	---	----	10
Sacramento (S.)...Nev.	---	---	----	---
San Antonio (S.)..A. T.	60,000	50	----	---
Santa Clara (Q.)...Cal.	---	---	----	---
Santa Rita..... Ariz. T.	---	---	----	---
Scottie (S.)..... Ariz. T.	---	---	----	---
Sherbrooke (G.). N. S.	100,000	10	----	---
Sierra Nevada (G.) Col.	---	---	----	---
Silver Hill (S.) ..Nev.	---	---	----	---
Sonora (S.)..... Ariz. T.	---	---	----	---
Southam (G.) ..... N. S.	100,000	5	----	---
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.)..... Col.	100,000	25	----	---
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	60,000	10	----	---
Victoria (G.)..... "	100,000	2	----	---
Waverly (G.) ..... "	50,000	10	----	---
Windsor (G.) ..... Col.	100,000	10	----	---
United States (G.). "	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: eq'l to sing. tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	104
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	92
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	26½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	51½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	60
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	63,000	50,982	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	43,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	45
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,463	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	338,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6.000	7,636	3 977	—	—	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,080	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	45
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	16½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	5½	....	29
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	....
31 Oct. '63	4.61	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,500	5,369	40,526	16,184	9½	—	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	11
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	22
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.61	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	295,604	295,504	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	----	----	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	----	----	....
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	----	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1889	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	----	----	....
Metropolitan:					
1st Mortgage	36,625	6	----	----	....
Real Estate Mortgage	----	6	----	----	....
Middlesex:					
Malden & Melrose bonds	60,000	6	----	1870	....
Real Estate	6,210	--	----	----	....
Ninth Avenue:					
1st Mortgage	57,000	7	----	----	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1893	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	111
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	----	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	----	----	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1865	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	130
Loan of March 31, 1848 ..... registered	8,909,342	6	" "	1868	130
" " " " ..... coupon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " " ..... coupon		5	" "	1874	101
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " " ..... coupon		5	" "	1871	104
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " ..... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..registered	249,977,800	6	" "	1881	110
" " " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,766,900	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s) ...registered	81,690,000	5	Mar. & Sept.	1904	96½
" " " " ..... coupon		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	115
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	----	98½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	----	----
Two Year's " " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July	1877	----
Arkansas—State bonds (R. E. B'k) ....coupon	599,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State). "	610,000	6		1868	----
" " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	154
" " " 1860 ..... "	198,500	7	" "	1890	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " " ..... "		6	" "	'81-'82	99
" " " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	58
" " " (R. R.) ..... "	525,000	7	" "	'82-'92	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,322,085	6	" "	1877	105
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'70	106
" —War bonds ..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... coupon	2,058,178	2½	" "	1886	86
—State Int. Imp bonds (not adjusted)	391,000	—	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" " " " " ..... "	54,000	7	May & Nov.	1876	----
" " " (domestic) ..... "	65,000	6	July.	1885	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" " " ..... "		6	" "	'81-'91	----
" " " ..... "		6	" "	'96-'98	----
" " " (bank) ..... "	600,000	6	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'98	98
" " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ....coupon	516,130	6	----------	d'm'd.	65
" " (R. R. etc.) .... "	3,402,000	6	----------	'67-'99	----
" " " (banks) ..... "	3,398,533	6	----------	----------	----
" " " (war loan) .... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'62-'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1858	----
" " " (st'k'g conv.) .. "	200,376	5		1865	----
" " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	104
" " " (dollar) ..... inscribed	600,000	3		1890	----
" " " (") ..... "	100,000	4½	Chiefly quarterly.	1885	----
" " " (") ..... "	767,560	5		'42-'68	----
" " " (") ..... "	399,403	5		1880	----
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	133,689	6		plens.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G.R.R.) .... "	403,330	6	" "	'88-'90	----
" " " " (" ") ..dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	300,000	5	" "	1893	125½
" " " " (Eastern R.R.) "	500,000	6	Jan. & July.	'65-'71	110
" " " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" " " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	123½
" " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " " (" ") "	209,000	5	May & Nov.	'65-'72	----
" " " " (" ") "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	52,000	5	" "	'65-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan .... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan .... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g fd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	88
" — " " " "	100,000	6	April & Oct	1863	----
—Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
—Renewal Loan of 1853	200,000	6	" "	1883	----
—R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	70
" — " S.W. Branch .. "	4,000,000	6	" "	'67-'89	----
" — " H. & St. Joseph "	3,000,000	6	" "	'73-'87	83
" — " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " Platte Co. .... "	700,000	6	" "	1883	----
—Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
—State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	96,000	6	Jan. & July.	Var.	----
" —State bonds (war loan) ..coupon	531,520	6	" "	'95-'71	----
" — " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1568	107
" " — " " "	1,159,781	6	Jan. & July	pleas.	----
" " — " " "	1,300,000	6	" "	'68-'78	119
" " — " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,688	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,280	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " "	297,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	100,000	6	" "	1867	----
" " — " " "	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,016,000	5	" "	1865	98
" — " " (" ") .... "	379,666	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	102
" — " " (" ") .... "	1,800,000	6	" "	1875	103
" — " " (" ") .... "	4,096,309	6	" "	1881	103
" — " " (" ") .... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,690	6	" "	1868	108
" — " " (war loan) .... coupon	1,500	----	" "	1866	----
" — " " (" ") .... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,272	----	----------	----------	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	94
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,541,898	5	June & Dec.	due.	----
—Interest Certificates	210,253	6	Feb. & Aug.	due.	----
—State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
—State Stock Loans	1,177,890	5	" "	1864	----
" — " "	575,929	5	Feb. & Aug.	1864	----
" — " "	1,045,529	5	June & Dec.	1864	----
" — " "	1,555,573	5	Jan. & July.	1865	----
" — " "	2,277,756	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	100½
—State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" " " ..... "	428,000	5	" "	1878	----
—Inclined Plane Loan	400,000	6	April & Oct.	1879	106
—State bonds ..... coupon	550,000	5	Jan. & July.	1882	----
—Bank Charter Loans	380,937	6	----------	----------	----
—Relief Notes in circulation ...	97,380	----	----------	----------	----
—Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	434,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'85-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1892	50
" — " (intern. impr.) "	2,003,606	6	----------	Var.	43
" — " (railroads) .... "	12,799,000	6	----------	Var.	56
" — " (capitol) ..... "	608,000	5	----------	1890	56
" — " (Hermitage) .. "	48,000	6	----------	1890	56
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	----------	'62-'63	----
" — " (" ") .... "	761,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'92	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'92	----
" — " (sterling) ..... "	1,565,000	6	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'85	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) .... "	100,000	6	" "	1877	----
" — " (") .... "	1,100,000	6	" "	'76-'88	----

RAILROAD EARNINGS—MONTHLY.

Chicago and Alton:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	55,754	55,125	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,337	938,64[illegible]
1861	81,631	75,621	78,361	65,368	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,290	1,095,464
1862	73,160	93,591	*110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,965	1,225,001
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,809	118,294	1,673,706
1864	100,991	154,417	195,502	162,722	178,785	206,099	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,806	139,049	134,500	145,839	92,873	75,457	1,181,066
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,508	138,796	125,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,906	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	175,838	198,865	295,866	195,103	271,141	331,494	312,049	319,816	305,187	2,885,426
1865	293,535	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,509	19,535	22,970	25,851	28,291	28,066	24,326	38,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	40,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,331	59,554	675,764
1861	48,525	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,256	55,199	855,938
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	105,956	90,991	994,677
1863	69,691	81,160	92,483	103,460	107,866	124,283	115,861	106,491	172,072	210,476	153,288	153,522	1,488,197
1864	96,123	111,495	157,962	174,589	138,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,065	50,386	66,573	84,698	94,406	82,467	82,400	883,499
1861	86,239	76,918	85,693	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	956,959
1862	106,268	88,468	103,175	87,915	69,716	64,910	71,716	78,558	102,176	112,507	117,244	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,682	96,134	130,551	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,929	158,077	128,000	100,000	112,515	154,245	182,110	188,649	194,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	350,345	749,953	330,657	361,819	359,114	455,235	465,969	456,608	474,764	4,501,049
1860	354,000	345,000	438,311	457,161	393,409	319,955	477,642	600,124	587,242	661,448	412,723	5,236,424	
1861	404,607	391,982	458,560	547,174	606,619	450,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,182
1862	699,097	601,595	638,096	626,070	587,416	525,842	595,024	615,962	756,421	883,196	902,906	965,855	8,400,334
1863	845,605	859,949	956,445	948,059	848,783	770,145	731,243	687,092	816,801	993,294	1,024,849	1,035,321	10,469,481
1864	984,837	914,183	1,094,508	1,079,503	1,052,293	1,021,976	974,317	1,085,864	1,291,006	1,202,509	1,204,908	1,267,414	12,172,933
Galena and Chicago													
1860	60,653	62,698	80,703	93,254	115,505	93,449	80,705	166,541	219,528	252,103	142,658	94,860	1,462,762
1861	97,253	76,859	101,500	108,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,390
1862	109,867	105,424	74,346	90,150	158,194	226,048	190,466	129,019	188,370	208,575	159,530	143,832	1,777,541
1863	182,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	237,122	228,407	201,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,325	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	176,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	252,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,560	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	306,963	302,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,979
1863	458,953	425,047	366,802	270,676	264,771	202,392	190,364	219,561	268,100	302,174	296,750	484,550	3,726,149
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	248,802	250,742	192,322	2,129,066
1860	185,257	155,926	209,994	183,758	219,890	188,060	193,951	248,971	259,643	321,059	243,163	225,196	2,634,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	259,862	254,629	243,349	224,401	2,999,612
1862	190,130	226,637	181,084	191,648	205,246	259,282	261,079	352,786	414,548	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,305	478,576	496,412	437,679	424,581	4,571,028
1864	327,900	406,595	445,220	421,497	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,801	38,579	22,663	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,776	60,540	64,306	35,326	40,706	58,704	82,864	77,112	82,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	58,964	76,055	89 533	94 875	96,062	90,576	97,047	92,772	1,017,768
1865	98,112	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,092	48,797	37,429	60,229	139,761	163,615	96,999	44,595	799,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,184	67,990	1,153,407
1862	63,903	62,907	47,010	61,759	130,218	144,916	108,721	76,103	109,061	154,369	122,272	61,835	1,163,734
1863	67,181	76,132	64,925	88,177	103,987	111,261	71,587	69,352	158,417	208,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,847	113,393	168,213	178,526	167,099	121,113	1,723,381
Michigan Southern & Northern Indiana:													
1859	104,345	106,893	143,626	146,258	138,084	122,796	101,710	151,170	173,870	218,465	196,485	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	176,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,895
1861	140,925	116,984	153,170	186,951	170,362	151,291	126,558	178,773	235,690	276,181	231,268	189,077	2,189,077
1862	163,152	153,728	167,590	193,120	200,826	181,983	180,915	226,810	276,109	325,818	309,284	279,580	2,647,833
1863	248,784	230,508	257,227	268,613	294,955	241,236	189,145	238,012	308,106	375,567	332,260	349,048	3,302,641
1864	256,600	304,445	333,058	327,204	294,518	311,717	279,129	355,284	398,330	404,563	444,523	395,091	4,077,744
1865	356,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,236	102,960	151,864	143,143	127,145	119,770	108,303	150,386	210,837	226,077	181,617	132,849	1,756,416
1860	110,712	107,749	160,311	166,741	168,510	123,085	128,593	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,834	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,846	307,333	212,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,086	186,039	174,002	172,189	216,234	296,956	322,280	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	268,495	256,403	206,221	193,328	210,442	306,168	376,435	339,794	396,186	3,198,035
1864	252,435	276,348	348,802	338,276	271,563	265,780	263,244	346,781	408,445	405,886	403,510	276,470	3,999,110
1865	306,324	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,249	370,544	509,211	478,568	409,628	447,813	504,217	591,920	743,509	709,671	657,792	520,396	6,303,703
1860	387,128	402,550	561,078	585,141	551,700	495,043	544,494	692,382	868,985	811,468	780,736	675,047	7,154,622
1861	489,066	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,008	952,980	872,885	7,996,783
1862	740,163	631,955	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	965,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,074,700	11,069,853
1864	921,831	936,597	1,069,024	1,105,664	1,004,435	1,029,736	1,056,793	1,272,117	1,450,076	1,203,764	1,169,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,509	216,475	225,464	230,577	248,862	241,695	264,622	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	267,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,268	252,164	263,917	270,051	289,987	265,358	284,456	276,209	291,763	278,219	2,908,836
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,557	454,628	4,088,837
1863	355,686	361,854	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	628,009	6,224,583
1864	436,741	532,786	617,021	669,382	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	158,531	165,795	154,032	203,853	245,938	236,844	231,253	191,158	2,255,254
1861	217,202	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,340	297,525	401,299	364,324	370,993	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	390,845	350,753	407,077	463,599	506,814	466,200	487,842	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,581	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,810	1,117,897
1863	109,806	110,608	120,810	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,584,918
1864	100,872	147,485	160,495	157,786	149,555	155,730	144,942	218,235	224,134	203,441	202,966	204,776	2,080,717
Toledo and Wabash:													
1860	42,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,509	51,296	928,725
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,853	137,686	92,674	1,172,100
1862	62,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,860	172,870	147,543	159,873	1,403 147
1863	86,821	91,971	103,066	132,111	134,272	152,555	105,554	116,379	120,595	151,052	134,503	111,329	1,434,798
1864	79,736	95,842	132,896	125,987	127,009	146,338	139,926	244,114	245,940	221,669	220,208	222,851	2,007,315
1865	144,000	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1907	
Convert. (guar. by Dir.)	150,000	7			1908	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.)						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.)						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1938	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850.	700,000	6	Jan. & July.	"	1880	103
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1856	85
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	256,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	101
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income 4 in '69, 5 in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	?		'78-'79	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,922	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $600,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1855	95
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000						106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1871	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'55-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1851	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	86
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	90
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112½
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	189,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1886	87
Bonds issued for coupons of do.	766,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1900	25
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	246,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1894	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	223,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1900	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,023	6	" "	" "	1886	79
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	253	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,580	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1895	65
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'55-'61	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,000					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,724	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,555,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,3'0	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	92½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1905	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	112
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1905	----
2d Mortgage	364,000	10	" "	----------	----------	118
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	96
Ind., Pittsburg and Cleveland :						
1st Mortgage	550 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	●	----------	----------	----------	----
1st Mortgage	250,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700.000	†	----------	----------	----------	----
Unsecured Bonds	1,785,000	†	----------	----------	----------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	105
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'68-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	500,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	272,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	899,978	7	Feb. & Aug.	New York.	1891	94½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	----------	----
1st Mortgage	1,900,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	99
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	112
1st Mortgage (S. F.) convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1862	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,612,000	7	May & Nov.	" "	1888	103½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	----------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	490,000	8	----------	" "	----------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	----------	67
2d Land Grant	650,000	---	----------	" "	----------	----
Income bonds	511,000	---	----------	----------	----------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,560	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1858	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '62 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1906	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,236,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1866	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	555,000	5	----------	----------	'83-'47	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1890	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	555,000	8	----------	----------	1898	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	101
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104½
3d Mortgage	6,000,000	7	" "	" "	1883	107
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	101
5th Mortgage	1,739,500	7	June & Dec.	" "	1885	100
Buffalo Branch	900,000	7	Jan. & July.	----------	1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	100
Consolidated	1,000,000	7	Feb. & Aug.	"	----------	100
2d Mortgage	980,500	7	Jan. & July.	----------	1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'78	——
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	---
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	96
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	25‡
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100‡
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	——
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'65-'70	——
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1905	109
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	103‡
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	——
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	——
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	——
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	------	——
1st Mortgage (1869-'70-'76)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	878,000	6	----	----	var.	----
Special Mortgage (1865-'69)	176,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	153,500	8	----	----	var.	----
Phila., Germant'n and Norristo'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1855	105
Convertible Loan	297,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1847	——
" 1836, "	182,400	6	" "	"	1880	102
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	99
" 1844, "	810,000	6	" "	"	1880	99
" 1846, "	101,000	6	" "	"	1880	99
" 1849, "	67,000	6	" "	"	1880	99
" 1852, (convertible)	2,480,500	6	" "	"	1856	135‡
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132‡
Improvement	14,500	6	May & Nov.	Boston.	1863	——
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	——
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	94
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1878	----
Chicago Depot Bonds	297,752	6	May & Nov.	Chicago.	1885	----
"	59,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	——
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	——
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	——

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	——
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	——
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	——
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	——
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64
2d Mortgage	937,500	7	" "	"	1862	23‡
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	——
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1880	——
2d Mortgage	185,000	7	----	----	1864	——
3d Mortgage	318,500	7	----	----	1876	——
Six per cents	113,228	6	----	----	1878	——
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1966	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1925	——
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1956	——
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	——
3d Mortgage	75,000	7	----	----	1870	——
South Carolina:						
State Loan	187,000	5	----	----	1868	——
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	——
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	——
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	——
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	——
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	——
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	205,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87‡
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107‡
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	650,000	6	" "	Boston.	1875	102‡
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	105
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	89‡
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1856	144,200	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1878	——

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,963	508,500	105,255	1,515,704	54.0	.....	101,102	57,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,987	518,986	30.3	.....	55,791	31,882	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,526	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	216,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	698,370	—	.....
19 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,780	922,622	23,579	2,582,505	116.9	.....	505,156	260,260	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,827	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	72.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	72.5	.....	220,251	104,984	—	.....
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,388	65,909	30,097	5	.....
31 Jan. '64	122.4	—	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,992,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,810	154,387	—	.....
31 Aug '64	61.6	11.2	60.2	—	22	37	821	Hartford and New Haven	3,250,908	254,000	137,036	2,350,000	927,000	—	4,280,000	72.8	458,245	1,232,307	585,210	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	829,589	92,429	—	98
31 Dec. '63	57.0	—	1.3	—	7	16	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,287	10,968	8	.....
29 Feb '64	72.0	—	2.8	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	755,538	750,000	156,429	1,644,967	62.0	172,124	212,555	.....	—	117
30 Nov. '63	8.48	8.5	0.8	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	.....	158,663	78,671	5	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	156,916	196,056	61,236	7	90
31 Mar. '64	61.3	1.0	53.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.2	—	16	17	363	Norwich and Worcester	2,465,985	149,711	214,100	2,122,000	764,200	21,126	3,074,971	66.4	307,841	433,559	180,529	6	105
								DELAWARE.													
31 Oct. '60	54.2	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	406,132	870,000	271,877	1,507,684	54.2	156,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,289	10,290	9	.....
								FLORIDA.													
— — '62	154.3	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	35.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,525	—	.....
— — '62	50.9	—	5.6	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
— — '62	100.0	5.9	10.0	153.5	...	...	.....	*Pensecola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,260,000	126,000	—	1,597,385	88.7	.....	418,086	265,527	8	125
— — '62	92.5	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	163,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,168	628,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	236,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,584	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	23	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,883	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	821,341	464,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2	94
30 Apr. '64	240.0	996.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,887,539	394.0	1,966,519	3,090,211	1,350,499	8	118
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,825,889	510,983	—	3,731,316	8,236,000	226,641	13,147,130	242.0	.....	1,083,054	448,503	—	35
31 Mar. '64	181.8	—	.....	—	61	60	1,196	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,840	2,143,875	1,103,414	6	94
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,956	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,063	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	664	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,347	6	118
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	81	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,880	—	40
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,887	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.6	20.2	.....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,045	26,659	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '58	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	995,000	11,036	2,491,368	84.0	355,387	596,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	56.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	646,827	37140	—	84
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,579	1,517,450	94,000	—	2,226,956	73.0	357,202	774,616	307,527	13	150
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,633	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	80.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	309,984	.....	80.0	7 mo's.	88,239	48,771	—	.....
31 Dec. '63	100.0	—	.....	260.0	10	7	159	Dubuque and Sioux City	3,260,485	61,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,589	—	.....
1 Jun. '58	35.5	—	.....	101.3	4	4	61	Keok., Ft. Desmoines & Minn.	1,037,876	62,499	—	921,449	570,000	—	.....	35.5	11 mo's.	458,831	21,364	—	.....
— — '62	135.0	95.0	.....	212.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,376,998	111.8	.....	426,406	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,061	29.0	161,633	99,320	52,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,298,832	126,735	6,540	1,109,594	301,000	—	1,463,713	65.1		222,909	120,060	3	66
30 Jun. '64	185.0	52.0	18.3	36.5	52	47	522	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,480	300 0	841,568	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,315	566,000	352,297	5,855,720	80.0	150,204	451,922	225,049	—	.....
31 Mar. '61	204.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	6,570,452	1,040,752	—	.....	2,055,000	1,180,717	.....	206.0	.....	1,232,024	545,434	—	.....
31 Aug '60	85.1	—	.....	135.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,591	*	—	1,253,015	248,969	108,434	1,710,519	85.1	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,990	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '64	254.8	—	28.4	—	97	97	1,289	Michigan Central	13,806,876	*	168,225	6,3 5,906	7,740,989	—	15,066,822	329.3	1,558.2 7	3,417,1 5	1,697,060	12	112
31 Mar. '64	240.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	6,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	69
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	285.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
20 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,584,732	595,992	6,331,899	236.0	.....	584,342	225,062	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,940	275,060	1,974,444	89.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	240,047	121,650	—	.....
								MISSOURI.													
31 Aug. '63	66.5	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,536	7,177,600	—	.....	206.5	879,224	1,047,567	420,026	—	25
31 Dec. '62	258.5	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,982	—	2,459,207	4,850,000	—	.....	168.5	.....	444,450	182,896	—	.....
31 Dec. '62	152.0	—	3.0	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	602,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	597,040	679,966	227,308	—	.....
28 Feb. '63	79.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]86	116,588	—	71,513	4,500,000	.....	.....	134.0	98,271	241,462	128,886	—	.....
30 Sep. '62	86.0	3.6	8.2	—	16	13	219	*St. Louis and Iro Mountain*	[illegible]	344,165	—	1,971,127	3,501,000	87,861	5,900,277	90.1	252,631	215,216	64,240	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,838	205,554	787,381	38.5	76,344	79,731	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	807,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,401	139,952	4,259,303	109.2	186,240	323,082	174,028	—	—
31 May, '64	51.5	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	104
31 May, '59	57.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	25,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	36	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,306	30.0	157,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	801,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	52
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	109
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,636	8	123½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	131
30 Nov. '63	44.6	24.0	60.1	—	39	68	818	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	578,614	1,202,654	488,857	9	132½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	881,866	121,000	—	1,087,722	47.1	77,036	180,088	69,191	6¾	76
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	5	108
30 Nov. '63	44.2	30.4	27.5	—	29	71	424	Eastern	4,007,263	315,165	264,102	3,000,000	1,357,600	56,500	4,894,100	89.0	477,753	812,566	206,554	5	101
30 Nov. '63	50.0	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	329,042	8	115½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	357,385	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,279	5	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127½
30 Nov. '63	29.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	460,100	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	84,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,555	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	22.5	—	25	64	506	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	742,668	411,544	7	118
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	24,000	—	1,676,000	44.4	226,461	334,612	169,146	5	140½
30 Nov. '63	16.0	—	1.7	—	3	4	197	Salem and Lowell	381,479	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	61,675	166,408	88,593	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,908,250	—	—	923,942	979,358	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.2	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	41
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,193	1,095,712	—	5,150,000	6,287,520	—	4,746,.04	218.0	1,275,929	2,439,838	1,232,831	10	144
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	108,700	39,591	1,873,159	45.7	188,647	251,024	132,133	6	97
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	33.6	—	8.0	—	18	16	248	Cheshire	2,475,546	322,266	—	2,085,925	635,400	—	2,969,852	53.6	336,025	352,183	130,645	2	—
31 Mar. '63	54.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,555	555,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	15.0	12.5	—	24	14	434	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	88
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	44.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	907,562	2,089,500	173,962	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	61.9	32.3	.....	8.6	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	131½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,006	2,155,024	60.2	.....	144,386	66,128	—	15
31 Dec. '63	54.0	—	48.0	100	51	29	874	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	58.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,167,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,197,800	842,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	158
31 Dec. '62	21.2	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	166,510	204,200	77,798	458,798	21.2	—	90,618	29,592	—	170
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	237,589	154,498	6¾	103
31 Dec. '62	33.5	—	.....	47.	—	—	—	West Jersey	521,954	*	—	141,853	212,500	31,745	821,984	—	62,936	90,122	44,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	8	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	—	—	329,228	176,095	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,990	1,587,665	—	2,587,725	48.9	.....	329,228	176,095	—	—
30 Sep. '63	142.0	—	13.0	—	55	41	—	Buffalo, New York and Erie	3,369,085	—	—	850,000	2,396,000	1,070	3,369,083	160.3	618,890	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	68.0	595,428	1,691,944	535,534	10	200
31 Dec. '63	460.0	97.0	220.0	—	243	109	3,397	Erie	39,404,648	*	264,920	20,105,200	19,961,000	—	42,841,569	807.0	5,558 687	10,469,481	3,511,414	7½	76
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,237	7	106½
30 Sep. '63	94.0	2.5	12.1	—	15	25	100	Long Island	2,305,568	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,481	52,260	6	46
30 Sep. '64	297.5	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,806,745	9	114
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,377,518	14,260	11,614,628	163.5	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	11.8	17.8	—	26	22	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	85.0	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,067	823,480	58.1	70,885	162,757	83,050	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	958 884	58.2	151,198	338,625	117,460	7½	—
30 Sep. '63	150.6	43.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	168,504	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,568	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	5.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.2	110,055	187,551	51,325	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,308	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	34.0	—	5.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,126	—	—
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	38,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,236,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '52	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	292,906	1,130,470	1,045,000	51,200	2,934,509	171.9	.....	469,458	219,682	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	525,050	477,564	236,201	8	—
15 Mar. '60	81.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,673,000	1,126,468	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	93.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,932,156	499,966	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,053,325	495,691	15	123
31 May, '59	131.5	—	.....	31.0	16	15	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	504,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,286	1,035,830	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 161,943	1,216,257	11	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,568,162	298,782	95,340	1,636,055	1,752,400	128,857	2,917,322	67.0	248,387	375 200	228,651	—	45
31 Oct '63	98.5	1.2	31.5	—	31	57	801	Clev., Painesville & Ashtabula	3,566,896	758,202	500,000	3,000,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	25	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,608	84,229	8,251,646	203.6	.....	1,436,317	552,500	—	82½
31 May '64	109.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	112
31 Dec. '58	61.4	—	.....	53.0	5	4	99	Clev., Zanesville and Cincin.	1,574,698	*	—	269,675	575,250	532,486	.....	61.5	75,120	68,123	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	18	206	Columbus and Xenia	1,423,286	262,965	618,150	1,490,800	205,000	—	2,137,557	ope	r. w. Lit.	Miami.	256,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,806,673	460,583	.....	2,452,217	2,966,000	.....	.....	141.0	.....	703,289	311,256	—	15
30 Nov. '63	83.5	—	29.6	—	28	25	413	Little Miami	4,107,139	492,979	487,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,562	10	146
30 Jun. '63	178.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,323	*	—	10,379,564	373,487	53,086	11,164,830	226.6	445,167	620,025	288,630	—	—
30 Apr. '62	192.3	—	.....	—	42	54	628	Ohio and Mississippi	16,868,814	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	—
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	128.0	.....	.....	.....	—	—
30 Jun. '64	158.9	52.0	.....	—	33	23	448	Sandusky, Dayton and Cinc.	3,985,573	595,409	102,855	3,260 857	1,496,728	11,190	5,139,602	205.9	388,894	600,162	183,747	—	32
31 Dec. '59	114.0	9.0	.....	—	10	11	272	Sandusky, Mansfield & N'w'k	2,285,169	*	—	1,313,471	1,325,100	127.118	2,694,694	126.0	220,717	572,202	92,253	—	—
31 Dec. '63	254.0	.....	.....	.....	61	47	929	Toledo & Wabash	9,799,525	*	29,000	8,414,779	6,041,577	59,272	19,152,632	260.0	1,279,880	1,437,798	549,821	—	97

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	——
31 Oct. '63	24.5	——	24.9	——	19	3	1,308	Beaver Meadow	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	583,219	342,861	22½	75
30 Sep. '63	65.0	——	6.0	——	——	11	350	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	306,567	11,465	——	12½
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,008,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	221
31 Oct. '63	35.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to	Northn Cen.		196,907	334,790	110,368	——	31
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	169,268	10	——
31 Oct. '63	38.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	——	1,882,550	56.5	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,016,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	230,629	101,570	——	30
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,803,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,112	248,838	——	——
31 Oct. '63	46.0	34.0	52.0	——	29	12	1,209	Lehigh Valley	3,622,008	962,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,330,058	774,074	10	71½
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading			(R. R.)	7	38½
31 Oct. '63	24.5	106.0	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 612	*	——	4,132,935	——	——	4,132,935	130.0	319,162	363,367	89,991	8	56½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	66.8	274,990	511,896	273,391	——	26
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048,814	3,643,434	2,883,457	15,480,250	16,949,124	——	38,245,668	356.9	5,211,202	1,891,413	6,111,412	——	82½
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norristn	1,131,079	235,439	——	1,267,200	405,000	——	1,672,200	24.0	244,425	332,459	179,565	9	57½
31 Oct. '63	230.0	——	21.5	58.0	80	5	530	Phila. and (Sunbury) Erie	——	——	——	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	——	25½
30 Nov. '63	147.4	51.1	211.3	——	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,867,328	——	26,613,828	403.0	2,721,689	6,252,902	3,706,900	7	64½
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	643,882	——	——	999,200	250,000	——	1,249,200	28.2	137,074	614,050	353,645	10	140½
31 Oct. '63	95.0	——	51.4	——	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	——	8,477 500	200 5	647,020	2,640,248	1,602,119	10	88½
31 Dec. '64	89.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004	——	1,770,414	1,500,000	69,238	3,666, 877	72.0	256,176	315,723	101,569	——	12
31 Dec. '63	463.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,986,173	——	19,932,741	468.3	3,472,914	5,182,984	3,106,623	——	90½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to	Northn Cen.		40,476	144,7.8	87,112	10	40
31 Oct. '63	29.6	——	3.1	——	5	4	195	Tioga	730,967	106,553	——	367,300	396,500	66,206	822,009	29.6	75,358	126,093	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,000	——	.....	62.0	297,700	421,757	199,155	8½	129
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,299	——	437,917	8,500	——	.....	13.6	24,916	81,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,305	195,260	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	——
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,429,769	324,161	——	1,429,008	1,146,000	345,546	.....	164.5	.....	841,190	425,871	——	——
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,652	*	——	985,742	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,945	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,123	——	505,214	514,000	99,110	1,187,707	47.6	.....	99,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,678	2,020,000	200,000	.....	140.0	.....	418,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	186,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,060	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	878,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	795,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	40	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,066	22,908	18,892	——	——
30 Nov. '60	142.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.6	.....	784,118	337,384	6	——
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,563	.....	50.0	31,300	32,676	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	18	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,600	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	——	——
31 Aug. '63	119.6	——	18.0	——	26	25	555	Rutland and Burlington	3,991,706	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	5,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,587	——	1
31 May '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	104
30 Jun. '63	23.7	——	0.9	——	4	6	89	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,168	88,131	1,534,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,648	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,063	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	156,161	9 months	79.2	47,702	54.121	16,532	——	——
30 Sep. '59	103.5	.....	.....	——	8	.....	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,817,500	600,056	.....	167.7	270,846	450 427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,551,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 998	6,763,665	143.2	224,014	660,904	282,328	——	57
30 Sep. '59	76.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	535,760	704,808	26,863	.....	43.5	1,008,054	163,758	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,642	.....	.....	——	——
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,962,763	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,681	259.180	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	338,475	2,400	3,452,818	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	——	——
								WISCONSIN.													
1 Dec. '60	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25 000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	199.9	——	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,480	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	——	4,828,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	——	41½
10 May, '64	163.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,035,226	5,642,471	142.8	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236.798	67,652	——	——
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,063,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	16,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,885	——	——
31 July, '63	229.0	115.5	63.0	——	92	125	1,689	Great Western	23,933,750	*	1,250,000	15,802,745	9,281,435	——	26,084,180	367.0	.....	5,011,860	1,649,510	1½	——
31 Dec. '62	95.0	1.6	.....	——	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,006	——	——
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,385	——	1,380,000	13,100	136,000	1,779,232	60 0	.....	122-555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	130	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	87,131	--	——
								NEW GRENADA.													
31 Dec. '63	48.7	——	——	——	11	22	198	Panama	8,000,000	*	676,663	5,000, 000	3,576,000	——	10,763,729	48.7	.....	2,027,486	1,285,920	18	267

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	32½
Chemung (guaranteed)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	51½
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	65½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	49
Erie (preferred)	8,535,700	7	7	91
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	68
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	---	--	-------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6	-------	------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1875	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1 st Mortgage	650,000	8	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	70
Chesapeake and Ohio	100	8,224,595	———	----
Delaware Division	100	1,683,350	———	35
Delaware and Hudson	100	7,500,000	10	160
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	———	----
Illinois and Michigan	----	----------	———	----
Lehigh Navigation	50	2,479,950	6	58
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	128
North Branch	100	----------	———	----
Sault Ste Marie	100	----------	———	----
Schuylkill Navigation (consolid.)	50	1,932,457	———	25
" " (preferred)	50	2,722,607	———	32
Susquehanna and Tide Water	50	2,048,200	———	13½
Union (preferred)	50	2,750,000	———	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	53 —	@ 59 —
Pig, American, No. 1		50 —	@ 55 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		170 —	@195 —
Bar, English, common		155 —	@180 —
Band, English		215 —	@160 —
Horse Shoe		210 —	@ — —
Rods, English		190 —	@270 —
Hoop, English,		220 —	@310 —
Nail Rod	per lb.	— 14½	@ — 16½
Sheet, Russia	per lb.	30 @	— 33
Sheet, English, Single, Double and Treble.		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 29	@ — 35
English Spring (1st & 2d qlty.)		— 18	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 20
English Machinery		— 20	@ — 25
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 20	@ — 22
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 55
Sheathing, &c. Old. (cash)		— 42	@ — 43
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 66
American Ingot (cash)		— 45½	@ — 46½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 14 —
Spanish		13 —	@ 13 25
German Refined		13 —	@ 13 25
English		13 —	@ 13 25
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 70
Straits		— —	@ — 59
English		— 56	@ — 57
Plates, Charcoal I. C	per box	19 —	@ 19 50
Plates, I. C. Coke		15 50	@ 16 —
Terne, Coke		14 —	@ 14 50
Terne, Charcoal		17 —	@ 17 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	3 50	@ — —
Clinch (cash)		9 50	@ 10 50
Horse Shoe, Forged (cash)	per lb.	— 38	@ — 40
Wrought, English (cash)		— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails (6 mos.)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15	@ 1 20
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		72 —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 43	@ — 47
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 88½	@ — 89½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 67½	@ — 68
Naptha, Refined, (60@63 gravity)		— 61	@ — 64

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th 2	F 3	Sat 4	M 6	Tu 7	W 8
American Coal Co	----	----	----	----	----	75
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M	----	----	101	----	----	----
California 7s	----	150	150	----	----	----
Canton Co	----	29½	29	30	31	32
Central Am. Transit	----	----	91½	----	----	----
Chicago & Alton	----	----	----	92	92	93
" " pref.	92½	----	----	93	95	96
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q	114	----	115	116	----	118
" " " 8 p.c.	----	----	----	112½	----	----
Chic. & Northwest'n	32½	33½	33½	34	37	35½
" " pref.	62½	62½	61½	63½	68	66
" " 1st M.	87x	----	----	----	87	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	92x	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	90½	91½	91	93½	97½	95½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	79½	79½	78½	80½	84½	82½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	70
Clev. and Toledo	----	----	115	115	----	----
" " S.F. 7 p.c.	104	----	----	----	----	----
Cumberland Coal, pref.	46	45½	44½	46	47	48½
Del. & Hudson Canal	155	153	156½	----	163	160
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-8	----	----	----	----	----	----
" " 2M. 8p.c. '81	112	112	----	----	----	----
Erie	69½	71	71½	73½	75½	75½
" pref.	----	----	90	91	----	----
" 1 M. 7 p.c. '67	----	----	----	103	----	----
" 2 M. 7 p.c. '72	----	----	109	----	----	----
" 3 M. 7 p.c. '83	103½	----	----	----	109	109
" 4 M. 7 p.c. '80	----	----	----	101	----	----
" 5 M. 7 p.c. '88	----	100	----	----	100	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '52	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	30	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103½	105½	103½	106	105½	106½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	105	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115	117½	117½	119	122	118½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	113	----	----	----	----	112
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co	11½	11½	----	11	11	11
Michigan Central	109	109½	109½	110½	114½	111½
" S.F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	63½	65½	66	69½	72	70½
" " guar'd.	----	----	----	125	140	----
" " 1M. S.F.	----	----	----	----	104	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co	----	----	----	----	----	----
Miss. & Mo.	----	----	----	47	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	----	65	65½	66	66	65½
" 1st. to H. & St. J. R.	83	----	----	82	----	----
" " Pacific	72	----	----	----	----	----
New York Central	104½	106½	105½	110½	114½	113
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	102	----	----	102	----	103
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '78	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	97	----	----
Ohio & Miss. cer.	26½	26½	27	27½	28½	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co	285	282	270	280	280	----
Panama	----	----	----	----	----	----
Penn'a Coal Co	----	----	----	185	----	----
Phila. and Reading	103½	104	104	106	109½	108½
Pitts. Ft. W. & Chicago	90½	92	91½	93½	97	94½
" " 1M.	----	109	----	----	----	----
" " 2M. 100	----	----	----	----	----	100
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co	----	86x	86	87½	----	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	68	----
" " 1M.	----	----	----	----	----	98
" " 2M. pref.	----	52	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
Toledo & Wabash	----	----	----	50	53	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M. 78	----	----	----	----	79	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	101	101	101⅛	101⅞	102	102¼
U. S. 5s, 10-40s, reg.	----	----	97x	----	----	----
U. S. 6s, 1881, reg.	----	----	109¼	----	----	----
U. S. 6s, 1881, coup.	109⅛	109⅛	109⅛	110	110⅛	110⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98	98	98	98	98⅛	98⅛
U. S. 6s, 5-20s, coupon	109	108⅞	109⅛	109⅞	109⅞	109⅞
U. S. 6s, 5-20s, new	108⅛	108⅛	108⅛	108⅛	108⅛	108⅛
U. S. 6s, " reg.	104⅛	----	----	----	----	108⅛
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	115⅛	----
American Gold	207⅞	209	209	213	215⅛	210⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	11	----	----	----	----	14⅛
" preferred	28	24⅛	26⅛	25⅛	30⅛	32⅛
Camden & Amboy	134⅛	130	129	130	130	131⅛
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	99⅛
" " 6s, '83	97	----	97	94⅛	----	96
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	105	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	32	----	----	32⅛	35	
Elmira & W'msport	31	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s 101	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	61⅛
Lehigh Navigation	69⅛	74⅛	----	----	----	72
" 6s	95	----	----	----	----	----
Lehigh Valley R. R.	75	----	----	73⅞	72	
" " 6s	----	----	100	100	----	
Little Schuylkill R. R.	----	----	----	38	38⅛	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	45	
" " 6s	----	----	----	----	----	----
Minehill	57⅛	----	57	57⅛	57	
Morris Canal	----	----	----	90	----	
" " pref.	----	125	----	----	----	
" " 6s '76	100⅛	----	----	----	----	
North Pennsylvania	25⅛	25⅛	25⅛	25	27⅛	
" " 6s. 92	----	97	----	91⅛	----	
" " 10s.	----	----	----	----	----	----
Northern Central	52	51⅛	52	51⅛	52	52
Pennsylvania R. R.	61⅞	61⅞	62⅛	62	----	62⅛
" 1st m.	107	107	----	----	----	----
" 2d m.	----	104	104	103⅞	----	
Penn. State, 5s	93	92⅞	92⅛	92⅛	92⅛	----
" " 5s, coupon	----	----	----	94⅛	----	----
" " 6s, W. L.	103⅛	----	----	----	----	----
Philadelphia City, 6s	92⅛	92⅛	92⅛	92⅛	----	
" " new	97	97	----	96⅛	96⅛	
Philad., Germ. & Nor.	57⅛	57⅛	----	57⅛	----	----
Phila. & Reading	51⅛	51⅛	51⅞	52⅛	53	54⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	101	----	----	----	----
Philadelphia & Erie	25	----	----	25	----	25⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	26	----	----	----	----	25⅛
" " pref.	30⅛	30	30	30	31	32
" " 6s '82	80	----	----	----	79	79
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	13	13⅛
" " 6s '78	----	----	----	54	54	55
Union Canal, pref.	----	----	----	----	----	3⅛
" " 6s '83	----	----	22⅛	22⅛	----	23
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	17	----	----
Chestnut & Wal. "	----	----	----	----	----	47
Green & Coates, "	30	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	65	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	105⅛	104	104	103⅛	104	103⅛
" " 1886	----	----	----	----	----	101
" " 1870	----	----	----	----	----	----
" " 1890	104⅛	----	104⅛	----	105	105
Balt. and Ohio	110	109	110	110	110	
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	100	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	103	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	95
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	----	----	----	----	----	109
Boston and Maine	124	124	123⅛	----	----	----
Boston and Providence	----	----	135	----	----	131
Boston and Worcest.	----	132⅛	132⅛	133	----	132⅛
Cheshire, pref.	51	----	50⅛	----	51⅛	----
Concord	----	----	65⅛	65	----	----
Connecticut River	----	109	106	----	----	----
Eastern, Mass.	100⅛	100⅛	----	----	101	101
Eastern, N. H.	----	----	99⅞	----	----	----
Fitchburg	----	115	115⅛	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	87	86	----	86⅛
Old Colony and Fall R.	115	----	115⅛	114	----	113⅛
Ph., Wil. & Baltimore	68	68	67⅞	68	----	68⅛
Portl'd, Saco & Ports.	----	104	104	----	----	----
Vermont & Canada	----	----	102⅛	----	----	104⅛
Vermont & Mass.	40	----	----	41	----	----
Western	----	145	144	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	53	52	----	----	51⅞	----
Middlesex "	60	----	----	----	60	60
Central Mining Co.	----	----	----	----	----	----
Franklin "	5⅛	50	50⅛	50⅛	51	52⅛
Isle Royale "	----	----	14⅛	----	14⅛	----
National "	----	----	----	----	----	----
Minnesota "	----	22⅛	----	----	22	----
Pewabic "	----	----	----	52⅛	52⅛	----
Pittsburg "	78⅛	75	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of January:

Maryland 5s	60	to	65
United States 6s, 1881	45½	"	46¼
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1850, 7 per cent.	68	"	70
Do., 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	62	"	65
Erie shares, $100 (all paid)	34	"	35
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	45	"	42
Do. do. $100 shares, all paid	49½	"	50½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do. '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	--	"	--
New York Central 6s, S. F., 1883	58	"	58
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	75	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, February 11, 1865.

Stock Exchange and Money Market.

The ingenuity of the Americans is not only practical but speculative. They pass through the domain of thought with boldness and originality peculiar to their own organization and institutions, and thus far their success both as a nation, and individually has been unparallelled. It is this conviction of this innate power of quick adaptation to circumstances, and the sense of ability to perform almost any undertaking, which lightens the heart of those who look at the present extent of our public financial engagements. Professor Goldwin Smith, on his return to his own country, has published an interesting as well as an anxious letter, in which he gives it as his opinion, that our paper system has been a mistake, that the legal tender notes of the country have done mischief, and that we are able to solve all the problems before us but the financial one. For this he fears we have no solution.

We are not of this opinion, though we can well understand the force of his friendly apprehensions, the result of long established theories in the old world of the usual deductions from European history, a subject of which he is professionally a master, and of the limited area of production with which he is most conversant, and which is his stand point of observation.

We believe it would have been impossible to have preserved the country from disunion, but for an appeal to the confidence of the people in support of the necessary outlay. The whole business of the nation has been indissolubly connected with a paper currency and the banking system. Specie payments have again and again been suspended for comparatively slight causes in times of profound peace, and when the amounts of gold necessary to keep everything in order were but trifling. And yet it has been again and again found impossible to command at an unexpected moment the balance necessary to adjust the inequalities of currency and specie.

How fruitless and how absurd would it then have been to have attempted to carry on this war with gold and silver, which have disappeared so often under ordinary pressures. It could not have been obtained in quantities sufficient for three months' expenditure. Just as soon as the Government attempted to realize its subscriptions in gold, from the currency subscribed and paid in by investers, the banks would have stopped payment, and their bills would have largely depreciated. Or, on the other hand, supposing it possible that the banks could have maintained specie payments for a year or two, their currency would have been so scarce, for we know the extent of their circulation was then inside of two hundred millions, that the Government bonds would have been taken up at a constantly declining rate, probably 50 to 60 per cent. discount, and there would have been a most unpatriotic controversy going on the whole time between the Government asking for money, and capitalists demanding the highest rates. For a year or more the Government issues maintained almost an equality with gold, and this to the extent of hundreds of millions for which it paid no interest. This was a considerable gain to the Treasury, and by consequence to the people. So that all things considered, it is very doubtful whether by accident or design, either from the policy of Mr. Chase, or if we please so to consider it, his blunders, the result to which we have arrived is about the same as if we had attempted to carry on the war on a specie basis, which would have cost the country at least half the amount borrowed, or in other words, 50 per cent. of its nominal loans.

There is a novel view taken of the relation of gold to our National debt, in a recent interesting pamphlet on the subject of the disposition of our "Mineral Lands," by Mr. Edson Harkness, for which we are obliged to Mr. J. Conness, U. S. Senator from California. From this we make the following extract:

"The increase of gold during the last fifteen years has reduced its intrinsic value at least one half; and it is fair to infer that with suitable encouragement, the product will during the next

twenty years, be so far increased that its real value will be less *than the one half of what it is at present.* If this view of the case be correct, a debt of $100 is contracted to-day, payable in coin at the end of 20 years, although it will take $100 in coin to pay the debt, that amount of coin will only represent half the real value of what it does now. *In other words, our National debt will by the depreciation in the value of gold from its present value be practically reduced to the full extent of that value.*"

This proposition is a startling but a satisfactory one; and is in accordance with the prevailing opinions of European economists, that the relative value of the precious metals is undergoing a rapid decline. Numerous essays have been written to support this theory. And though it has been ascertained that the product of Australia has fallen off the last year about fifteen millions of dollars, that of our gold producing States and territories is largely on the increase.

It is estimated that the total amount of gold existing in the hands of the people of the various nations of the world in plate and coin, is about £1,200,000,000. To this sum California has in the last eleven years contributed the sum of $519,413,500, which was actually exported to other countries.

But if we take an estimate of high authority Mr. Hittell, between the years 1848 and 1862 both inclusive, the amount of gold produced in California was $754,220,000, and of that was exported $596,473,872. If we add the production of 1863 and 1864, we have a total from 1848 to 1864, in coin of $861,901,468, or thereabouts. There are other estimates, however, still higher. We published one Sept. 5, 1863, which was as large as $1,049,356,572, though without asserting its precision. It will thus be seen that our products of gold are large in proportion to the whole amount in circulation, and may very easily produce the result as stated by Mr. Harkness.

The conclusion which we come to is irresistable, that we shall find our National debt much more easy of liquidation and payment than we now suppose, and that to secure this result all the Government has to do, is to pass the act introduced by Mr. Julian into the House of Representatives to provide for the survey, subdivision and sale of the gold and silver lands of the United States, so as to secure their settlement, ownership and full production, a plan we have always favored.

The action of Congress cannot too early be directed to this subject, and by the sale of these lands, and by stimulating their production by the muniment of a good title, we shall not only attract a large foreign immigration, but preserve directly and indirectly the means to pay a large proportion of our national debt, which by the very process will be relatively declining in magnitude. Professor Goldwin Smith, would in this view of the subject find cause for consolation in his fears about our financial future. It is an American remedy for an American inconvenience, which could not exist or be possible in any other country of the world, and is as characteristic of our people as everything else they contemplate or take in hand.

The actual movement of gold the last week has been upwards. On Tuesday it had reached 215¼ per cent. This was the result of the general belief that the interview between the President and the Confederate Commissioners was not only a failure but without promise for the future. Another reason is given in this form; that the amount of cash gold used in each day's operation is known to be only about three millions, and that with this knowledge there are parties willing to buy any quantity on time that they can get offered. Just as certain therefore as they can get options at any price beyond and above the amount which can be delivered, they are sure of a rise and a handsome profit out of the shorts. Our own opinion with regard to the late Peace Conference is short and simple. There is strong discontent as well as great apprehension among a large body of the southern people, and this pressure is so strong that the rebel leaders were compelled to do something to quiet the general dissatisfaction. It will be seen by their statements made to their constitutents whether they think themselves strong enough to carry on the war, because they were refused an armistice, or whether they will gloss over the facts of the meeting so as to prepare for a final submission. They will unquestionably take the one course or the other as circumstances and present expediency demand.

Railway securities have improved since our last, and Governments have also advanced, and been in demand. When we reflect that its gold paying bonds are not to be increased beyond their present limit, we are surprised they do not rise to their just market value. They are gold in fact, principal and interest, and ought now to bring a premium of the same character. By-and-bye it will be too late to take advantage of this fact, but those who already appreciate their real character will make largely on their purchases at present prices.

No sales of cotton have yet been made by the Government, but in anticipation of these shipments to a considerable extent have been made from this city to Liverpool, to realise present prices before an expected fall.

Our advices from England to the 22d inform us that during the first fortnight of the present year, the imports of cotton from India, China and Japan were 113,870 bales, of which 100,000 were consigned to the port of London. The manufacturers at Manchester had ceased to be purchasers, beginning to fear that the war in this Country would be suddenly brought to a close. Consols were drooping, standing at about 89, and other securities sympathised. A new Italian loan of $40,000,000 nominal has been put on the English market, in £100 bonds at £77 10s each, interest 5 per cent. Its attraction is in its character of a lottery, as in 15 drawings in 15 years, a certain number of the bonds are paid off at once after each drawing, so that a subscriber not only receives interest, which is equivalent to £6 15s on each bond, but may get back a part of his principal, or the difference between £100, and the cost to wit £77 10. This principle has been adopted in this Country in several cases, and is all very well, if the bonds drawn are forthwith paid. That contingency is not a sure one in all cases. Gold was at the date referred to 2 10s per cent. dearer in Paris than London, of the same price at Hamburgh and dearer in London than New York, and affording a small profit accordingly to the shipper. Per contra we may assert that good merchant bills may be obtained in this city on Liverpool, below par.

At the same date the prices of American grain, in Mark Lane were quoted as follows: Fresh 22 to 23s per bbl. Sour 20 to 21s.

Our local money market is well supplied, and the rates are reported at 6 to 7 for prime securities, but commercial paper is not taken freely. It is reported that dealers who have hitherto required cash for sales, are now extending credits on a large scale for the purpose of reducing their stocks. At retail a large number of articles of cotton and woollen staple are sold at very reduced prices from those obtained a few weeks since.

We have now 782 National Banks in operation, the circulation of which is stated to be $87,288,-300. It is evident that this system of banking is to supersede the former one, and with much advantage to stockholders and the Country at large.

We notice in our English quotations that Canada 6s now bring 94, for the £100, while the Victoria 6s sell readily at 107.

We also notice a fact with regard to the British Copper currency, one we put on record for future comparison with our own. The old British copper issue was intrinsically worth in coin ⅔rds of its nominal value. The new issue is not worth quite so much. The new bronze currency which as metal was worth £82,482 was converted into coin of the legal value of £150,648. Therefore a half-penny contains a little more than a farthing's worth of metal. Our own cents, whether of nickel or copper will compare favorably with the British.

The exports of domestic produce and miscellaneous goods the last week amounted in value to $4,808,132 against $3,475,880 for the same week last year. The receipts of California gold thus far at this port for the present year have been $2,-693,870 against $1,298,137 same time last year.

The balance in the Sub-Treasury on Tuesday, was $29,436,709.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, 99; Illinois War Loan, 98; Ohio 6s, 1881, 103; Louisianna 6s, 60; Brooklyn City Water Loan, 106; Galena and Chicago 2d mort., 100; Mil. and St. Paul 1st mort., 85; Sixth Avenue R. R., 115; Mariposa 1stmort., 51; Wyoming Valley Coal Co., 45; Ashburton Coal, 15; Quartz Hill Gold, 5; 4th National Bank, 100; Bank of Commerce, 100; Central National Bank, 104; Am. Ex. Bank, 119; Continental Bank, 95; Excelsior Oil, 11¼, Germania, 89@90c.; High Gate, 96c.; Knickerbocker, 58c.; McKinley, 8.90; Allen Wright, 9; Tack, 4; Oceanic, 3.85@4; Cherry Run, 90; Buchanan Farm, 1.83; Manhattan, 75c.; United States, 26@27.50; Brooklyn, 5.25; Rynd Farm, 4.90.

Philadelphia.—Allegheny Co. 6s, 76; Allegheny City 6s, 95¼; Pittsburg 5s, 75; Elmira 6s, 74; West Chester 7s, 100¼; Reading bonds, 99; 13th and 15th streets R. R., 22; West Phila. R. R. 70; 5th and 6th streets R. R.40; 10th and 11th streets R. R., 44; 2d and 3d streets R. R. 1st mort., 100; Fulton Coal, 7¼; Swatara, 5¾; Butler Coal, 10; Clinton Coal, 1⅛; Shamokin, 14½; Big Mt., 5½; Green Mt., 3¾; Lehigh Zinc, 41; Keystone, 1¾; Union Canal Interest bonds, 20⅛; Phila. Bank, 140; Western Bank, 118; Farmers

and Mechanics Bank, 141; Mechanics' Bank, 82½; Corn Ex. Bank, 58½; Bank of North America, 192; Atlas Oil, 1½; Bruner, 1¼; Big Tank, 2⅛; Corn Pl., 5½; Continental, 1; Cherry Run, 25¼; Caldwell, 5¾; Crescent City, 1⅝; Curtin, 14¾; Cow Creek, 1⅞; Cherry R. & P., 1¾; Densmore, 5⅝; Dalzell, 8¾; Duncard, 1; Eldorado, 1¾; Egbert, 3¼; Excelsior, 1¼; Ætna, 1⅞; Feeder Dam, ¾; Gt. Basin, 2½; Globe, 1¼; Hoge Island, 1¾; Hannah's Gap, 1; Hibbard, 1⅛; Irwin, 9; Logan, 1⅛; McClintock, 6½; McElheny 4⅞; Mingo, 3⅜; Maple Shade, 25; Mineral, 2; Noble and Delamater, 6; Oil C. and C. R., 4½; Organic, ¾; Oil Creek, 6⅞; Oil Basin, 9⅛; Oil Run, 2⅝; Olmstead, 2¾; Perry, 3⅝; Phila. and Oil Creek, 1⅜; Petro. Centre, 3; Royal, 1½; Revenue, 2; Rock, 3; Seneca, 4; Story Farm, 2; Sherman, 1.31; St. Nicholas 4⅛; Tarr Home, 5⅜; Union, 1⅛; Venango, ⅞; Walnut, 2¾. The latest quotations are: City 6s, 92½@92¾; do., new, 96⅜@96⅝; State 5s, 92@92½; do., coupon, 94@94; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 68½; Reading, 54⅛@54¼; do., 6s, 1870, 100¾@101; do., bonds, 99@99¼; Camden and Amboy, 134@135; Penn. R. R., 62¾@62¾; do., 1st mort., 106½@107; do., 2d mort. 103¾@104; Little Schuylkill R. R., 38¼@39; Morris Canal, 90@90; do., pref., 126@128; do., bonds, 100@101; Wyoming Valley Canal, 64@65; do., 6s, 99@100; Susquehanna Canal, 13¼@14½; do., 6s, 55@55; Sch. Nav., 25@26; do., pref., 32@32⅛; do., 6s, 1882, 80@81; Union Canal bonds, 23@23¼; Delaware Div. Canal, 85@37; do., bonds, 90@95; Elmira and Williamsport, 31@31½; do., pref., 45@50; do., 7s, 1873, 100@101½; do., Chattle 10s, 74@76; Long Island R. R., 46@48; Lehigh Coal and Navigation, 63@70; North Pennsylvania, 26@27; do., 6s, 90½@91½; do., 10s, 111@111; Philadelphia and Erie, 25⅛@26; do., 6s, 101@101; Minehill, 56⅞@57; Catawissa, 18⅜@18½; do., pref., 32@32½; Lehigh Valley, 71¾@72¼; do., bonds, 99¾@100; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 65¼@67; Race and Vine, 9@10; West Philadelphia, 70@70; Spruce and Pine, 30@31; Green and Coates, 26@30; Chestnut and Walnut, 45@49; Arch, 16⅜@17; Thirteenth and Fifteenth, 24@24; Girard College, 23@23½; Tenth and Eleventh, 44¼@46; Norristown, 57⅛@57¾.

Boston.—Vermont Central 1; do., 1st mort., 70; do., 2d mort., 20; Boston and New York Air Line 6s, 58; Mad River and Lake Erie 1st mort. bonds, 65; Eastern R. R. 6s, 1874, 100; Northern R. R. 6s, 1874, 100½, Rutland and Burlington 1st mort., 64; Boston, Concord and Montreal 7s, 100; Essex R. R. 6s, guar., 95½; Boston, Hartford and Erie R. R., 18; do., 7s, 80; Nashua and Lowell R. R., 129@130; Northern (Ogdensburg) 2d mort., 24½; New Hampshire 6s, 1884, 94½; Vermont 6s, 1871, 97¼; Maine 6s, 1871, 97¼; Massachusetts 6s, 1874, 120½; Chelsea (horse,) R. R., 40; Boston Water Power Co., 44¼; Union Steamship Co., 130; Cary Imp., 11¼; East Boston Co., 14; Essex, 98½; East Boston Ferry, 78; Waverly Co., 3⅝; Potomac Coal, 9; Short Mt. Coal, 40¼@41; Gilberton Coal, 74½; Mammoth Vein Coal, 29½; Butler Coal, 48¾; Boston and Lackawanna Coal, 81; Locust Dale Coal, 30¾; Bear Valley, etc., Coal, 21¼; Tyson Iron, 8¾; Roxbury Gas, 150; Malden and Melrose Gas, 78½; East Boston Gas, 27; Cambridge Gas, 97½; Boston Gas, 785; Pittsburg and Boston Oil, 1⅞; Fuller Farm Oil, 2½; Great Basin Oil, 2⅝; Macomb Lead, 1¼; Buckingham Plumbago, 5½; Boston National Bank, 100¼; National Bank of Republic, 107½; State Bank, 83; Chelsea National Bank, 95¼; Suffolk National Bank, 118½; Exchange Bank, 108; Eliot Bank, 106½; Tremont National Bank, 112¼; do., Rights, 38; New England National Bank, 112; Globe Bank, 144¾; Washington National Bank, 123½; 3d National Bank, 105; Hide and Leather Bank, 124¼; Bunker Hill Bank, Charlestown, 140; Merchants' National Bank, 115; National Bank of Commerce, 112¼; National Bank of North America, 110¾; Railroad Bank, Lowell, 93⅛; Traders' Bank, 93⅛; 2d National Bank, 123; Howard National Bank, 110¾; Blackstone National Bank, 110½; Pawners' Bank, 99¾; Acton Mining Co., 1⅛; Albany and Boston, 26¼; Boston, 2½; Brome, 1¾; Bedford, 67c.; Bay State, 18; Copper Falls, 30¼; Chetticamp, 1⅞; Eagle River, 3; Huron, 38; Hancock, 9½; Humboldt, 8; Manhattan, 5⅝; Madison, 2½; Native, 62½c.; Nequaket, 2; North Cliff, 3½; Ottawa, 21c.; Petherick, 5; Star, 5½; Superior, 5¾; Winthrop, 1½.

Baltimore.—Western Md. bonds, 84; Laurel Cannel Coal and Oil Co., 5.15; Atlantic Coal, 1.10; Santa Clara, 23; Bare Hill, 3.05; Virginia Coal and Iron, 9; North State, 0.15; Cambridge, 0.15; Maryland Copper, 0.55; Lake Chrome, 0.35; Mineral Hill, 1.25; Am. Gas Coal, 2; Chesapeake Oil, 4 80; Penn. Oil, 2.25; Bank of Commerce, 94½; Union Bank, 70½; Merchants' Bank, 105; Bank of Baltimore, 103; Mechanics' Bank, 21. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 100@100; do., 1875, 100@105; do., 1880, 100¼@103; do., 1885, 100@105; Northern Central, 50@53½; do., bonds, 1885, 94½@95; N. W. Va., 00@05; do., 1st mort., 99@105; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 93¾@95; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 84@86; do., guar., 100@103; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 100@101½; do., 1873, 104@108; do., 1875, 102¾@104; do., 1886, 101@102½; do., 1890, 104½@105; do., coupon, 104@104; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 16@17½; Canton Co. 31½@33; Gardner, 0.50@0.75, Gas Coal, 1.85@1.95; Maryland, 0.55@0.60; North State, .10@.15; Springfield, 1.15@1.30; George's Creek, 110@118; Santa Clara, 22@23; Balt. Chrome, 2.30@2.40; Bare Hill, 2.95@3.25; Atlantic Coal, 1.00@1.15; Mineral Hill, 1.30@1.70; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.05@5.25.

Fare on the Railroads.

By an order from the General Superintendent of the U. S. Military Railroads, all civilians traveling on the railroads leading out of Chattanooga, says the *Gazette*, will be required to pay their fares, no orders for transportation being issued to any parties but the military or those in Government employ. On the Chattanooga and Knoxville, and Chattanooga and Atlanta roads, the rates are ten cents per mile. On the Chattanooga and Nashville road it is eight cents, but it is probable that the latter will shortly be raised to the same figure as the others.

Legislation on the Public Mineral Lands.

We have received from the Hon. J. Conness, U. S. Senator from California, a copy of the bill introduced into the House of Representatives, contained in fourteen sections, providing for the subdivision and sale of the gold and silver lands of the United States, and for the coining of the products thereof. It appears to meet a great necessity and is well adapted to encourage purchases, settlement and mining. We have not space to republish the bill, but we trust it will receive the active support of Congress, even if it is not noticed adequately by the press.

Accompanying the bill was a pamphlet of value, from the pen of Mr. Edson Harkness, of California, which gives new and interesting information as to the character and extent of our gold bearing regions, deserving of attentive perusal, with some novel suggestions that we have deemed worthy of particular notice in our financial article in the present number of the Journal.

Chicago and Great Eastern Railway.

The Cincinnati and Chicago Air Line Railroad Company has been consolidated with the Chicago and Great Eastern Railway Company, under the name of the Chicago and Great Eastern Railway Company, and all business of the line (extending from Chicago, Illinois, to Richmond, Indiana,) will hereafter be transacted in the name of the new corporation.

The Directors are: Frederick Schuchardt, James D. Fish, James W. Elwell, Henry Morgan, W. D. Judson, Amos Tenney, New York; Joseph E. Young, Chicago. The officers are: E. W. Judson, President, New York; Joseph E. Young, Vice President and Chief Engineer, Chicago; Henry Morgan, Treasurer, New York; Amos Tenney, Secretary, New York; John Brandt, Jr., Superintendent, Chicago; L. H. Walkley, Auditor and General Ticket Agent, Richmond, Indiana; Henry J. Page, General Freight Agent, Chicago.

☞ Business can no longer be conducted in uncomfortable and inconvenient localities. There is no greater improvement than that of late adopted in this city, of building first class offices, as a part of our architectural accommodations. A well lighted, well ventilated, and neatly furnished office, is an advantage to business men's health and comfort. Mr. Edward Matthews, advertises in another place a large number of the best offices in this city.

☞ The operations of the large Express Companies expand with the necessities and discoveries of the age. Exchange is now largely sold by telegraph, and through the enterprise of Wells, Fargo & Co., as it will be observed from their advertisement in another place, money may be transferred as readily from New York to California and Oregon, as from one bank in this city to another. This house also furnishes exchange on London, Dublin and Paris.

Cayuga and Ontario Ship Canal.

A bill has been introduced in the Senate of New York to incorporate the Cayuga and Ontario Ship Canal Company. The object of said corporation to be to construct a ship canal at or near the site of the Sodus Canal, from Cayuga Lake to Lake Ontario. The capital stock of the company to be $500,000, to be divided into shares of $100 each.

California Stage Routes.

The California Stage Company furnishes the greater proportion of accommodation for stage travel in this State and the adjoining ones of Nevada and Oregon. Its principal office is at Marysville, but the Superintendent, A. G. Richardson, resides in this city. The officers are James Haworth, President; F. S. Stevens, Vice-President; Henry A. Charles, Secretary. Directors—J. Haworth, A. G. Richardson, John Andrews and W. Montgomery. A. Wagner, Agent, Sacramento.

Sacramento and Virginia City, Nevada (Pioneer Line)—Distance 140 miles, including 37 miles by railroad to Latrobe. The running time in Summer is about 18 hours; in the Winter about 32 hours, varying slightly according to weather. The accommodation line formerly run by this company to Placerville, *via* Folsom, has been discontinued. The office in this city is at the What Cheer House. L. McLane & Co., Proprietors; H. Montfort, Agent. We made application for more specific information respecting this line, but were unable to obtain it.

Sacramento to Virginia City, Nevada (*via* Dutch Flat and Donner Lake)—Distance 156 miles. Departures at 6½ A. M. by Pacific Railroad as far as Newcastle Gap, thence by stages to Summit Pass and Virginia. Time to Virginia City in Winter, 32 hours; in Summer about 18 hours.

Sacramento to Portland, Oregon—Distance, 710 miles. Leaves Sacramento daily at 6½ A. M. by Pacific and California Central Railroad to Lincoln, Placer Co., thence to Marysville by stage; from Marysville to Oroville by Northern Railroad, thence by four-horse coaches to Chico, Tehama, Red Bluff, Cottonwood, Shasta, French Gulch, Trinity Centre, Callahan's Scottsburg, Yreka, Jacksonville (Oregon), Cayonville, Roseburg, Oakland, Eugene, Corvallis, Albano, Santiam, Salem, Dutchtown, Oregon City and Portland. Time, six days five hours; schedule time, seven days for mail; number of stations, 60.

Sacramento and Nevada (*via* Newcastle Gap, Auburn and Grass Valley—Distance 60 miles.

The stage line of this company from Marysville *via* Henness Pass and Huffaker's to Virginia City, has been discontinued during the Winter months.

The principal independent lines of stages running out of Sacramento are as follows, to wit:

Sacramento and Petaluma (*via* Vacaville, Suisun, Fairfield, Rockville, Napa and Sonoma)—Distance 84 miles; four horse coaches. J. McKenzie & Son, proprietors.

Sacramento and Jackson (Forest line) Daily by two-horse wagons, *via* Ione valley; a distance of 46 miles. Couch & Co., proprietors.

Sacramento and Mokelumne Hill (*via* Drytown)—Distance 65 miles (connecting with cars of Sacramento Valley Railroad at Folsom); four-horse daily line. Couch & Co., proprietors.

Sacramento and Georgetown (*via* Folsom by railroad), with a branch to Coloma—Distance 31 miles; daily four-horse line. James Orr, proprietor.

Sacramento Gold Hill and Ophir—Distance 34 miles; tri-weekly two horse line.

Sacramento and Stockton—Distance 45 miles; two-horse daily line.—*Sacramento Union.*

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Railroad Earnings—Weekly.

The earnings of the Grand Trunk Railway for the week ending Jan. 28, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$21,723 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	73,710 00
Total	$98,557 00
Corresponding week, 1864	108,681 00
Decrease	$10,124 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 21, 1865, were:

	1865.	1864.
Passengers	$2,286 87	$1,663 33
Freight	8,281 15	5,676 40
Express	228 00	104 16
Mails	296 58	296 58
Total	$11,092 60	$7,740 47
Increase		$3,352 13

Receipts from January 1 to Jan. 21:

1865	$33,722 49
1864	14,902 51
Increase	$18,819 98

Railroad Earnings—Monthly.

The business of the Illinois Central Railroad for the month of January, 1865:

LAND DEPARTMENT.

Acres construction lands sold	18,873.15	for	$212,485 59
Acres Interest Fund Land sold	969.42	"	12,285 90
Acres Free Lands sold	6,820.82	"	113,083 61
Total sales during month of Jan. 1865	26,663.39	for	$337,855 10
To which add town lot sales			3,290 95
Total of all			$341,146 05
Cash collected in January			$275,761 16

TRAFFIC DEPARTMENT.

Receipts from passengers	$192,691 99
" freight	337,359 30
" mails	6,358 34
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Jan., 1865	$546,409 63
Total receipts in month of Jan., 1864	327,900 29

The Washington Insurance Co.

The assets of this company are six hundred and sixty thousand dollars. They have just declared a dividend of ten per cent. to their stockholders and a scrip dividend of sixty per cent. to their participating patrons. Their income during the last twelve months was three hundred and sixty-five thousand dollars, and seventy eight thousand dollars have been added to their surplus fund. They have reimbursed their customers to the extent of $85,000 for losses, and have paid $64,000 in dividends. $55,000 have been reserved for reinsurance, and more than $260,000 are invested in United States securities.

This company returns three-fourths of its net income to its profit-sharing insurers, and scrip to the amount of $78,000 will be handed them for the past year. This is the fourth consecutive annual statement in which this sum has reached sixty per cent. of the participating premiums. Six per cent. on the capital was received by the shareholders in August last. After liquidating losses, expenses, &c., the receipts are 45 per cent. on the stock, of which twenty have been apportioned as surplus, sixteen as dividends, and nine as reserve. More than a quarter of a million have been disbursed to its stockholders since the commencement of the participative system, and this is the fourteenth successful year of the company's transactions. They have also declared six per cent interest on the outstanding scrip.

State Banks of Maine.

The State banks of Maine report as follows their business for the years 1863 and 1864:

LIABILITIES.

	1863.	1864.
Capital	$8,008,000	$6,785,000
Circulation	6,019,156	7,042,093
Deposits	6,421,005	5,120,762
Bank balances	118,020	258,042
Profits	759,859	965,566
Immediate liabilities	2,558,181	12,480,897

RESOURCES.

Loans	$14,988,609	$15,167,320
Real estate	245,846	195,222
Bills of other banks and checks	1,047,979	1,281,418
Bank balances	4,370,562	3,015,961
Specie	678,043	522,146
Immediate resources	6,096,584	4,819,520
Number of banks	69	50
Overdue paper	761,492	612,249
Estimated loss on same	111,356	95,146

The Savings Institutions report as follows:

In 1860 the deposits were	$1,466,457 56
" 1861 " "	1,620,270 26
" 1862 " "	1,876,165 18
" 1863 " "	2,641,476 41
" 1864 " "	3,672,975 85

Massachusetts Savings Bank.

The returns of the Massachusetts Savings Banks for 1864, compare as follows with those of the previous year:

	1864. 97 Savings Banks.	1863. 95 Savings Banks.
No. of depositors	291,616	272,219
Am't of deposits	$62,557,604 30	$56,888,828 55
Public funds	22,149,296 16	18,348,140 57
Loans on P. Funds	1,649,847 50	591,665 00
Bank stock	9,980,792 17	9,887,672 02
Loans on Bank S'k	329,024 21	371,161 60
Deposits in banks, bearing interest	728,820 88	742,312 98
Loans on R.R Stock	25,800 00	80,600 00
Invested in R. E.	331,670 17	348,267 57
Loans on mort. of Real Estate	16,889,457 08	16,685,262 39
Loans to Counties and Towns	5,967,998 80	4,970,985 88
Loans on Personal Security	6,157,979 05	4,514,722 97
Cash on hand	823,971 39	936,895 67
Average rate & aggregate amount of ordinary dividends for last yr.	4.14 per cent. 2,258,495 56	4.90 per cent. 2,087,115 32
Annual expenses of the Institutions.	184,739 77	140,713 22

☞ The valuation of personal property in Illinois is $87,560,697; railroad property, $11,525,555; lands $192,970,693; town lots, $89,972,926; a total wealth of $381,999,871. The total number of acres in the State is $35,459,200, but only 7,706,915 are cultivated and improved.

☞ The revenue of Greece and the Ionian Islands for the year 1864 are estimated at less than 27,000,000 drachms. The expenditure of the year 1865, by the budget of M. Sateropoulos, is estimated at 27,750,000. To cover the deficit he counts on an improvement of the revenue and on the collection of arrears.

National Banks.

The following is an abstract of quarterly reports of the National banking associations of the United States, showing their condition on the morning of the first Monday in January, A. D., 1865, before the commencement of business on said day:—

RESOURCES.

Loans and discounts	$166,021,650 40
Overdrafts	427,067 60
Real estate, furniture & fixtures	4,083,226 12
Expense account	1,053,725 34
Premiums paid	1,328,023 56
Remittances and other cash items	17,837,496 77
Due from National Banks	30,820,175 44
Due from other banks	19,836,072 88
U. S. bonds and other U. S. securities	176,578,750 00
Bills of other banks	14,275,153 97
Specie	4,481,937 68
Other lawful money	72,535,503 70
Other items	3,294,883 27
Aggregate	$512,568,666 68

LIABILITIES.

Capital stock paid in	$135,618,874 05
Surplus fund	8,663,311 22
Notes in circulation	66,769,375 00
Individual deposits	182,518,089 73
United States deposits	37,764,729 77
Dividends unpaid	961,547 20
Due to National Banks	30,619,175 57
Due to other banks	37,104,130 62
Profits	12,283,812 65
Other items	265,620 87
Aggregate	$512,568,666 68

Union Steamship Co.

At an adjourned annual meeting of the stockholders of this company recently held in Boston, a report from the directors was presented, in which it was stated that the steamers Mississippi and Merrimack had been in the employ of the government on the route between New York and New Orleans at the rate of $700 per day, the government paying the cost of coal, &c. The Mississippi is now in dock at South Boston under repairs, and will soon be completed. The Merrimack is at New York having her boilers repaired. It is hoped that both vessels will be in running order in about two months, and will not need repairs for two years. The directors have been earnestly requested by citizens of New Orleans to place their steamers on the route between Boston and that city, and a company in St. Louis trading with New Orleans has also made proposals of business connection which promises profitable returns. The directors presented a proposition that the boats should be again placed upon the route, provided outside parties could be induced to purchase stock in the company from persons who hold a larger number than one hundred shares.

From the report of the treasurer, it appears that the receipts during the past year have been $198,646 82; including $173,000 received by the agent of the company from the government, for the use of the steamers. A dividend of $50,000 has been paid. At the time of making the report $40,000 remained due from the government, of which $20,000 has since been paid, leaving the amount on hand, $39,875 84.

The following gentlemen were elected directors of the company for the ensuing year: Edward S. Tobey, James M. Beebe, William H. Hill, Otis Daniell, Arthur Pickering, Benjamin E. Bates, Samuel Atherton, Josiah B. Richardson, Harrison Loring, J. C. Converse, N. H. Emmons, E. R. Sawyer, E. T. Farrington.

Lorenzo Sabine, esq., was re-elected clerk of the company.

☞ We publish elsewhere the card of Messrs. J. AMSDEN & SON, Civil and Mechanical Engineers. Mr. J. Amsden has been employed as follows: As Civil Engineer in surveying and mapping the City of Utica, also of Rome, N. Y., and extensions of each; upon the Erie Railway, the Utica and Oswego Railroad, the Genesee Valley and Black River Canals in the State of New York; also as architect of a number of churches, hotels, stores, dwellings, &c., in Rome, Utica and Buffalo, New York. Was employed upon the turbines of the Lowell and Lawrence factories, and by the Glendon Iron Company in Pa., in the construction of furnaces and machinery, and in surveys of mines, mapping, &c.; and as architect of a number of buildings in Easton, Pa. Both J. Amsden & Son were employed as Civil Engineers upon the D., L. & W. R. R. and its connecting roads in Pa., and the Warren Railroad in N. J. Have been employed more or less for the last 14 years by the Lackawanna Iron and Coal Co., in making the original map and laying out the large and flourishing town of Scranton Pa., and the additions thereto, and upon other of said company's works. Were engineers of the Gas and Water Works of that place. Have designed nearly all of the most important and costly churches, hotels, stores, mansions, villas, cottages and other dwellings, engine houses, &c., of Scranton and vicinity; and a large cathedral and other buildings are now in process of construction from their designs and under their architectural supervision. They offer their services as either consulting or executive engineers, architects, &c.. Address Messrs. J. AMSDEN & SON, 4 and 6 Broad street, New York.

The New Atlantic Telegraph.

We find in the London *Times* some interesting statements in regard to the new Atlantic cable, a portion of which is now being put aboard a vessel for transference to the Great Eastern. It is stated to be greatly superior in all respects to the old cable. Though much larger, its weight in water per mile is less than half that of its unfortunate predecessor, its breaking strain is 7¾ tons, against 3¼ tons, the *maximum* strength of the old rope. About 900 miles of the cable have now been completed. and 1,500 nautical miles are yet to be manufactured. The factory now turns out fourteen miles a day of completed rope, which in four months' time will give 1,350 miles at the present rate of working, though, of course, as the days grow longer, so in proportion will the hours of labor.

The cable is to be coiled on board the Great Eastern in three separate tanks, comprising in all 2,253 miles. No final arrangements have yet been made as to the rules to be followed in laying the cable, but it will, of course, be commenced from the English side of the Atlantic and carried across to Newfoundland, to get the benefit of the westerly winds which generally blow in summer. Steaming against a head wind the Great Eastern is as steady as a rock. The rate of steaming across will never exceed seven knots an hour, and at this rate the great object of the expedition ought to be accomplished in from ten to eleven days.

Boston and Roxbury Mill Corporation.

From the report of this company it appears that the receipts for 1864 were $5,561 15; cash on hand January 1, 1864 $16,838 40; notes receivable, $111.70—making the total available funds for the year, $133,599 55. The expenditures were $124,657 34—leaving a balance on hand of $8,942 21, consisting of: cash $442.21, notes receivable, $8,500. The total available assets now amount to $8,104.71. The contract for filling the flats between the sluices and Danforth's store has been completed as far as was thought expedient. Payments for this and the building of the sea-wall have been made to the amount of $59,264 82. This sum has been placed to net saleable lands, which account now stands charged, including the original valuation, with $119,374 82. The property of the corporation is as follows: 28,200 feet of flats at the sluices, not available at present; 195,000 feet of land, ready for sale, west of the sluices, containing about 49 house lots of 25 feet front each; 75,000 feet of flats between this filled land and Danforth's store; 21,770 feet of solid land under the house and store and the hotel belonging to the corporation; 352,465 feet of flats between the hotel and Brighton branch of the dam; several pieces of valuable marsh lands, and a hotel, store and several dwelling houses. The report says that the high price of materials during the year has almost entirely put a stop to the erection of buildings, but that as there is at this time a considerable demand for dwelling houses, and the prospect of an approximation to old prices, it is hoped that a portion of the lands of the corporation will be put into the market. The old Board of Directors were also re-elected, as follows: Charles Henry Parker, T. Amory Davis, B. T. Reed, S. Jennison, W. W. Tucker, William Gray Jr., Daniel N. Spooner. William S. Whitwell was unimously re-elected clerk.

☞ The Harrisburg correspondent of the Philadelphia *Ledger* says: "The Lehigh Coal and Navigation Company is actively engaged in completing a new railroad, in opposition to the Lehigh Valley route from Mauch Chunk to Easton. The corporation desired to build a bridge over the river at Easton, so as to connect either with the New Jersey Central or with the Morris and Essex Railroad to New York, but it was found impossible to obtain a charter from New Jersey. Another act of our Legislature was therefore passed, authorizing the Coal and Navigation Company to make arrangements with some New Jersey Railroad for the joint use of a bridge, to be constructed by the two companies jointly." It is also stated by the same writer that: "The Manatawny Railroad is proposed to be constructed from Pottstown, on the Reading line, to a point on the East Pennsylvania Railroad. It may develop an agricultural section, but will form no part of any thorough line. The country, moreover, is such as will require heavy grades. The charter as proposed, requires the line to be finished within five years of its date."

☞ The Boston and Lowell and Nashua and Lowell Railroads have made an arrangement with the Concord Railroad, by which the business of the latter road will go over the former road, instead of by the Boston and Maine road. The arrangement went into effect on the 1st inst., and is to continue for thirteen years.

Lumber Trade of Albany.

The *Evening Journal*, in its annual review of the Lumber Trade of Albany says:

A greater proportion than usual of the pine received in 1864 came from Canada, the supply from Southern New York having been largely decreased by the want of snow for logging last winter, and that from Michigan by the high rates of lake and canal freights, with the increased toll charged by the State. Lumber from Canada had to be paid for in gold, and therefore prices followed largely the fluctuations in that standard of value. The value of the lumber, shingles and staves received in 1864 exceeded $8,500,000. The stock held over this Winter is larger than usual, being estimated at 50,000,000 feet. The greater part of the pine in market is 13 feet long, and principally tally boards and plank. There is also a heavy stock of these in Canada, held mostly, however, by strong hands who will not send to market, unless cost and a fair profit can be realized. At the present rate of gold, lumber cannot be sold at the prices ruling on the close of the season, without loss to the manufacturers. There is a large reduction reported by Canada dealers in the quantity of logs being cut this Winter, and should the supply for next season be materially less than for 1864, remunerative prices may be obtained. The demand for exportation will not probably be heavy, as foreign markets are reported as well filled. The retail yards are generally but lightly stocked, and should building be more active a good demand may be anticipated from that source, and wants of manufacturers and the Government will probably continue during the season as large as 1864. The following table shows the official receipts by the canals at Albany during the years named:

Years.	Boards and Scantling, Feet.	Shingles, M.	Timber, Cubic Feet.	Staves, Pounds.
1859..	291,771,762	43,756	70,381	114,070,503
1860..	301,022,600	41,522	46,888	148,785,369
1861..	162,952,500	31,782	44,754	143,784,500
1862..	223,899,100	32,622	148,217	210,212,100
1863..	243,611,500	21,323	307,700	146,746,300
1864..	255,418,130	24,004	314,995	185,789,493

The following table shows the official receipts by the canals at tide-water during the years named:

Years.	Boards and Scantling, Feet.	Shingles, M.	Timber, Cubic Feet.	Staves, Pounds.
1859..	352,329,600	177,000	1,454,200	260,926,000
1860..	377,688,600	63,400	1,299,800	282,910,000
1861..	301,607,000	45,200	1,190,000	264,228,000
1862..	412,105,800	49,800	2,506,800	357,080,000
1863..	466,304,600	36,100	5,560,600	282,478,000
1864..	495,287,400	30,832	4,121,000	286,250,000

Giving these data as to the stock on hand, probable supply and demand, with the fluctuations of gold last year, we leave to those interested prognostications as to the probable prices and the prospect for profitable business in lumber during 1865.

New York County Debt.

Harlem bridge bonds	$20,000
County court house stock	1,400,000
Soldiers' substitute bounty redemption bonds	2,000,000
Soldiers' substitute and relief redemption bonds	646,700
Soldiers' bounty fund bonds	4,000,000
" " " No. 2	996,100
Riot damages redemption bonds	1,000,000
" " "	442,100
Aggregate debt	$10,004,900

☞ The Cape Cod Railroad Company have petitioned the Massachusetts Legislature for permission to increase their capital stock to an amount not exceeding $600,000, and for liberty to extend their road to Provincetown.

Boston Public Library.

The Twelfth Annual Report of the Trustees of the Boston Public Library has been published. From the report of the Superintendent we learn that during the year, 6,626 books, 2,939 pamphlets, 367 maps and charts, 887 separate paders, 29 engravings, and a lithographic stone, containing designs relating to the life of Franklin, have been added to the Library. Of these 1,081 books, 2,772 pamphlets, 224 maps, and all the other articles enumerated, are due to the liberality of 219 individuals and societies. The number of books purchased during the year is 5,145, which is about the average of former years. The Library contains at present in Bates Hall, 93,342 volumes; in the lower hall. 23,592 volumes, making a total of 116,934 volumes. The number of pamphlets is 31,837.

During the year, 4,758 applications for cards to take out books have been answered, making the whole number of persons who have signed the promise to obey the rules of the Library, and who have thus acquired the right to enjoy its privileges, 35,239. The number of new signatures is larger than in any year since 1860. The number of lendings of books for home use was 184,035, a number considerably larger than in any preceding year. The number lent from the Upper, or Bates Hall, was 7,468 against 5,222 for last year. The number used in the Hall, 11,057 against 7,124 last year. It should be stated, however, that the statistics of last year covered a period of only ten months. The Reading Room has been frequented as heretofore. The average daily circulation throughout the year was 664.34. The largest reported any previous year was 643.56. There were, on an average, throughout the year, 302 daily visitors in the Reading Room, and 202 in Bates Hall, making with those who came to borrow books for home use, an average daily number of 1,128 frequenters of the Library. On some days it has been ascertained that more than two thousand persons have come to the Library for literary purposes, besides those who came from mere curiosity.

The financial statement shows the expenditures the year ending Aug. 31, 1864, to have been $32,789 28.

Interest and Dividends.

Interest coupons on the first mortgage Turtle Creek Division Construction bonds, (Pittsburg and Connellsville Railroad,) due Feb. 1st, will be paid at the 1st National Bank, Pittsburg.

The Chicago and Alton Railroad Company has declared a dividend of 5 per cent. upon the preferred and common stock, free of Government tax, payable on the 25th inst.

The half yearly gold dividend of five per cent. on the shares of the Quicksilver Mining Company will be paid at the office, No. 17 Nassau street, on the 15th February.

The Hampshire and Baltimore Coal Company have declared a semi-annual dividend of 5 per cent., payable 10th inst.

The New Bedford Copper Company has declared a dividend of 10 per cent., payable Feb. 18.

☞ The failures last year in Upper Canada were 250, with liabilities to the amount of $2,864,174, and in Lower Canada, 82, with liabilities to the amount of $1,689,412.

Canal Claims.

The number of canal claims in this State filed during the year ending September 30, 1864, was one hundred and forty-one, on which was claimed the sum of $211,616 34. From January 1, 1851, to September 30, 1864, the total number of claims against the State, filed in this office for the action of the Canal Appraisers, is four thousand five hundred and five, on which was claimed the sum of $7,698,664 25. The number of claims of all kinds filed since January 1, 1855, is three thousand five hundred and three on which is claimed $6,194,312 93. The number of awards made during the year ending September 30, 1864, is two hundred and seventy-three; on which was claimed $505,659 02. Allowed thereon, $209,738 02.

☞ From official returns just published it appears that the population of Brussels on the 1st of January last amounted to 184,932, of whom 89,971 were males, and 94,961 females.

☞ The valuation of Portland, Me., in 1864 was $26,963,939—an increase since 1844 of $22,598,151. Her exports to foreign countries increased from $251,097 in 1845, to $4,396,142 in 1864; her imports, from $399,791 in 1845, to $18,039,749 in 1864—showing not only a growth of business, but an increase of wealth, unexampled in any other city of New England during the same period.

East Boston Ferry.

The receipts of this company for the year ending December 31, 1864, were $107,708 68

Running expenses	$89,294 57	
Depreciation	10,000 00	
		99,294 57
Net gain		$8,414 11

The following is a copy of the trial balance:

Capital stock, 2,250 shares	$225,000 00
Collateral bond account	13,400 00
Unpaid dividends	220 00
Collateral bond with trustees	35,100 00
Notes payable	44,276 84
Company bond outstanding	500 00
Interest (coupons)	1,161 00
Profit and loss	65,967 76
	$385,625 60
Ferry property	$297,665 71
Cash on hand	2,569 82
Trustees bonds	26,978 81
Suspense account	48,500 00
Fuel account	9,411 26
Suffolk railroad	500 00
	$385,625 60

The Traveler's Insurance Company.

Stephen Super, a railroad conductor on the line from Peoria to Galesburg, Ill., was recently killed by falling between the cars of his train. His policy was the second one issued by the agent of of the Traveler's Insurance Company at Galesburg, who had held his appointment but very few days. By this timely provision and an investment of only $30, this poor man's family have secured the handsome sum of $5,000, which will be promptly paid.

☞ The Canada Engine and Machinery Company have no less than seventeen locomotives in process of manufacture, all of which are to be completed this year. These, however, are only a portion of what will be done in this one branch of the establishment in 1865, and give some idea of the large amount of work which the entire establishment is capable of turning out. All the iron

work—engines, boilers, &c., of Mr. Gildersleeve's new iron steamer is being made by this company. —*Kingston News.*

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References.—Wm. E. Dodge, Moses Taylor, A. J. Odell, A. N. Meylert, and J. P. Crosby, Esqs.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 25, 1865.

WHEREAS, By satisfactory evidence presented to the undersigned, it has been made to appear that the

AMERICAN NATIONAL BANK

of New York, in the city of New York, in the county of New York, and State of New York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that "THE AMERICAN NATIONAL BANK OF NEW YORK," in the city of New York, in the county of New York and State of New York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office this twenty-fifty day of January, 1865.

Signed, HUGH McCULLOCH,
Comptroller of the Currency.

[SEAL.] 4t-5

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REFERENCES.

HON JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, Jan. 21, 1865.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the Office of DUNCAN, SHERMAN & CO., in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of January instant, and be re-opened on the morning of Thursday, the twenty-third day of February next.

4t-4 JOHN V. L. PRUYN, Treasurer.

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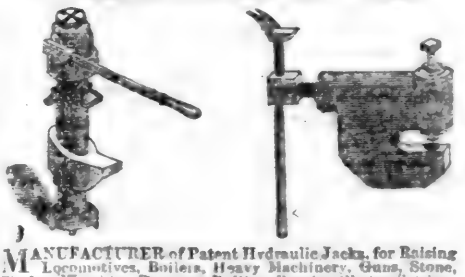
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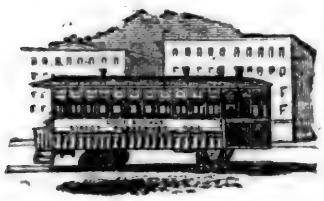
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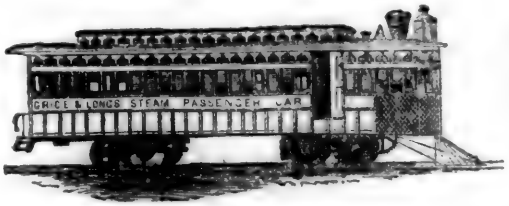
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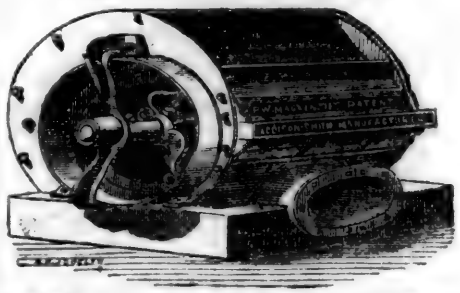
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SECOND QUARTO SERIES, VOL. XXI., No. 7.] SATURDAY, FEBRUARY 18, 1865. [WHOLE No. 1,505, VOL. XXXVIII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 18, 1865.

California and Columbia River R. R.

We have received the report of Col. Charles Barry, Superintendent of surveys of the California and Columbia River Railroad, in relation to the construction of a road from Marysville, California, to the Columbia river, Oregon. It is written in non-professional language, being rather for general circulation than particular study, and embraces general views of the route through the Willamette, Umpqua and Rogue river vallies, the character and resources of which were described in our last issue.

In passing from the Rogue river to the Umpqua valley, three routes have been explored, either of which is practicable. The second of those mentioned in the report, leaving the Rogue river near the mouth of Big Butte creek, and passing up Trail creek on the general line of the old Kearney trial, over the divide and over a branch of the south fork of the Umpqua river coming into the main valley at the mouth of Myrtle creek is understood to be twenty miles shorter than either of the two others, has an easy grade, is free from rock cuttings and offers the resource of plenty of timber. The Applegate pass in the Calapooins, on the route between the Umpqua valley and the Willamette is stated to be the most practicable line for a railroad between the two vallies, saving fifteen miles of distance with slight grades, excavations small, and timber plentiful. The line through the Willamette valley commences at the north end of the Applegate pass and runs to the foot of the Seappoose mountains 120 miles, with not a single mile of a greater grade than 15 feet. Thence the line crosses Seappoose creek to the Columbia river.

Col. Barry considers this the straightest, shortest and most economical route through the Willamette valley. For a terminus the city of Portland may be selected and approached by the West branch of the Willamette river crossing at the Falls, by the way of Sucker lake, and the West branch of the river below Oswego, and by the way of Cornelius pass and the West bank of the river below Portland.

The estimates are that from the Summit of the Siskiyou mountains (where it is proposed to connect with the Oregon and California Railroad Company) to Ashland 26 miles the cost will be $80,000 per mile, thence to Hunter's ferry 38 miles $40,000 per mile, thence to Canyonville 12 miles $89,000 per mile, thence to Roseburg 31 miles $40,000 per mile, thence to the head of the Willamette valley 50 miles $40,000 per mile, thence to the navigable waters of the Columbia 130 miles $35,000 per mile.

The total cost would therefore be $15,000,000 in the State of Oregon.

The traffic and earnings of a road, with termini on the Pacific Ocean and passing through and connecting all the great vallies and grain growing districts, controlling the whole coastwise travel and trade, and connecting Oregon, Idaho, Washington, British Columbia and Vancouver's with California, Nevada, and the Atlantic States, are naturally claimed to be of such magnitude in the future as to distance all competition and rivalship. It is contended that it will control the freight and traffic of all the great vallies, lying almost in a straight line with each other; each six millions of acres, (but a small part of the whole,) contributing 1,500,000 tons per annum of freight, at $10 per ton. But the report taking 500,000 tons per annum for its basis, considers the revenue, from freight alone would be $5,000,000 per annum, without reference to the freights and business from the mines of silver, gold, lead, copper, and coal along the line of the road itself.

The freight from these mines is estimated to be 100,000 tons per annum, a moderate calculation, which at $10 per ton would be $1,000,000 more; lumber 50,000 tons at $5, would be $250,000, merchandize up the road from San Francisco, 50,000 tons at $10, 500,000, and for passenger traffic $650,000. This stated more in detail would be as follows:

Estimated earnings of the California and Oregon Railroad from Marysville, California, to the Columbia river, Oregon:

To 500,000 tons local freight (exclusive of freight from mines)@$10 per ton..	$5,000,000
To 100,000 tons of freight from mines @10 per ton....	1,000,000
To 50,000 tons of freight on lumber @$5 per ton	250,000
To 50,000 tons through fast freight @$10 per ton	500,000
To local passengers fares	650,000
To 50,000 through passengers @$30	1,500,000
To mails and express	300,000
Total earnings per annum	$9,200,000
From this deduct:	
Running exp. 650 miles @$4,000 per m.	$2,600,000
Annual repairs	1,000,000
Total expenses	$3,600,000
Net earnings	$5,600,000

which is 18¾ per centum on thirty millions of dollars—the estimated cost of construction of the whole line.

The funds for the construction of this road it is contended by Col. Barry, should in part be raised by the people along the line; by seeking aid from Eastern capitalists, and then by obtaining from Congress such aid as it has given to other States. The plan is one of the largest, and will undoubtedly at no distant day be successful.

☞ A line of steamers has been established to sail between Boston and Liverpool direct, once a fortnight. The line has been established by Messrs. Warren & Co., and will begin its trips April 8th.

North Pennsylvania Railroad.

We have the report of this company for the year ending October 31, 1864. The time of closing the fiscal year has been changed from November 30th to October 31st, consequently the report embraces a period only of eleven months.

Earnings:	1863. 12 months.	1864. 11 months.
From passengers	$190,539 91	$280,960 45
" coal	140 288 94	176,101 61
" pig iron	19,867 22	23.690 9
" lumber	7,046 85	14.245 09
" local freight	118,690 31	137,792 29
" through freight	38,235 87	48,206 76
" mails	2,756 00	2,679 34
" rents, etc	7,212 59	5,928 81
	$524,637 69	$689,605 33
Expenses, viz:		
Maintenance of way	$54.174 12	$86,838 42
Motive power	86.292 43	117,849 05
Maintenance of cars	21,888 12	99,079 26
Conducting transp.	67,626 77	50,323 18
General expenses	19,098 29	24,113 20
	$249,079 73	$357,703 11
Net earnings	$275,557 96	$331,902 22

This shows an increase, over the previous fiscal year, in gross earnings of $164,967 64; in expenses of $108,623 38; and in net earnings of $56,344 26.

The earnings in November were $60,423 98; the expenses, $35,100 66; and the net earnings $25,828 32.

For the year ending November 30, 1864, the earnings were $750,034 31; the expenses, $392,803 77; and the net earnings $357,230 54—an increase in gross earnings, as compared with the year ending November 30, 1863, of $225,396 62; in expenses of $143,724 04; and in net earnings of $81,672 58.

The charges against income for the year are as follows:

Six per cent. coupons	$150,000 00
Ten " "	36,000 00
Interest on scrip	14,742 30
Ground rents and interest on mortgages	6,258 18
National and State taxes	12,769 09
	$219,769 57
Less interest earned	3,169 67
Total	$216,572 90

—leaving a balance for the eleven months of $115.329 22; or for the year of $140,657 64.

The earnings as stated above are those of the North Pennsylvania Railroad alone, excluding all sums received for other companies; and the expenses include renewals and repairs.

The increase in the business of the road, both in passengers and freight, necessitated a large increase in the rolling stock, side tracks, engine houses, etc., for its accommodation. These have been provided in a measure as fast as the finances of the company would warrant. There have been placed on the road during the year 8 new locomotives, 7 passenger, 2 express, 21 house, and 35 platform cars. A large freight shed and platform, have been erected at Front and Noble streets, at a cost of $4,602 60; and a freight house at Quakertown, which cost $1,074. A small brick office at Willow street, has cost $481 38, and a larger one $865. A brick engine house $650 25, and a stone do., at Lansdale $1,704 98. Two new iron turntables at Lansdale, and at Hilltop, near Coopersburg, have cost $4,608 96; and $1,544 87 has been expended on water stations, wells and fixtures at Lansdale, Rockhill and Hilltop. A large number of new sidings have been laid, the aggregate length of which has been little less than three miles. The amount charged to that account is $33,996 82; including which, and the amount paid on account of the new passenger depot at Berks street, $6,068 85, the total amount charged to construction during the year, has been $64,816 01. The amount charged to equipment account during the same time was $93,350 61.

The company have purchased (on ground rent) a large lot on Berks street, extending from American to Third street, adjoining the other property of the company, which will afford ample room for erecting the necessary engine houses, etc., in future. The company now own 1,445 feet on American street, a considerable portion of which extends from Second to Third streets, and embracing an area of over eight acres.

The passenger depot, which the company are erecting at the corner of American and Berks streets, will when finished, be capable of holding 36 passenger cars under cover, standing upon five tracks. It is intended to make it the terminus of all the passenger trains, no portion of the city track worked by horse power, will then be used by passenger trains. The front of the building, which is of brick, 50 by 78 feet, and two stories high, is already under roof. The car shed will be 436 feet long and 118 feet wide, the foundation walls of which are built.

The company have 20 locomotives. The number of miles run has been: with passenger trains, 181,183; with freight trains, 115,000—total, 296,183. Cost of repairs $22,490 43. Cost of fuel, $50,594 24. Cost of stores, $4,610 59. Average cost per mile for passengers 16.6 cents; for freight, 36.4 cents. Number of passengers carried, 625,805; do., carried one mile, 10,564,759—equal to 195,642 through passengers. Tons of freight carried one mile, 11,223,167. The increase in mileage of passengers over the previous year was 3,252,679; and in mileage of freight, 962,516.

The opening of the Penn Haven and White Haven Railroad, though delayed beyond the time contemplated, has added considerably to the passenger and miscellaneous freight business of the company.

The Lehigh Coal and Navigation Company are now engaged in constructing a railroad parallel with their canal, along the north side of the Lehigh River, which they intend to connect with the North Pennsylvania Railroad at Bethlehem. It is thought that this will add largely to the business of the line.

The construction of the connecting railroad, from Frankford to West Philadelphia has been commenced, and there is good reason to hope that it will benefit the North Pennsylvania Railroad.

The arrangement entered into between the company and the bondholders for funding certain coupons, has been practically carried out; but $430 of the 6 per cent., and $25 of the 10 per cent. remain unfunded. Under that arrangement $58,500 of the unissued chattle mortgage bonds of the company were pledged to trustees as collateral security for the punctual payment at maturity (July 1, 1870,) of the scrip issued under said agreement. The balance of the bonds, say $81,500 have been cancelled, making the chattle-mortgage account stand thus:

Amount issued	$360,000
Held as above stated	58,500
Cancelled	81,500
Making, as originally authorized	$500,000

CONDENSED BALANCE SHEET.

Capital stock		$3,150,150 00
Instalment account		4,399 92
Six per cent. bonds		2,500,000 00
Ten per cent. bonds		360,0 0 00
Scrip six per cent. bonds		209,730 00
Scrip ten per cent. bonds		35,975 00
Ground rents and mortgages		129,195 49
Six per cent. coupons unpaid to No. 19, 1st July, 1864, inclusive		2,482 50
Coupons Nos. 12, 13, and 14, to be funded		430 00
Coupons ten per cent. No. 9, to be funded		25 00
C. M. coupons unpaid, Nos. 12, 13, 14 and 15, to October 1st, 1864, inclusive		1,350 00
Interest on scrip unpaid		223 85
Accounts unpaid		49,613 98
		$6,443,575 24
Right of way	$212,896 49	
Construction	4,841,114 02	
Equipment	517,375 15	
Depots, shops, and water stations	116,477 52	
Telegraph	4.967 39	
Real estate	460,721 59	
Trustees' general mortgage	2,600 00	
Scrip North Pennsylvania R.R. Co.	9,782 66	
Scrip Delaware Mutual Insur'ce Co.	195 00	
U. S. certificates of indebtedness	3,000 00	
Loans	48,975 00	
Unpaid accounts	27,439 85	
Stores on hand	34,158 07	
Profit and loss	133,881 46	
Cash on hand	29,991 04	
	$6,443,575 24	

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson, William C. Kent.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Sup't.—SOLOMON W. ROBERTS.

Terre Haute and Richmond Railroad.

The earnings and expenses of this road for the years ending November 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$263,981 89	$404,565 41
" U. S. troops	65,830 36	61,776 81
" freight	383,449 17	453,900 18
" coal	35,686 30	55,880 90
" mail, express, etc.	25,670 76	31,856 41
	$774,618 48	$1,007,979 21
Expenses, viz:		
Running road	$80,041 14	$105,029 71
Road repairs	88,645 63	183,398 70
Machine shop	68,947 67	90,071 67
Sundries	81,535 56	88,852 46
U. S. Tax	10,174 05	16,372 27
	$329,344 05	$486,724 81
Net earnings	$445,274 43	$521,254 40
Additional expenditures	137,747 28	174,770 92
Balance	$307,527 15	$346,483 48

The capital stock of the company has been increased during the year by the conversion into stock of $6,000 of 7 per cent bonds; also by a dividend in stock of 25 per cent., in April last,

amounting to $376,700. The amount of capital stock now outstanding is $1,900,150; and of 7 per cent. bonds, $88,000—making the aggregate of stocks and bonds November 30, 1864, $1,988,150.

The increase of transportation receipts in 1864 over those of 1863 is $233,360 73; and of operating expenses, including U. S. taxes, $157,380 76—leaving the increase of net earnings, $75,979 97.

The gross receipts from transportation were		$1,007,979 21
From other sources		45,718 51
Total revenue		$1,053,697 72
Operating expenses	$467,352 54	
U. S. taxes	19,372 27	
Additional expenses	174,770 92	
		661,495 73
Receipts, less expenditure		$392,201 99
U. S. tax on stock dividend	$11,771 51	
Fractional stock dividend.	3,912 50	
June div. and U. S. tax..	119,946 80	
December dividend	95,007 50	
" " extra..	95,007 50	
U. S. tax on same	10,000 78	
" on surplus	2,822 80	
		338,468 89
Balance		$53,733 10

The directors at their meeting held on the 24th of December, declared a dividend of five per cent., also an extra dividend of five per cent out of the surplus fund, reserving the remainder of that fund, with a view to the construction in part, or in whole, of a double track.

The additional expenditures, noted above, consist of:

New locomotives	$102,741 90
" passenger cars	10,930 33
" freight "	34,979 58
" buildings	4,863 38
Rebuilding bridges	6,742 80
State and county taxes	6,917 10
Interest and exchange	7,595 83
	$174,770 92

The equipment of the road consists of 23 locomotives; 20 passenger, 8 baggage and mail, and 440 freight, coal, stock, gravel and hand cars. Two locomotives, and three first-class passenger cars with raised roofs, have been placed on the road during the year, and 57 cars for freight, etc., built in the company's shops. Two more locomotives, and one passenger and one freight car have been purchased, which have not yet been delivered on the road.

The number of miles run by engines with passenger trains has been 141,807; with freight trains, 192,273; with other trains, 36,475—total, 370,555. Cost for repairs, $32,795 02, or $8.85 per 100 miles run. The average cost of running an engine per 100 miles was $30.08.

The number of through passenger carried was 109,914; way do., 169,893—total 279,807, an increase over the previous year of 87,917. Troops transported, 42,372—a decrease of 5,037.

During the year 1,369¾ tons, or 14 miles of new rails, 47,055 new cross-ties, 7,494 wrought iron chairs, and 21⅔ tons of spike have been put in the main track, and 12 miles re-ballasted. Within the past five years, 41 miles of the main track has been re-laid with new rails leaving 32 miles of the original rails now in the track, which should be renewed within the next two years, requiring 1,660 tons of rails for each year. About one mile of new sidings have been laid with cut or re-welded iron. One new wrought iron bridge, of 57 ft. span has been built. It is intended to re-build the remaining seven during the coming year if the prices of labor and materials will admit of making the necessary expenditure.

Within the year, contracts have been made with the "Union Transportation Company" upon favorable terms to run a through line of cars between St. Louis, Pittsburgh, Philadelphia and New York, over this road; also with the "Erie Transportation Company" for the same purpose. These arrangements will add materially to the future gross freight earnings of the road, and practically increase the facilities of the company for moving through freights promptly.

The passenger fares upon this road have been increased during the year from $2.25 to $3.00. The advance in passenger fares and freight tariffs since 1852 has been 33 per cent, while the expense accounts have been increased an average of 60 to 70 per cent.

Balance of Ledger.

Construction account		$1,962,509 22
Union depot & track at Indianapolis		25,640 78
Evansville and Crawfordsville Railroad Stock		24,429 89
Evansville and Crawfordsville Railroad Extension Bonds		94,850 00
Cincinnatti and Indiana R. R. Bonds		50,000 00
United States 5-20 Bonds		100,000 00
United States Military Transportat'n		12,120 87
United States Mail		3,802 08
State of Indiana Loan		15,000 00
State of Indiana Military Transp		8,019 30
St. L., A. & T. H. Railroad Military Drafts, payable when collected		156,576 40
Bills Receivable		31,826 96
Farmers' Loan and Trust Company		4,387 35
Real Estate, 1859		10,000 00
Real Estate, for Wood purpose		9,065 00
Real Estate, for Depot Grounds		511 10
Machine Shop Material		68,060 13
Fuel		10,787 00
Cross-Ties		2,000 00
Due from Agents		25,345 26
Treasurer		448,077 21
		$3,063,108 55
Capital Stock		$1,900,150 00
Seven per cent. Bonds		88,000 00
Coupons unpaid		4,343 85
Dividends unpaid		4,646 25
Due Foreign Roads		51,072 98
Due for New Locomotives		57,000 00
Gov. Freights payable to other Roads when collected		120,364 95
December Dividend, and Gov. Tax		200,015 78
United States Tax Account		2,722 87
Surplus Account		634,791 88
		$3,063,108 55

President.—E. J. Peck.

Directors.—Chauncey Rose, James Farrington, Demas Deming, Charles Wood, W. K. Edwards, F. Nippert, L. G. Warren, W. R. McKeen, E. J. Peck.

Secretary.—Charles Wood.

Treasurer.—John Scott.

Sup't and Engineer.—R. E. Ricker.

☞ Efforts are being made to establish a territorial government, under the name of "Neosho," for the district west of Arkansas and south of Kansas, now occupied by Indians, most of whom by joining the rebels have lost their claim to favorable consideration by the government. The number of Indians, of different tribes, is about sixty thousand, and they have made very little progress towards civilization. It is a fine country, and will probably be opened up to white settlers at an early day.

Interest and Dividends.

The Oswego and Syracuse Railroad Company have declared a dividend of 4 per cent. payable Feb. 20.

The Wrightsville, York and Gettysburg Railroad Company will pay a dividend for the year 1864 of 2 per cent. less 10 per cent. thereof retained for National and State taxes.

The Salem and Lowell Railroad Company have declared a dividend of 50 cents per share, payable Feb. 15.

The Naugatuck Railroad 5 per cent., payable on demand.

The Quincy Mining Company has declared a semi-annual dividend of $8 per share, payable February 23.

The Pennsylvania Coal Co. have declared a dividend of 7½ per cent., payable Feb. 15.

The Locust Dale Coal Co., 5 per cent., payable Feb. 25.

The Oil Basin Oil Company a dividend of 5 per cent., payable on the 20th inst.

The Allegheny and Pittsburg Oil Company a dividend of two per cent., payable March 1st.

The Cherry Run Petroleum Company a dividend of ten per cent., payable, clear of State tax, on the 23d instant.

The Ross Oil Company of Pittsburg, a dividend of 3 per cent. for January, being the fifth monthly dividend. Payable on the 15th inst.

The Chesapeake Oil Company of Baltimore, has declared a second monthly dividend of 2 per cent.

The Massachusetts Oil Creek Petroleum Company have declared their second monthly dividend of 2½ per cent., payable Feb. 14.

The Jersey Well Oil Company announces a dividend of three per cent., payable March 1st.

Northern Pacific Railroad Company.

The above named company is now fully organized under its charter from the present Congress, approved in July last. The Directors chosen at the stockholders' meeting are: Samuel C. Fessenden, L. D. M. Sweat, of Maine, George Briggs, Philander Reed of New York, K. B. Small of Alabama, Josiah Perham, Willard Sears, Oliver Frost, A. W. Banfield, I. M. Beckett, A. Abbott, Nathaniel Green, Jr., and O. Hall of Massachusetts.

The Board of Directors organized by the choice of Josiah Perham for President, George Briggs for Vice President, and I. S. Withington for Treasurer.

Baltimore City Passenger Railway.

This company commenced operations on the 28th of July 1859. The rate of fare established by the charter was five cents per passenger, the city requiring the payment into its treasury of one-fifth of the gross receipts for the purchase and improvement of parks, etc. Since the company has been in operation, a period of more than five years, the payments to the city, including city taxes and license, have amounted to $245,035 61, while the entire profits accruing to the shareholders has been a dividend of $30,000 only, upon an actual capital of $640,000. In January, 1864, owing to the enhanced cost of feed, labor, etc., the Common Council passed an ordinance by which the company was relieved from the payment of city taxes,

and license charge upon cars; and the General Assembly amended the charter by a supplemental act, authorizing the company to increase its rate of fare to six cents. The company have now petitioned the legislature so to amend the act of incorporation as to require the payment of only one-third of its net profits to the city, instead of one-fifth of the gross receipts. Attached to the Memorial, of which the above is an abstract, is the following Memorandum containing much valuable information in reference to the working of the company:

MEMORANDUM—JANUARY 1, 1865.

The Baltimore City Passenger Railway commenced operation July 28, 1859.

Capital (amount paid in) $640,000.

Paid city of Baltimore to January 1st, 1865, Park Tax	$233,062 93
Paid city of Baltimore to January 1st, 1865, City Tax and License	11,972 68
	$245,035 61

Dividend paid Shareholders since the road commenced operations $30,000.

Depreciation in Track and Equipment.—Thirty miles of track will require renewal in twelve years; will cost to renew, with a credit of old material, $8,000 per mile. Depreciation of Track $20,000 per annum, for five years $100,000.

80 Cars have run an average of 4 years, will require renewal in 6 years.

Cost per Car, $1,200, credit old Cars	$200
Depreciation Cars, per annum, say	13,000
For four years	52,000
Original stock of Horses	400
Present stock	370
Depreciation of Horses	30 at $150. 4,500
Making total depreciation of track and equipment	$156,500
The liabilities of the Company exceed	5,903
Borrowed money	10,000

Receipts and Expenditures for the Fiscal Half Year ending January 1, 1865.

July	$31,810 82	$30,788 20	gain,	$1,022 61
August	30,582 17	30,317 71	gain,	246 46
Sept	30,721 40	31,398 38	loss,	676 98
Oct	32,565 21	32,380 11	gain,	235 10
Nov.	28,378 90	31,358 73	loss,	1,984 83
Dec.	29,267 10	35,709 84	loss,	6,442 74
Current working exp. exceeds revenue.				$8,600 38
Depreciation in property				18,750 00
Loss for the fiscal half year				$27,350 38

Price of Corn from 1861 to 1865.

Average Price per Year.	Highest Price.	Lowest Price.
1861	56½ cts per bus.	64 cts.	45 cts.
1862	60½ "	75	50
1863	92⅞ "	112	69
1864	156 "	190	112

Cost of horse feed per day, year 1861	26 cts.
" " 1862	38 "
" " 1863	47 "
" " 1864	71 "
" " Jan., 1865	85 "
The cost of working one car, per day, for the year 1861	$8 54
The cost of working one car, per day, for the year 1862	8 62
The cost of working one car, per day, for the year 1863	10 86
The cost of working one car, per day, for the year 1864	16 18
The cost of working one car, per day, for January, 1865	18 00

☞ The Nevada Legislature have a bill before them compelling all mining companies incorporated under the laws of other States and holding property in Nevada, to remove their offices to that State, under penalty of not being recognized in their corporate capacity.

Life Insurance Companies—New York and Brooklyn.

COMPANIES DERIVING THEIR CHARTER FROM THE STATE.

		Capital Stock.	Policies in force—No.	Policies in force—Amount.	Gross Assets, Sept. 30, '64.
N. Y. Life and Trust.	Organized under special charters.	$1,000,000	239	$757,150	$1,845,848
New York		—	9,949	26,194,426	2,705,667
Mutual		—	15,044	52,615,656	10,611,149
United States	Organized under general act of 1849.	100,000	3,631	8,478,027	1,067,685
Manhattan		100,000	5,206	17,043,381	1,500,787
Knickerbocker		100,000	1,556	3,905,813	694,310
Equitable	Organized under general act of 1853.	100,000	3,264	9,260,450	584,713
Guardian		125,000	1,577	2,914,822	210,266
Washington		125,000	1,057	2,945,800	267,462
Home (Brooklyn		125,000	3,423	7,165,450	418,329
Germania		200,000	3,040	5,020,502	335,342
Security		110,000	1,005	2,238,600	160,092
North American		100,060	840	2,088,350	160,853
Total New York State Companies			49,831	$140,628,427	$20,262,506

COMPANIES CHARTERED BY OTHER STATES HAVING OFFICES IN NEW YORK.

	Capital Stock.	Policies in force—No.	Policies in force—Amount.	Gross Assets, Sept. 30, 1864.
Connecticut Mutual, Hartford, Ct.	$ —	15,775	$40,679,587	$5,903,891
Mutual Benefit, Newark, N. J	—	10,861	36,285,443	5,466,212
New England Mutual, Boston, Mass.	—	7,040	21,382,324	3,024,027
Massachusetts Mutual, Springfield, Mass.	100,000	3,364	7,424,350	874,764
Union Mutual, Augusta, Me.	50,000	2,988	6,841,957	802,088
Charter Oak, Hartford, Ct.	100,000	3,047	5,909,011	657,387
Phœnix Mutual, "	16,000	2,666	3,019,959	353,994
Berkshire Mutual, Pittsfield, Mass	77,500	1,140	2,248,100	317,546
National, Montpelier, Vt.	25,000	1,383	2,242,519	375,775
Total companies of other States		48,264	$127,030,250	$17,575,684

FOREIGN (BRITISH) LIFE INSURANCE COMPANIES.

	Policies in force—No.	Policies in force—Amount.	Premium Income.
Eagle	462	$1,944,175	$66,744
British Commercial	573	1,789,350	56,433
Liverpool and London	266	1,030,908	39,038
International	618	1,892,184	75,464
Royal	521	1,830,837	50,631
Total foreign companies	2,440	$8,487,454	$288,310
Aggregate American and foreign in force	100,535	$276,146,131	

Internal Revenue Returns.—Report of Commissioner Lewis.

	Tot. Coll'ns for fiscal year end'g June 30, 1864.	Refunded.	Net. Total.	Collection of 10 months ending June 30, 1863.	Net tot. collections to June 30th, 1864.
Maine	$1,172,021 94	$7,335 35	$1,164,686 59	$481,637 10	$1,646,328 69
New Hampshire	1,003,957 58	4,167 41	999,800 17	471,712 80	1,470,512 97
Vermont	359,387 73	6,691 95	352,695 78	190,826 22	543,122 00
Massachusetts	11,193,473 76	32,821 60	11,160,652 16	4,443,059 80	15,604,611 96
Rhode Island	1,831,075 37	40,180 48	1,790,894 89	774,200 61	2,565,095 50
Connecticut	2,918,885 38	5,318 23	2,913,567 15	1,486,707 19	4,400,284 34
New York	24,688,804 37	52,753 60	24,636,050 77	8,570,779 28	33,206,830 05
New Jersey	2,907,392 37	6,775 93	2,900,616 44	1,198,558 74	4,099,175 18
Pennsylvania	13,001,845 17	41,362 38	12,960,482 79	4,956,870 82	17,917,353 61
Delaware	868,643 67	1,529 12	362,122 74	163,084 93	525,207 68
Maryland	2,769,450 08	7,501 59	2,761,948 49	960,506 19	3,722,544 68
Dis't of Columbia	348,242 46	38 25	348,154 21	43,701 49	391,855 70
Virginia	137,314 92	198 35	137,116 57	757 68	137,874 25
West Virginia	323,010 75	45 40	322,905 35	87,884 57	410,849 92
Kentucky	3,800,867 32	1,277 80	3,799,589 52	1,361,358 64	5,160,948 16
Missouri	3,220,972 28	5,540 72	3,215,431 54	1,161,739 83	4,377,171 39
Tennessee	598,145 97		598,145 97		508,145 97
Louisiana	2,181,300 87	50,100 13	2,131,200 74	159,254 90	2,290,455 64
Ohio	11,802,272 02	10,938 34	11,791,333 68	3,195,866 67	14,987,200 36
Indiana	3,285,665 79	8,265 15	3,257,401 64	988,709 05	4,246,110 69
Illinois	9,758,351 46	1,860 09	9,756,491 37	2,057,666 43	11,814,154 80
Michigan	1,183,671 42	1,509 14	1,182,162 28	460,210 30	1,602,372 58
Wisconsin	983,461 09	894 29	982,566 86	402,326 50	1,384,893 30
Iowa	601,953 33	1,615 63	600,337 70	279,181 91	879,519 61
Minnesota	84,075 81	224 25	83,851 56	59,561 27	143,412 83
Kansas	65,164 85	287 27	64,877 58	38,906 47	103,784 05
California	1,646,556 30	4,917 57	1,641,638 73	674,954 51	2,266,593 24
Oregon	103,905 40	206 94	103,698 46	61,304 39	165,002 85
Nebraska	26,548 41	150 00	26,398 41	12,419 45	38,817 86
New Mexico	10,941 09		10,941 09	9,318 00	20,259 09
Utah	13,748 14		10,748 14	6,140 96	19,889 10
Colorado	40,953 83	393 99	40,559 84	21,078 85	61,638 69
Nevada	79,784 33		79,784 33	22,904 61	102,688 94
Washington	22,394 92	143 33	22,251 59	15,160 57	37,412 16
Total	$102,509,241 18	$295,076 08	$102,214,165 10	$34,769,257 73	$136,983,422 23

The difference between the amount given as the collections for the ten months ending June 30, 1863, and the amount stated in the last annual report ($524,401 77), is the balance of collections reported to the office since the date of that report.

In addition to the $102,214,165 10 collected during the year ending June 30, 1864, there was paid directly to the bureau the sum of $14,636,507 34—making the total receipts $116,850,672 44, viz:

Received by collectors	$102,214,165 10
Receipts from banks, railroad Co., &c., paid directly to commis'r.	7,017,547 03
Receipts from salaries	1,705,124 62
Receipts from sale of stamps	5,894,945 14
Receipts from passports through Department of State	10,515 00
Receipts from suits on account of office	408 32
Receipts from warrants of distress	7,968 22
Total receipts	$116,850,672 44

Of the $102,214,165 10 collected during the year, the collectors have paid into the treasury $93,833,415 28.

The total amount of taxes collected on incomes other than that derived from being an officer of the government, was $14,919,279 58. Of this New York paid $4,918,369 67; Pennsylvania, $2,035,166 03; Massachusetts, $1,904,732 03; Ohio, $1,117,691 18; Illinois, $586,435; and California, $580,227 01. The balance of the states, with the exception of Maryland, which is returned $510,765 27, paid less than $500,000 each. The District of Columbia paid $146,689 24, which is more than the revenue derived from the same sources in New Hampshire, Vermont, Minnesota and Kansas combined.

The total amount derived from licenses for business, exhibitions, &c., was $7,178,205 26. From retail liquor dealers licenses the amount collected was $1,612,636 25; from retail dealers, $1,338,345 95; from wholesale dealers, $1,220,787 01; from wholesale dealers in liquor, $175,764 76; from commercial brokers, $207,098 26; manufactures, $471,091 45; physicians, $282,774 04; from peddlers of all descriptions, $264,111 64; lawyers, $129,186 20; hotels, $238,081 82; brokers of cattle, $106,337 29; and money brokers, $98,678 05. The amount derived in the District of Columbia from this source of revenue was $104,937 47.

The gross amount of taxes received from manufactures and productions was $75,403,386 60. Of this New York contributed $16,814,455 90; Pennsylvania, $9,585,964 65; Ohio $9,453,335 95; Illinois, $8,288,949 83; Massachusetts, $8,250,872 92; Kentucky, $3,061,489 64; Indiana, $2,549,890 66; Louisiana, $1,893,911 41; Maryland, $1,842,728 22; Rhode Island, $1,340,387 28; Maine, $882,980 14; and the District of Columbia, $71,341 33.

The total amount of revenue derived from slaughtered animals was $695,201 68; from gross receipts of steamers, express companies, &c., $2,895,998 63; from sales by auction, &c., $138,082 43; from legacies, $310,836 18.

The receipts from fermented liquors, such as ale, beer, cider, &c., were $2,223,719 73. To this sum New York contributed $780,255 78; Pennsylvania, $310,287 98; Ohio, $209,685 97; Illinois, $155,570 21; and District of Columbia, $9,216 13.

The amount derived from cigars was $1,255,424 79. Of this sum New York paid $356,461 47; Pennsylvania, $292,784 07; Ohio, $115,650 60; and Massachusetts, $97,547 27.

In the manufactures of iron Pennsylvania takes the lead. The total amount collected in that state on this article was $955,880 97. New York paid $606,988 49, Massachusetts $480,180 51, and Ohio $208,546 46.

The revenue derived from Rock and Coal oil was $2,235,328 80. Of this Pennsylvania paid $1,235,156 66; New York, $243,430 39; Ohio, $241,136 82.

From distilled spirits there was received $28,431,979 83. Illinois contributed $7,262,433 15; Ohio $6,442,408 03; New York, $5,986,255 30, and Pennsylvania $2,194,425 94.

The amount derived from paper and manufactures of paper was $901,914 17; from leather, $3,697,433 87; from all kinds of tobacco, 7,086,684 74; from manufactures of wool, $3,007,885 73; from manufactures of wood, $1,679,940 25; from sugar produced directly from the sugar cane, $1,267,616 28; from manufactures of cotton, $1,835,027 75; from raw cotton, $1,268,412 56; from cotton cloths and all textile fabrics before they are prepared, $1,713,148 76; from cigars, $1,255,424 79; from gunpowder, $155,302 07; from incomes on interest on United States securities, $75,373 93; and for miscellaneous manufactures, $6,285,076 32.

Wealth and Resources of Washington Territory.

This is one of the great territories of the Union which is hereafter to become a powerful and wealthy State. No one can look at the map of the new States and territories on the Pacific, and intermediate between that ocean and the Mississippi and Missouri Rivers, without being struck with the grandeur of their dimensions, their vast natural strength, their central continental position and their fitness for maintaining a thriving and dense population.

Of Oregon we gave the latest account in the last number of the JOURNAL, and Washington which lies North of it and West of Idaho, is next in order for a proper notice.

It is already divided into 19 counties, and contains 69,002 square miles, or 44,161,280 acres. It was reduced from its original size by the creation of the territory of Idaho, which lies to the east of it, and between it and Montana. Its population by the census of 1860 was 11,594, but in 1863 it was believed to contain 15,000, having increased from the previous enumeration in 1850 at the rate of 865 per cent.

Its cultivated farms amount to 83,022 acres, of the value of $1,116,202, and the implements of husbandry used upon them $202,506.

The live stock consisted of 5,005 horses, 178 asses and mules, 2,777 working oxen, 16,072 other cattle, 10,162 sheep, and 9,836 swine.

The products of animals were as follows: Butter, 157,802 lbs., cheese, 12,146 lbs., wool, 20,726 lbs., wax, 5,820 lbs., and the value of slaughtered animals was $105,108.

The cereal crops were of wheat, 92,609 bushels, rye, 244, Indian corn, 4,792, oats, 158,001, barley, 1,715, buckwheat, 977.

The commercial crops consisted of a very trifling quantity of tobacco, but 10 lbs., hops, 28 lbs., flax, 89 lbs.

The miscellaneous crops were:

Peas and beans, bushels	88,065
Irish potatoes "	191,354
Sweet " "	18
Wine, gallons	179
Hay, tons	4,871
Clover seed, bushels	116
Grass seed "	211

The orchard products were of the value of $23,779, market gardens, $27,749, and home made manufactures $33,506.

The number of manufacturing establishments was 52, with a capital of $1,296,700, consuming annually $432,000 of raw material, employing 890 operatives, of whom but 4 were females, and producing fabrics of the value of $1,405,000, more than the whole capital and more than three times the value of the raw material employed, thus showing a most extraordinary profit.

Of the various articles produced, sawed and planed lumber was the leading one, estimated at $1,172,520. Flour, 73,800 bbls. Coal, 5,374 tons, in value $32,244. Fish, 18,900. Oysters, $14,597. Leather, $17,500.

The commerce of the territory is considerable. 7,000 tons of shipping are of American ownership, and the whole amount of tons entering and clearing the last year was upwards of 33,000.

Puget's Sound which has its head in this territory furnishes a noble harbor, and a secure refuge for commercial fleets no matter what their size may ever be. The town of Olympia is at or near the head of navigation. The British possession, north of the sound and the Strait of Juan de Fuca, known as Vancouver's Island, is the British naval station in the North Pacific, and is succeeding as a settlement in consequence of its commercial and natural advantages. Coal is found there in inexhaustible quantities, affording certain resources for the supply of all the steamers that are to one day resort to Puget's Sound.

Washington Territory is therefore to be considered as a rival of Vancouver's, in the race of progress, and is fully organized for the work. It has common schools, a university, and a flourishing town called Florence, with 3,000 inhabitants, in the mining region of Salmon River. Olympia is the territorial capital. The eastern portion of the territory is rich in gold mines, which are extensively worked and found profitable. The territory enjoys the advantage of a good wagon road from Walla Walla near the bend of Columbia River to Fort Benton, the head of navigation on the Missouri River, which was constructed by the United States Government, and is invaluable as a route of transportation and emigration.

☞ A bill has been introduced into the House of Representatives, and referred to the select committee on the Pacific Railroad, providing for the extension of the road eastward to Ontonagon, in Michigan, so as to have it connect with Eastern through routes. The existing grants of land, immunities and privileges to the Northern Pacific Railroad are to be extended to this road also.

☞ The project of a railroad from Albany, along the west bank of the Hudson river, is again being revived. A meeting was held at Coeyman's on the 14th ult., at which a committee was appointed to ascertain what material aid the inhabitants would furnish to bring the road from Albany to that village.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	26½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	1	----	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	7
Balt. and N. C ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	15
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	12,000	5	----	1
Black River ..... "	200,000	2½	----	14c
Bohemian ..... L. S.	20,000	----	4½	10½
Bolton ..... Ca.	20,000	5	----	1
Boston ..... L. S.	20,000	----	5	2½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	52½
Champlain ..... Ca.	200,000	4½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	60c
Chester ..... "	20,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Colfin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	30
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	½	----
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	½	3
Dunham ..... Ca.	20,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5	----
Evergreen Bluff ... "	20,000	----	----	16
Flint Steel ..... "	20,000	----	----	1½
Forest City ..... "	20,000	----	----	1
Forest Shepherd ... "	20,000	----	----	----
Franklin ..... L. S.	20,000	----	----	50
French Creek ..... Pa.	10,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	----
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	22c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	½	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	----	----
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	8
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	43
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	----	1
King Phillip ..... "	20,000	----	----	2
Knowlton ..... "	20,000	----	----	1
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	5½
Marquette ..... "	20,000	----	----	----
Maryland ..... Md.	----	5	----	70c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	----	5½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill ..... "	----	----	----	1½
Minnesota ..... L. S.	20,000	----	----	20
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	200,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	½
Native ..... "	20,000	----	----	3
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	7
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	22c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	11½
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3	52½
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	67
Pontiac ..... "	20,000	----	3½	2½
Prince of Wales .. Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	94½
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	7
St. Damien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	4
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	----	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	2½	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	1
Tyson	20,000	10	----	8½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	5c
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	10,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	----
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	50c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	20c
Coal & Anthracite:				
American ..... Pa.	37,000	25	----	77
Ashburton ..... "	50,000	20	----	15
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore	----	100	----	86
Bear Valley ..... "	40,000	12	----	2½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	10½
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	45
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	75½
Cumberland (pref.) Md.	50,000	100	----	57½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa	5,000	100	----	55
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	74½
George's Creek ..... Pa.	10,000	----	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt ... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	50
Lo berry ..... "	5,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	50	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	1
New Creek ..... Pa.	----	----	----	----
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	130
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	28
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	43½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,700	50	----	60

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Etna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	5	----	----
Albion (G.) ..... "	100,000	5	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	5	----	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	10	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	2½
Consol. Gregry (G.) Col.	50,000	100	----	25
Copalinahe (G.) ... "	200,000	20	----	----
Corisanuie (G.) ... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	5
Day & Bushnell (G.) C.	500,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Co	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	200,000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	30
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	13½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	50	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	6
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	85
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	----
Sacramento (S.) ... Nev.	----	----	----	8
San Antonio (S.) .. A. T.	50,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Taseher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	60,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equal'nt in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	58,551	240,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	104
30 Nov. '63	6.74	—	—	—	—	Clifton dale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,622	121,600	—	—	8,463	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	12.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	93
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,216	200,000	73,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	742	125	..	Metropolitan (Boston)	621,602	639,300	—	297,500	388,616	65,539	10	....	51
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,788	174,422	32,618	8	....	58½
30 Nov. '63	5.64	—	63	9	—	Quincy	75,525	52,000	50,302	16,650	25,357	6,012	—	....	....
30 Nov. '63	5.36	—	—	—	—	Salem & South Danvers	57,100	75,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,074	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,258	13,036	8	....	....
30 Nov. '63	1.50	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3 0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	23	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	8 4,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	36.18	1.70	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	512,641	132,836	9	100	150
30 Sep. '6	10.50	4.25	—	—	56	— Brooklyn City and Newtown	294,765	346,000	1 6,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	— Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '6	—	....	—	—	—	— Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	— Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16 00	14.00	—	23	1	Centr'l P'k,N.& E.Riv. (N.Y.)	994,655	44 [illegible]073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '6	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g	.....	.....	.....	.....	.....	8	—	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Morris & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,380	5 [illegible],000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	[illegible]500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	49	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,[illegible]19,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,[illegible]60	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17 00	—	—	150	24	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	6	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	47
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	82,867	30,168	20	....	....
31 Oct '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	15½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	669,448	11[illegible],45	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	29
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	13½	....	30
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	98	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,[illegible]91	—	—	....	....
31 Oct. '63	10.[illegible]7	0.52	57	10	3	Philadelphia and Darby	88,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	88,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	..	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	219,628	96,803	36	20	67
31 Oct. '63	5.62	—	60	....	18	17th & 19th st. (Phila.)	113,69[illegible]	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.&GreF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	31
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,128	17½	....	22
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.01	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1853	....
Brooklyn Centr. & Jamaica					
1st Mortgage	301,250	7	J. & D.	1870	....
Real Estate	22,000	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	108,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1876	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	90
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	80,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Morigage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1905	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	106
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered..	$9,415,250	6	Jan. & July.	1867	130
Loan of March 31, 1848.....registered }	8,908,342	6	" "	1868	130
" " " ..... coupon }		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850.....coupon..	2,052,000	5	" "	1865	225
Loan of June 14, 1858.....registered }	20,000,000	5	" "	1874	101
" " " ..... coupon }		5	" "	1874	102
Loan of June 22, 1860.....registered }	7,022,000	5	" "	1871	100
" " " ..... coupon }		5	" "	1871	104
Oregon War Debt of March, 1861.....coupon }	1,016,000	6	" "	1881	110
" " " " " ..... coupon }		6	Yearly.	1891	110
Loan of Feb. 8, 1861 .....registered }	18,415,000	6	Jan. & July.	1881	111
" " " ..... coupon }		6	" "	1881	111¼
Loan of July 17, & Aug. 5, 1861 ..registered }	249,977,800	6	" "	1881	111
" " " ..... coupon }		6	" "	1881	101¼
Loan of Feb. 25, 1862 (5-20s).....registered }	510,756,900	6	May & Nov.	1882	108
" " " (5-20s)..... coupon }		6	" "	1882	112½
Loan of March 3, 1864, (10-40s)...registered }	81,680,000	5	Mar. & Sept.	1904	97
" " " ..... coupon }		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) .....registered }	40,000,000	6	May & Nov.	1884	----
" " " " ..... coupon }		6	" "	1884	111½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	115
" of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug.	1867	114½
Debt Certificates	226,373,000	6	At maturity.	.....	98½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	88,813,970	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	6		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	154
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon }	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... " }		6	" "	'81-'82	99½
" " " " ..... " ..	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	58
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" —Interest stock..... "	737,222	6	" "	1877	100
" —Refunded stock .....coupon	2,187,000	6	" "	1900	100
" —War bonds..... "	2,000,000	6	" "	'63-'80	106
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1879	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1870	100
" " " ..... "	2,058,173	6	" "	1886	86
" —State Int. Imp bonds (not adjusted)	391,000	2½	" "	1856	55
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	d'm'd.	----
" —Canal Preferred stock.....	4,079,500	5	Jan. & July.	1881	90
" — " " special stock "	1,216,737	5	" "	.....	55
" — " Deferred stock.....	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon }	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... " }		5	" "	'81-'91	----
" — " " ..... " }		5	" "	'93-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'90	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)...coupon	516,130	6	.....	d'm'd	60
" — " (R. R. etc)..... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	5,398,533	6	.....	.....	----
" — " " (war loan)..... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	----
" — " (st'k'g. conv.).. "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		189	----
" — " " (") ..... "	10-,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'68	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)..... "	503,380	6	" "	'88-'90	----
" — " " (" ").. dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" —	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	597,000	7	" "	18-6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'28-'80	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	66
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1903	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	70
" — " " S.W. Branch... "	4,509,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	54
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	700,000	.....	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O	1904	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " —Canal Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,884,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	102
" — " " (" ") .... "	1,600,000	6	" "	1875	103
" — " " (" ") .... "	4,095,309	6	" "	1881	103
" — " " (" ") .... "	2,400,000	6	" "	1886	103
" — " " (domestic debt).....	125,680	6	" "	1868	108
" — " " (war loan).....coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94½
" — " " "	3,886,010	5	Feb. & Aug.	due.	----
" — " " "	3,090,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" —Military Loan bonds ...coupon	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Relief Notes in circulation...	97,360	.....	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	103¾
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,703,017	6	.....	'88-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks).....coupon	1,126,000	6	.....	1882	55
" — " " (interl. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads) .... "	12,799,000	6	.....	Var.	55
" — " " (capitol) ..... "	608,000	5	.....	1890	56
" — " " (Hermitage) .. "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ..	18,264,612	6	Jan. & July.	'83-'93	60
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,866,000	5	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") .... "	1,100,000	6	" "	76-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,122	74,690	63,995	86,211	76,428	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	78,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,969	158,294	1,673,705
1864	100,991	154,417	205,802	162,722	175,785	206,090	224,256	312,164	320,857	281,619	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,939	92,873	75,457	1,181,003
1861	88,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	124,798	144,995	170,937	159,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,481	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	309,187	2,885,426
1865	293,535	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	59,920	69,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,966	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	155,388	153,522	1,488,197
1864	93,123	111,495	157,962	174,589	188,629	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,230	76,913	86,663	90,324	66,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,960
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,539	165,780	121,278	103,407	99,669	90,882	96,134	150,581	150,397	143,536	185,920	1,579,509
1864	164,058	176,105	208,329	158,077	129,000	100,000	113,515	154,245	182,110	183,649	164,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	330,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	661,448	412,723	6,235,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,706	419,010	515,948	719,354	734,106	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,506	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,036,321	10,489,481
1864	984,837	914,133	1,094,508	1,079,508	1,062,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
Galena and Chicago													
1860	60,853	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,809	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	209,276	241,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,043	190,456	129,019	188,370	203,575	159,590	133,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	201,716	2,193,396
1864	143,906	169,577	177,251	196,872	220,825	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	282,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,660	167,220	180,000	198,951	169,549	230,370	2,076,822
1861	223,157	205,343	167,580	139,751	150 806	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	408,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,549	281,759	253,049	273,726	306,595	361,600	340,900	.....	.....	.....
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	192,822	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,834	192,054	199,488	177,823	189,280	268,983	289,862	284,020	243,340	224,401	2,999,612
1862	190,130	236,687	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,446,827
1863	299,944	271,085	275,643	289,221	324,687	407,992	343,929	511,305	478,578	496,433	437,670	424,581	4,571,026
1864	327,900	406,596	445,320	421,457	414,751	497,225	404,197	585,484	767,365	664,299	617,711	.....	.....
1865	546,410	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	73,764	66,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	76,055	89 533	94 375	96,062	90,576	87,047	92,772	1,017,768
1865	98,112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139.761	163,616	99,990	44,895	789,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134.726	177,879	130,184	67,960	1,153,407
1862	83,963	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,181	76,132	44,925	88,177	106,967	111,261	71,587	69,352	1 6,417	206,054	138,542	112,913	1,247,258
1864	102,748	115,185	88,222	140,417	186,747	212,226	130,647	113,393	168,218	178,526	157,099	121,113	1,722,261
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,686	127,273	198,821	236,849	307,333	242,089	200,134	2,124,214
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,090	276,181	231,286	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,819	305,284	279,539	2,647,832
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	228,012	308,106	375,567	332,200	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	366,264	398,330	404,533	444,523	398,091	4,077,744
1865	366,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	101,386	102,960	151,864	143,143	127,145	119,770	108,208	150,366	210,837	226,077	181,617	132,949	1,766,416
1860	110,712	107,749	160,311	165,741	158,510	125,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,849	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	178,896	186,039	174,002	172,189	216,624	295,956	322,309	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,136	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,960,010
1865	366,324	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	804,217	591,920	743,599	709,671	627,792	820,396	6,803,703
1860	387,128	402,530	561,078	586,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,164,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,188	662,076	696,175	927,036	962,980	872,985	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,376	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,009,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,460,076	1,203,764	1,199,142	.....	.....
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,977	248,862	241.695	264,622	283,645	288,619	245,977	2,735,306
1860	163,561	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	262,917	270,051	299,987	265,358	234,456	276,209	291,763	278,219	2,905,535
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	385,684	361,834	396,771	429,929	505,517	464,809	451,984	574,486	714,302	815,902	746,955	526,009	6,324,093
1864	436,741	532,786	617,021	669,383	.....	936,188	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	182,566	188,831	165,795	154,032	203,853	245,838	256,544	231,283	191,126	2,335,264
1861	217,262	202,071	266,735	270,675	216,501	204,778	180,429	243,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	380,753	407,077	463,589	505,814	466,390	487,642	5,132,954
1864	290,676	455,211	602,603	574,980	499,647	520,942	486,687	669,102	705,974	758,800	743,751	.....	.....
1865	694,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74 252	63,881	68,748	71,854	112,334	93,766	67,721	85,259	95,909	118,887	129,166	135,610	1,117,597
1863	109,808	110,803	120,310	123,115	113,796	123,949	118,077	136,278	153,470	144,736	145,744	162,921	1,564,91x
1864	100,872	147,486	160,496	157,785	149,855	156,730	144,942	238,255	234,134	203,441	202,906	204,776	2,080,717
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,858	137,086	92,474	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	118,578	115,214	168,219	179,580	172,870	147,648	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,683	111,339	1,436,798
1864	79,735	95,842	132,806	123,987	127,009	146,333	139,626	244,114	243,940	221,560	220,208	222,851	2,007,316
1865	144,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1887	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	103
" " " 1856	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	106
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	106
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'76-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	700,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	96
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		104½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1891	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3163,000	8	" "	" "	1903	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1900	
Chicago and Aurora 1st Mort.	1>0,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1894	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1900	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	78
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1901	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	98
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1901	
Dayton and Michigan:						
1st Mortgage	300.000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	800,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1878	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'74	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,588					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	56,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov	" "	1875	100
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,360,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	89
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	113
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "			118
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	180,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington & Cincinnati (exchanged)	200,000	6				
Keokuk, Ft. D. Moines and Minn.	100,000	6				
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	98
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	
1st Mortgage	291,000	---	" "	" "	'68-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	91
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,900,000	7			1880	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,439	6	Jan. & July.	London.	1872	95
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	86
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	108
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1892	108
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1868	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1866	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	105
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		47
2d Land Grant	650,000			" "		
Income bonds	511,000	---				
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1882	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1906	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	800,000	7	Jan. & July.	New Haven	1869	
1st Mortgage (H & Hamp.)	102,000	6				
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'68 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1880	
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1869	
New York Central :						
Premium (S. F.) Bonds	6,917,593	6	May & Nov.	New York.	1883	102
D'bts of former Co's outst'ding	224,920	---				
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	109
Exchanged St'ks (S. F.) B'ds	853,000	6	May & Nov	" "	1883	102
" " (") B. & N. F	76,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,355	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept	" "	1879	104½
3d Mortgage	6,000,000	7	" "	" "	1883	103
4th Mortgage	5,120,000	7	April & Oct	" "	1880	101
5th Mortgage	1,739,500	7	June & Dec	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1872	93
Consolidated	1,000,000	7	Feb. & Aug	"		100
3d Mortgage	990,500	7	Jan. & July		1897	97
New York and New Haven :						
Plain Bonds, Coupon	812,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1875	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'75	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	94
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	85
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (20 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	91
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		25
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	104
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	865,000	6			var.	
2d Mortgage (1862-'70-'72)	278,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	188,500	8			var.	
Phila., German't'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1905	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1850	93½
" 1844, "	810,000	6	" "	"	1850	93½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	103
" 1856, "	1,442,000	7	" "	"	1896	123
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1854	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	
"	39,420	8	May & Nov.	"	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	
uincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$580,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	75
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	900,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1563	64
2d Mortgage	987,500	7	" "	"	1563	23½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	
2d Mortgage	185 000	7			1900	
3d Mortgage	318 500	7			1875	
Six per cents	113,228	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,280,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	188,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1878	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
2d Mortgage	450,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1885	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		20
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1900	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	97
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,850	7				85
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	82
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1854	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	860,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	103
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1850	101
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,983	508,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb. '59	59.2	—	54.1	2	2	19		*Alabama and Mississippi*	461,506	30,991	—	335,010	100,500	21,6—	518,965	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	57.8	11	9	102		*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	------	207,626	111,282	—	----
30 Jun. '59	47.0	—	171.3	----	----	----	-----	*Mobile and Girard*	1,600,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	----
1 May, '61	109.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----------	----------	----------	----------	------	------	1,402,868	695,870	—	----
29 Feb. '60	55.5	28.4	----	——	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	------	506,156	260,269	6	——
								ARKANSAS.													
3 Nov. '58	56.5	——	----	107.5	---	---	-----	Memphis and Little Rock	558,577	*	——	351,524	446,000	10,725	811,949	——	------	------	------	——	——
								CALIFORNIA.													
30 Dec. '60	22.5	——	----	——	---	---	-----	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	------	220,251	104,894	----	----
								CONNECTICUT.													
31 July '63	21.8	——	1.9	——	4	7	45	Danbury and Norwalk	347,940	66,483	——	307,060	100,000	——	422,290	23.8	46,938	65,939	26,6—	5	----
31 Jan. '64	122.4	——	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	——	2,087,940	1,936,740	213,876	4,204,566	122.4	281,451	408,410	154,387	——	——
31 Aug '64	61.6	11.2	66.2	——	22	37	321	Hartford and New Haven	3,280,908	254,000	137,036	2,350,000	927,000	——	4,280, 08	72.8	458,245	1,232,307	885,213	17	217
31 Dec. '63	74.0	——	8.9	——	10	17	24 7	Housatonic	2,439,775	*	——	2,000,000	191,000	64,859	2,439,775	124.0	183,367	329,589	92,429	——	98
31 Dec. '63	57.0	——	1.3	7	7	15	177	Naugatuck	1,460,193	*	——	1,031,800	305,050	28,681	1,460,193	62.0	129,574	265,287	13,966	8	——
29 Feb '64	61.0	——	2.6	——	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	——	788,538	750,000	156 429	1,644,967	62.0	172,124	212,553	——	——	117
30 Nov. '63	5.45	5.5	2.3	——	3	3	——	New Haven and Northampton	2,305,204	28,748	——	1,010,000	650,000	——	2,363,942	——	——	——	78,631	3	——
31 Dec. '63	66.0	——	5.9	——	8	12	84	New London Northern	687,152	*	——	602,105	61,000	——	687,152	66.0	155,916	195 055	61,276	7	90
31 Mar. '64	61.3	1.0	63.8	——	29	75	405	New York and New Haven	4,721,932	784,877	——	2,572 800	2,000,000	——	6,612,387	117 4	870,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.5	——	16	17	363	Norwich and Worcester	2,463,983	149,71]	214,100	2,122,600	764,300	21,126	2,074,971	60.4	307,841	432,569	180,839	9[	101
								DELAWARE.													
31 Oct. '63	54.3	——	10.7	——	——	——	——	Delaware	1,552,257	——	——	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	——	——
31 Oct. '62	16.2	——	----	——	——	——	——	Newcastle and Frenchtown	704,960	——	18,535	744,520	——	5,024	749,544	5.0	------	27,283	10,290	9	——
								FLORIDA.													
-- -- '62	154.2	——	----	150	---	---	-----	*Florida*	----------	----------	——	----------	----------	----------	----------	------	------	------	------	——	——
30 Apr. '60	32.0	——	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	——	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	——	——
-- -- '62	59.9	——	5.0	——	---	---	-----	*Flo., Atlantic and Gulf Central*	----------	----------	——	----------	----------	----------	----------	------	------	------	------	——	——
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	----------	----------	——	----------	----------	----------	----------	29.4	------	------	------	——	——
								GEORGIA.													
30 Jun. '60	88.7	——	----	——	16	7	124	Atlanta and West Point	1,192,339	*	——	1,250,000	126,000	——	1,597,385	86.7	------	418,036	265,827	8	125
-- -- '62	92.6	——	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	——	----------	----------	----------	----------	80.0	------	------	------	——	——
31 Dec. '60	53.0	——	----	——	---	---	-----	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	----------	53.0	------	163,988	95,612	——	——
30 Apr. '60	43.5	——	23.7	——	---	---	-----	Brunswick and Florida	755,000	*	——	151,887	----------	——	----------	31.0	------	------	------	——	——
30 Nov. '60	191.0	——	----	——	53	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	----------	——	5,590,173	229.0	879,468	1,715,025	784,574	10	——
31 Mar. '60	171.0	31.0	----	——	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	5,128,343	222.0	------	1,159,168	526,043	8	100
30 Nov. '60	102.5	——	----	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	----------	12,295	1,658,976	102.5	225,241	404 618	212,676	19	72
31 July '60	50.0	——	----	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	——	1,026,868	50.0	------	202,714	110,516	8	——
1 May, '58	84.1	——	----	——	3	4	33	Savannah, Albany and Gulf	1,586,634	52,874	——	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	——	——
31 July '60	106.1	100.8	16.2	——	18	22	201	Southern Western	3,770,425	*	——	2,921,900	396,500	19,913	3,822,918	228.8	------	------	388,883	13	——
30 Sep. '59	138.0	——	----	——	52	24	705	Western and Atlantic	5,901.497	*	——	built and	own'd by	State.	----------	138.0	------	832,345	454,541	——	——
								ILLINOIS.													
31 Dec. '63	220.0	——	----	——	52	22	846	Chicago and Alton	8,280,639	*	——	4,205,939	4,085,000	——	9,392,415	281.0	1,002,440	1,673,706	701,966	24	92
30 Apr. '64	240.0	66.5	47.0	——	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	——	6,571,140	6,128,031	——	14,837,859	294.0	1,965,519	3,090,211	1,350,499	8	120
1 Apr. '63	242.0	——	----	29.0	85	23	705	Chicago and Northwestern	12,326,589	510,983	——	3,731,816	8,385,000	223,641	13,147,13—	342.0	------	1 083,0—	445,508	——	34
31 Mar. '64	181.8	——	----	——	61	69	1,195	Chicago and Rock Island	7,429,633	*	——	6,000 000	1,402,748	——	8,280,576	228.4	1,162,880	2,143,576	1,103,414	6	96
31 Dec. '63	121.0	138.7	50.0	——	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,983	525,451	6,028,400	3,506,000	——	10,9—2,115	341.7	1,484,06	2,201,481	1,279,40—	6	——
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4,029,561	*	——	1,648,561	2,350,000	——	4,214,342	180.0	------	742,097	377,476	——	68
31 Dec. '63	454.5	252.5	——	——	116	101	2,978	*Illinois Central*	23,610,229	*	——	19,015,970	17,320,000	——	36,335,970	708.3	3,010,897	4,571,028	2,118,847	6	119
-- -- --	148.0	——	——	——	——	——	——	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	——	----------	148.0	------	------	------	——	——
31 Dec. '63	195.0	14	12.2	——	31	55	424	St. Louis, Alton & Terre Haute	10,600 000	----------	——	3,900,000	6,700,000	——	10,600,000	209.0	18 mos.	2,202,415	704,860	——	40
								INDIANA.													
-- -- --	108.0	——	----	——	---	---	-----	Cincinnati and Chicago	2,080,438	*	----------	1,106,679	1,006,125	——	----------	108.0	------	------	------	——	——
31 Aug. '57	109.0	——	----	——	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	------	249,847	119,342	——	——
31 Dec. '62	72.4	——	----	——	19	17	266	Indiana Central	1,667,939	274,081	16,641	611,050	1,254,500	15,900	2,102,761	109.0	------	542,808	168,541	——	72
1 Dec. '58	89.8	20.2	----	——	23	19	413	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,990	1,262,284	140,889	3,458,108	110.0	------	448,858	220,854	9	100
1 Dec. '63	84.0	——	----	——	---	---	-----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	365,587	598,092	250,625	——	——
1 Dec. '62	78.0	——	11.0	——	15	14	201	Jeffersonville	1,549,518	*	278,834	1,016,907	631,000	——	2,176,223	108.0	312,859	547,863	268,156	——	——
31 Mar. '64	85.0	46.0	8.0	——	17	10	263	Indianapolis and Madison	1,464,347	*	——	819,900	640,000	——	1,538,743	132.0	------	315,172	117,941	6	100
-- -- '58	258.0	——	----	——	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	258.0	------	645,827	371,40	——	86
30 Nov. '63	73.0	——	----	——	21	17	415	Terre Haute and Richmond	1,611,460	*	255,679	1,517,450	94,000	——	2,326,955	73.0	357,302	774,61—	307,627	13	154
								IOWA.													
1 Jun. '58	75.5	——	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	——	752,733	665,000	92,663	1,542,763	50.0	------	------	------	——	——
31 Dec. '59	85.0	——	----	——	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	850,000	369,084	----------	86.0	7 mo's.	85,319	46,771	——	——
31 Dec. '63	100.0	——	----	299.0	10	7	189	Dubuque and Sioux City	38,200,485	63,951	——	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	154,889	——	——
1 Jun. '58	33.5	——	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,490	——	921,449	570,000	----------	----------	38.5	11 mo's.	456,821	21,356	——	——
-- -- '62	138.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	——	2,760,000	1,500,000	15,000	----------	230.0	------	------	------	——	35
								KENTUCKY.													
31 Oct. '59	80.0	——	----	——	---	---	-----	Covington and Lexington	3,748,971	276,024	——	1,582,169	2,930,000	337,582	4,375,995	111.6	------	426,406	227,534	——	——
30 Jun. '63	29.0	——	----	——	13	5	160	} Lexington and Frankfort	597,950	52,800	——	514,678	106,000	——	741,051	29.0	181,688	93,320	42,555	4	80
30 Jun. '63	65.1	——	----	——				} Louisville and Frankfort	1,398,832	126,736	6,540	1,109,594	301,000	——	1,463,713	65.1		222,909	120,069	3	86
30 Jun. '64	185.0	53.0	18.8	36.5	52	47	529	Louisville and Nashville	9 730,101	*	——	5,605,834	3,930,500	235,670	11,886,430	300 0	841,568	3,261,690	1,803,963	6	——
								LOUISIANA.													
31 Dec. '60	80.5	——	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	506,260	——	3,242,318	586,000	339,297	5,855,320	80.0	180,204	431,922	222,649	——	——
31 Mar. '61	209.0	——	----	208.0	48	37	513	*N. O. Jackson and Gr. Northern*	9,570,452	1,040,752	——	----------	2,665,000	1,150,717	----------	206.0	------	1,232,624	555,434	——	——
31 Aug '60	53.7	——	----	140.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	——	1,253,016	348,000	108,434	1,710,819	53.7	------	------	------	——	——
								MICHIGAN.													
30 Sep. '62	57.0	——	----	——	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	------	------	------	------	——	——
30 Jun. '62	188.0	——	----	——	---	---	-----	*Detroit and Milwaukee*	8,270,023	647,696	——	2,950,000	4,250,000	----------	9,008,369	188.0	------	340,896	------	——	——
31 May '64	284.8	——	28.4	——	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,906	7,740,989	----------	15,066,822	329.3	1,568.2	3,417,1—	1,697,060	12	111
31 Mar. '64	246.0	281.0	——	——	96	110	1,125	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,250	——	18 407,685	527.0	2,171,477	3,384,294	1,630,777	——	66
								MINNESOTA.													
31 Dec. '62	14.5	——	——	308.5	2	2	10	*Minnesota and Pacific*	1,400,000	----------	——	----------	1,850,000	----------	----------	------	------	------	------	——	——
31 Dec. '62	——	——	——	190.5	---	---	-----	*Southern Minnesota*	----------	----------	——	----------	575,000	----------	----------	------	------	------	------	——	——
31 Dec. '62	——	——	——	114.0	---	---	-----	*Minneapolis and Cedar Valley*	----------	----------	——	----------	600,000	----------	----------	------	------	------	------	——	——
31 Dec. '62	——	——	——	288.0	---	---	-----	*Minnesota Transit*	----------	----------	——	----------	800,000	----------	----------	------	------	------	------	——	——
								MISSISSIPPI.													
30 Apr. '60	236.0	——	----	——	28	22	836	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	895,992	6,331,899	236.0	------	684,342	328,092	——	——
31 Oct. '59	71.4	——	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,080	1,974,444	59.7	------	176,462	116,433	——	——
31 Dec. '58	83.2	——	----	60.4	---	---	-----	*Southern Mississippi*	2,760,000	*	——	1,000,000	1,400,000	----------	----------	83.2	------	260,047	121,659	——	——
								MISSOURI.													
31 Aug. '63	66.8	——	18.2	——	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	——	7,158,836	7,177,000	----------	----------	206.8	579,224	1,047,567	429,026	——	35
31 Dec. '62	266.8	——	17.7	68.0	21	26	807	*North Missouri*	6,898,779	504,985	——	2,459,207	4,350,000	----------	----------	168.8	------	------	444,460	182,896	——
31 Dec. '62	152.0	——	3.6	——	---	---	-----	*Platte County*	1,200,000	*	——	500,000	700,000	----------	----------	52.0	------	------	------	——	——
28 Feb. '63	196.0	——	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	——	3,488,916	7,000,000	137,019	20,455,420	196.7	507,040	670,566	227,395	——	——
28 Feb. '63	77.0	——	3.9	206.0	---	---	-----	*South-Western Branch*	4,[illegible]786	116,883	——	71,513	4,500,000	----------	----------	114.0	98,871	241,482	128,886	——	——
30 Sep. '62	94.8	3.6	8.2	——	16	13	219	*St. Louis and Ir. Mountain*	[illegible]	344,198	——	1,971,127	5,401,000	57,361	8,906,277	90.1	229,621	213,235	65,259	——	——

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	93.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,928	1,050,860	3,068,491	139,252	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.2	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.8	164,991	350,858	188,121	6	107½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	56,408	23,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,208	2,306,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	133.0	4.0	16.4	—	53	29	1,815	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,443	620,581	—	52
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.5	42.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	5	100½
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	643,892	1,018,326	482,658	8	123
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	838,727	397,729	8	182
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	133½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	241,865	121,000	—	1,087,722	47.1	77,086	180,058	69,191	6½	75
30 Nov. '63	80.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,565	—	1,591,100	250,000	—	1,943,286	52.4	169,254	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	99.0	477,765	842,556	390,594	5	101
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,551	350,149	—	3,540,000	—	—	3,574,607	93.4	389,738	732,262	328,983	5	115
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	20,275	—	200,000	75,000	3,961	307,496	—	.....	21,780	21,276	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	96,684	—	600,000	—	—	704,336	71.0	167,154	228,734	59,077	8	127½
30 Nov. '63	20.1	1.6	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,600	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	682,900	206,502	1,246,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,916	3,771,015	102.1	435,407	722,068	411,344	7	112
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,660,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	107	Salem and Lowell	381,470	52,543	—	243,305	230,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,495	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,606	271,815	140,136	—	41
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,.61	213.0	1,275,929	2,439,838	1,232,831	10	140
30 Nov. '63	45.7	—	9.8	—	10	12	146	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,591	1,373,159	45.7	188,647	251,024	132,153	6	96⅔
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	283	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,652	53.6	338,025	382,183	180,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,566	61.5	.....	470,078	125,266	7	64½
31 Mar. '63	29.8	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	85,524	7	112
31 Mar. '63	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	565,555	568,000	—	.....	53.7	.....	87,793	41,913	—	—
31 Mar. '63	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	163,718	4	84
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,962	3,261,344	76.0	.....	259,921	113,583	—	.....
31 Dec. '62	68.9	12.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	145½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,098	2,156,024	60.2	.....	144,356	85,123	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,635	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	158
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294,700	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	231,859	154 908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,800	212,500	21,742	821,984	—	82,936	90,122	44,622	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	998,926	1,587,665	—	2,587,725	48.9	.....	322,222	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,296,000	1,070	3,369,088	160.3	618,390	1,154,256	817,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,936	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	805,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	261,929	20,105,200	19,961,000	—	42,841,569	807.0	5,868 687	10,469,481	3,511,414	7½	75½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,166,500	4,167	14,186,824	143.0	1,084,836	3,581,713	1,844,287	7	107½
30 Sep. '63	94.0	15.0	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '64	297.8	238.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,937,296	3,506,745	9	118½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389.919	811,987	922,662	5,722,850	6,677,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	788,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,390	573,512	163,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	586,340	204,000	22,667	823,480	38.1	70,885	162,757	52,000	8	—
30 Sep. '63	25.2	—	2.6	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	189.6	43.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091.576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,688	585,201	279,210	6½	100
30 Sep. '63	40.0	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	51.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,571	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	84.0	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,508	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	123,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.5	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,137,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,455	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	364,072	—	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '62	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	655,028	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	452	Cinc., Hamilton and Dayton	2,962,156	499,056	113,147	2,500,000	1,634,000	—	4,996,266	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.3	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,822,000	228,975	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	136.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,304,772	825,285	1,035,830	6,000,000	810,000	—	7,282,513	191.2	1,012,130	2 161,943	1,216,257	11	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,661	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,000,000	1,583,000	—	5,103,000	96.7	562,396	2,066,628	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,094	*	—	3,832,712	4,224,600	94,329	8,251,846	208.5	*	1,436,317	552,800	—	84
31 May '64	109.7	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,258,790	—	9,107,000	188.6	785,282	1,691,269	823,714	8	115½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	769,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	760,000	1,600,000	205,000	.....	72.0	144,000	88,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	613,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	225,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,210	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,862	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	373,437	53,005	11,164,820	226.6	445,157	820,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	8,246,950	9,370,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,672	596,400	102,866	3,269 887	1,496,728	11,190	5,139,662	205.9	588,694	600,162	135,747	—	32
31 Dec. '63	114.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,235,156	*	—	362,571	1,999,100	127,116	2,694,694	125.0	220,717	272,202	93,283	—	.....
31 Dec. '63	242.4	—	.....	—	63	14	929	Toledo & Wabash	9,765,626	*	25,000	2,214,775	5,651,880	88,272	10,152,682	250.0	1,279,940	1,459,794	549,921	—	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,508	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,984,220	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,050	583,219	342,861	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,368,380	3,552,380	146.0	328,613	308,567	11,465	—	12½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,181,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,182	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,558	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,068	828,143	9	222
31 Oct. '63	35.8	1.1	2.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,199	598,490	—	1,212,590	36.0	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.0	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northn Cen.		196.907	334,790	110,386	—	31	
31 Oct. '63	18.5	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	88.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by Penn.	R.R.Co.		7	61½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,665	600,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	269,629	101,570	—	30
31 Dec. '63	50.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	248,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,330,058	774,074	10	71
31 Oct. '63	25.2	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading			R. R.)	7	35½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311,615	*		4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	57
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,761	—	3,147,750	3,104,287	—	6,252,037	66.8	274,990	511,896	273,391	—	27½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,043,814	3,543,484	2,883,457	13,430,250	16,949,124	—	33,245,668	356.9	5,311,202	1,851,413	5,111,412	—	64
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,426	332,458	179,505	9	58
31 Oct. '63	230.0	—	21.5	55.0	30	5	530	Phila. and (Sunbury) Erie				5,010,944	8,528,000	80,151	13,619,096	230.0	428,782	699,500	193,486	7½	25½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403.9	2,721,689	6,252,902	3,706,900	7	56
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	96.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200.5	647,050	2,540,248	1,602,119	10	68½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,496	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	515,723	101,569	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	19,191,294	*	—	6,164,532	12,935,173	—	19,034,741	468.3	3,472,914	6,132,954	2,106,923	—	95½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen		40,476	144,758	87,112	10	40	
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	567,300	296,500	65,206	832,009	29.6	75,358	126,082	79,976	7	48
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,500	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	437,417	8,500	—	.....	13.6	24,916	81,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,268	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,262	151,536	6	—
1 Jan. '59	142.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,742	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	509,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,239,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,854	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,909,949	2,659,000	280,112	7,627,797	291.0	.....	1,638,098	673,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,269,267	141,144	—	570,000	1,261,000	146,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,925	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	627,800	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	—	.....	159.0	.....	734,118	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,350	127,983	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	134	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,505	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	189,877	308,850	167,490	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,007,000	.....	.....	1,206,688	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	45	841	Vermont Central	8,402,055	*	—	5,000,000	8,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	oper. by Vt. Central				8	105
30 Jun. '63	22.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	43,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by b. Troy		& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.2	3.6	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	708,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.6	—	8	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	690,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	65.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,341	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	218,552	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,107	1,200,000	75 903	6,763,865	143.2	224,014	500,904	282,225	—	17
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	169,961	279,945	145,286	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,783	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	—	.....	23.7	12,642	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,102,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	538,475	2,400	3,452,813	3,205,000	571,968	10,233,271	214.9	490,193	740,480	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.3	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	320,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	474,741	—	46½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,528	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (& y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	10,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,560	1,649,510	1½	—
31 Dec. '62	98.0	1.6	.....	—	17	20	857	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	98.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,328	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,743	36,670	—	—
								NOVA SCOTIA.													
Dec, '62	61.5	25.6	—	—	20	18	140	Nova Scotia	4,272,401	*	—	4,272,231	—	—	4,272,231	92.0	158,416	199,127	27,131	—	—
								NEW BRUNSWICK.													
31 Dec. '61	42.7	—	—	—	11	20	152	Passam	1,602,250	*	—	625,000	1,000,000	1,271,250	16,761,250	42.7	.....	1,237,450	1,031,621	14	54½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	32½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	50
Chicago & Alton (preferred)	2,422,596	7	7	94½
Chicago & Northwestern (pref.)	2,400,000	7	5½	66
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	49½
Erie (preferred)	8,535,700	7	7	92½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,246,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,800,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,800,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	992,900	7	7	89
Troy & Greenbush (guarantied)	274,400	6	6	53
Vermont & Canada, (guarantied)	1,000,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,243	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6	----------	------	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,221,695	—	----
Delaware Division	100	1,633,350	—	36
Delaware and Hudson	100	7,500,000	10	136½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	68
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,900	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	24½
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,200	—	13½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 57 — @ 58 —
Pig, American, No. 1 50 — @ 55 —
Bar, Swedes, assorted sizes (in gold) — — @ 92 50
Bar, English, Refined 170 — @185 —
Bar, English, common 155 — @170 —
Band, English 215 — @ — —
Horse Shoe 210 — @ — —
Rods, English 190 — @200 —
Hoop, English, 220 — @300 —
Nail Rod per lb. — 14½@ — 16
Sheet, Russia per lb.— 28½@ — 30
Sheet, English, Single, Double and Treble — 9½@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.—29 @ — 35
English Spring (1st & 2d qlty.) — 18 @ — 20
English Blister (1st & 2d qlty.) — 19 @ — 20
English Machinery — 20 @ — 23
American, Blister — 16 @ — 20
American, Cast, Hammered — 30 @ — 34
American, Cast, Rolled — 19 @ — 23
American Spring — 15 @ — 20
German — 20 @ — 22
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb — — @ — 55
Sheathing, &c. Old (cash) — 42 @ — 43
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 55
Braziers' — — @ — 55
American Ingot (cash) — 45 @ — 46

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ 14 50
Spanish — 13 25 @ 13 50
German Refined — 13 25 @ 13 50
English — 13 25 @ 13 50
Bar per lb. — — @ — 13
Pipe and Sheet — — @ — 12

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 70
Straits — — @ — 59
English — 58½@ — 57
Plates, Charcoal I. C. per box 18 — @ 19 50
Plates, I. C. Coke — 15 — @ 17 —
Terne, Coke — 14 — @ 14 50
Terne, Charcoal — 17 — @ 17 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. 8 50 @ — —
Clinch (cash) 9 50 @ 10 —
Horse Shoe, Forged (cash) per lb.— 38 @ — 40
Wrought, English (cash) — — @ — 70
Ausable Horse, Norway Iron, Forged — — @ — 50
Zinc Nails (6 mos.) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. 1 15 @ 1 20
Para, Coarse and Medium — — @ — —
Carthagena, &c — 72 @ — 75
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 20 cents per gallon.

Crude, 40@47 gravity — 53 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test).— 87½@ — 88
Refi'd, in bd. L.S. to pr. Wh. (110@120 test).— 68 @ — —
Naptha, Refined, (60@63 gravity) — 52 @ — 55

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th 9.	F. 10	Sat. 11.	M. 13	Tu. 14	W. 15.
American Coal Co.	77	----	77	77	77	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	101	----	100	----	100
California 7s	----	----	----	----	163	----
Canton Co.	----	51	51½	----	52	52
Central Am. Transit	----	----	----	----	----	90
Chicago & Alton	96	95	95½	90½x	90½	----
" " pref.	99	98	98	----	----	----
" " 1 M.	----	----	----	103½	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	117½	----	117½	----	----
" " " 8 p.c.	----	----	114	----	----	----
Ohio. & Northwest'n.	35	35½	----	35	36½	35½
" " pref.	65½	66	65½	65½	67	66½
" " 1st M.	----	----	87	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	90	----	91	----	----
Chicago & Rock Isl.	94½	96½	96½	96½	98	97½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	82½	83½	83	84	86	85½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	78	----	----	----	----	----
Clev. and Toledo	----	----	----	114	----	----
" " S.F. 7 p.c.	----	----	----	104	----	----
Cumberland Coal, pref.	52½	55	56	55	54	56½
Del. & Hudson Canal	----	162½	164	164	165	165
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71 A	----	----	----	----	----	----
" " 3M. 8 p.c. '81	----	----	----	----	----	----
Erie	76	75½	75½	76½	78	77½
" pref.	----	----	93	92½	93½	----
" 1 M. 7 p.c. '67	----	----	----	----	102	----
" 2 M. 7 p.c. '79	----	109½	----	----	----	----
" 3 M. 7 p.c. '80	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	89	----	----	----
Hudson River	106½	107½	107½	108	110½	108
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	106	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118	118½	118	118½	121	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	112½	----	111	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	11	11½	13	13½	14
Michigan Central	112½	113	113	113½	114½	115
" S.F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	69½	71	70½	70½	71½	67½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F. 103	103½	----	----	103½	104	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	42½	42	46	----	----	48½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	66	----	----	----	----	66
" les. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	70	----	----	70
New York Central	114	114	116	117½	118	116½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	103	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	102	----	103	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	103	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27½	27½	27½	27½	28½	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	285	290	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	182½	----	----	180	----
Phila. and Reading	109	108½	109½	112½	117	116
Pitts. Ft. W. & Chicago	93½	94½	95	95½	97	96
" " 1M.	----	----	----	----	109½	----
" " 2M.	----	----	----	99	----	100
" " 3M.	----	----	----	----	90	----
Quicksilver Mining Co.	87½	86½	86½	86	86½	85
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	70	----	----	----	70	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	85	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	55	----	----	----	----	55
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	97	----	----	----	----	----
" " 1M. ex.	----	----	97	97	----	----
" " 2M.	----	82	----	82	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	102	102	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	102½	102¾	102¾	102¾	102¾	102¾
U. S. 5s, 10-40s, reg.	96½	----	97	97	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	110½	111	110¾	110¾	----	110¾
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	130	----	----	----	----	130
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	128	----	----	----	130	----
U. S. 6s, 1 year certif.	98¾	98¾	98¾	----	98¾	----
U. S. 6s, 5-20s, coupon	109¾	110	110	110	110¾	110¾
U. S. 6s, 5-20s, new	108¾	109¼	109¼	109¾	109¾	109¾
U. S. 6s, " reg.	104½	----	----	108¾	109	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	115	115¾	116	----	----	----
American Gold	213½	211	208¾	205	208¾	205

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W. 8.	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	14	----	12½	12½	----	13½
" preferred	31½	31½	32	----	32	32½
Camden & Amboy	140	140	141	145½	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	96	----	----	96
" " 6s, '89.	99½	----	----	104½	----	99½
" mort. 6s, '89.	----	----	----	----	104½	----
Ches. & Del. Canal os '56	----	----	----	----	90	----
Del. Div. Canal	86	----	----	----	----	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	49½	----	----	----	----	----
" " 7s	----	----	101	----	----	----
Harrisburg	61½	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	99	----	----	----	----	----
Lehigh Valley R. R.	72	----	71	----	----	----
" " 6s	100	----	100	----	----	----
Little Schuylkill R. R.	38½	----	38½	----	----	38½
" " 7s	----	----	100½	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	93	----	----	----	----	----
Minehill	----	----	57	57	56½	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	126½	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	27	27½	----	----
" " 6s	----	----	90½	----	90	----
" " 10s	----	----	111½	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	62½	63½	63½	63½	63½	64
" 1st m.	107	----	----	----	----	----
" 2d m.	----	104	----	104	----	----
Penn. State, 5s	93	92½	92½	92½	92	92½
" " 5s, coupon	----	----	----	94	----	----
" " 6s, W. L.	100	101	101	----	----	101
Philadelphia City, 6s	----	92½	----	----	92½	92½
" " new	96½	96½	96	96	----	96½
Philad., Germ. & Nor.	----	----	----	----	----	58
Phila. & Reading	54	54½	54½	54½	56	58½
" " 6s, '86.	----	----	108	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	25½	25½	25	25½	25½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25	25½	----	----	----	----
" " pref.	32½	32½	32	32	32½	33½
" " 6s '82	----	----	80½	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	12½	13½	----	----	----	----
" " 6s '78	----	55	55½	----	55½	----
Union Canal, pref.	----	----	----	----	----	31
" " 6s '53	----	23½	24	23½	24½	25½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	64	----	----	----	----	65
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	13½	15½
Chestnut & Wal. "	47	----	----	----	----	----
Green & Coates, "	----	30	----	----	30	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W. 8.	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.
Baltimore City 6s, 1875.	103½	----	104	----	104	104
" " 1886.	101	----	----	----	----	102½
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	104	----	----	104½
Balt. and Ohio	110	----	----	110	110	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	----	----	----	----	94	----
" " " 95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
Boston and Lowell	100	100½	----	----	----	----
Boston and Maine	----	----	----	----	123	----
Boston and Providence	----	----	133½	----	----	132
Boston and Worcest.	----	----	133	----	133½	----
Cheshire, pref.	----	----	80½	80½	----	80½
Concord	----	----	65½	----	----	----
Connecticut River	----	----	108	----	----	----
Eastern, Mass.	101	101	100½	101	101	101
Eastern, N. H.	----	100	----	100	----	----
Fitchburg	----	115½	----	----	----	115
Manchester & Lawr'ce.	112	112	112	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	85	85	----	----	84½
Old Colony and Fall R.	----	113	112	----	----	112
Ph., Wil. & Baltimore	----	----	68	68	68½	68½
Portl'd, Saco & Ports.	----	106	----	----	----	107½
Vermont & Canada	----	104½	104½	105	----	----
Vermont & Mass.	41	----	40½	----	41	----
Western	----	146	142	----	----	140
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	51½	51½	51½	51	51
Middlesex "	----	----	----	57½	----	58½
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	----	----	----	50
Isle Royale "	----	----	----	----	----	14
National "	----	----	----	----	----	----
Minnesota "	21	----	----	20	----	----
Pewabic "	----	----	----	52½	----	----
Pittsburg "	65½	----	----	----	----	67
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of January:

Maryland 6s	60	to	65
United States 6s, 1881	46½	"	47½
Do. 5s, 1874	48	"	50
Virginia State 6s	40	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	65	"	67
Do., 2d mort., 1881	63	"	66
Pennsylvania, 1st mort., 1877	67	"	69
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	34½	"	35½
Do. 6s, preference	40	"	42
Do. 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	59½	"	61½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1870	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, February 18, 1865.

Rise of our National Securities Abroad.

We are advised by the last arrival from England, that when the news of the fall of Fort Fisher was received there, our National securities advanced 7 per cent. This insures a large profit to present holders, and will create a still further demand.

Stock Exchange and Money Market.

As the long continued and unceasing drain of specie for the last four years has had a direct influence on our own financial condition, keeping up exchange and the premium on gold, the falling off of late in its export is worthy of consideration in reference to our future. Our readers will have observed that we have kept them advised from time to time in relation to the movements of cotton, which we have constantly believed was, when in loyal hands to be used for a most valuable and opportune purpose.

A similar view of the subject appears to prevail among intelligent dealers in the article in England. Our files of the 29th ult., discover considerable anxiety on the subject. Cotton has been imported in unusual quantities into Liverpool and London. The following is a statement which shows the condition of the cotton market there and in Havre:

	Bales.
Stock in Liverpool January 13	510,000
" London "	128,000
" in the hands of spinners	70,000
" at Havre	57,000
Total	765,000

A fall of 9d. in the pound is predicted on this amount, producing a loss of $45,000,000. From India the shipments were going on at the rate of 47,131 bales every fortnight, the arrivals of which were increasing the apprehensions of the fall.

Now the cotton fleet from Savannah having arrived we shall have 30,000 bales and upwards thrown into the market. Large deliveries are also taking place on the Mississippi, and the consequence is seen in shipments from this port, to be steadily increased, and the fall of exchange greater than it has been for years. It is clear that while a revulsion may be expected in England, if not a financial crisis, here we shall soon become creditor dealers on a large scale, and the effects must be favorable in the reconstruction of our financial system and the return to specie payments.

The first great step has been taken at Washington, in the adoption of a rigid purpose to stop all further inflation of the National currency. There is enough paper money afloat of a real character to be returned to the Treasury for its required loans, present and prospective, and were the war suddenly to cease, of which the symptoms are marked and flattering, and further loans became unnecessary, the return to a specie basis would be easy and practicable at an early day. The conversion of the cotton still in the country into money would change the direction of the specie current with rapidity and certainty, whether done by the Government as captors, or by the Southern holders coming back to the enjoyment of their citizenship by amnesty or submission.

It appears that Governor Morgan having been unexpectedly nominated to the Secretaryship of the Treasury has peremptorily declined the office, and as we think for obvious reasons not only "with emphasis" but "good discretion." An able financier who should be clear of all political aspirations and combinations, would we think have no difficulty whatever in making everything go smoothly. There is really a splendid basis for the operations of such a Secretary.

On the 31st of October, the total debt of the United States was $2,017,099,515. If we apportion this among the population of the loyal States only, we have an average of $84 04 per head. The interest on this at 6 per cent., is $5 04 per head per annum, if it was raised by direct tax, and in that shape in lieu of all other taxes it would not be felt. Let us compare this state of things with that in Great Britain. In 1793 it was there $83 46 per head, and excited no particular alarm. In 1816 after the long wars with France,

it had risen to $218 20 per head, and the confidence of the people and the Government was unshaken, and in 1863 after 47 years of retrenchment on the one hand, and of commercial progress, and an increased population on the other, it was still $180 47 per head.

Nearly double even now of our present individual liabilities as tax payers. And though the aggregate wealth of Great Britain was about 35 millions against 15 millions in the loyal portions of the United States in 1863, as nearly as can be computed, yet the rate of increase is entirely in our favor. The rate there during the last decade was but 3¼ per cent., here it was 8½ per cent., or in other words, while the wealth of Great Britain is doubling every 21 years and 8 months, here it doubles every eight years and 6 months. So that in 1872, counting from 1863, our wealth in the loyal States will be 30 millions, and in 1881 60 millions!! Here are facts which do not leave a doubt as to our ability to meet our future engagements, especially those maturing at a period equally remote.

The proposition may be verified in another and practical form, viz., that of estimating the products per capita of the people of both countries in gold. As follows:

Annual product loyal States per head.

1850	$86 41
1860	128 50
1864	160 77

The same calculation with regard to the annual products in Great Britain during the same periods gives the following results:

Annual product Great Britain per head.

1850	$89 74
1860	100 60
1861	120 10

The average interest on our National debt in October last, was but 5⅓ per cent., or if we deduct for the legal tenders which bear no interest, it was but 4 1-5th per cent. So that if we had gone on and paid whatever interest was charged by capitalists for money as in the last few months of Mr. Buchanan's administration, 12 per cent., and as a specie basis would undoubtedly have compelled us to pay, we should in 10 years have sunk the whole capital of the money borrowed, and still have had a heavy rate of interest to pay. Besides for a considerable time after the war broke out, the Government got full value for its currency and its loans; or the full equivalent in gold for its issues. And this is evident from a single fact, that numerous applications are being constantly made to Congress for relief by heavy contractors, who assert they have lost by their contracts, or in other words, the Government have been gainers by those contracts. This should not be left out of sight by those harping on our depreciated currency of the last two years.

These considerations induce us to repeat our remark in this place, that there is a splendid opportunity for a man of talent in the Treasury Department to put the finances of the country in the very best possible condition, especially as it is evident that the war is near its close. And if not, if it is protracted by the desperation of our opponents, several hundred millions more added to the present debt will not in the least impair the argument we have already made, nor the resources and ability on which it is founded.

The actual position of the National debt at this moment, including currency bearing no interest was communicated to a member of Congress on Monday last, in reply to a letter requesting the information.

Aggregate of debt bearing interest in coin	$1,087,550,438 80
Interest	63,433,131 45
Debt bearing interest in lawful money	608,576,952 44
Legal tender debt bearing no interest	433,160,569 00
Fractional currency	24,096,918 93
Total principal	$2,153,735,442 26
Total interest	93,131,901 86
Amount of unpaid requisitions	136,100,000 00
Amount in Treasury	$10,252,958 16
Balance	125,847,041 84

Thus it appears that the funded interest bearing debt is but $1,696,123,391 24, a much less sum than is generally supposed. If the war should close, and expenditures cease on their present large scale, it is clear that the payment of taxes would of itself absorb the outstanding legal tenders in a short time, which might be cancelled instead of being funded. If this could be effected, it would make a very material difference in our National monetary affairs, and we do not see why it may not be under the conditions named. It is understood, however, that a further loan of six hundred millions supposed to be in full of all possible further deficiencies, will be adopted by Congress, but we trust its authorization will be carefully limited to the actual necessity to arise.

Further taxation, and the rapid increase of the receipts from the internal revenue would give it would seem, a very large sum during the present year. At the same time retrenchment and economy in the public service should be seriously studied. Thus we object to all increase of salaries as a general rule, and to the grant of large sums of money for the painting of pictures for the adornment of the capital as has been recently proposed. So too, the numerous outlay for the increase of the Navy now large enough, should be checked. We have between 6 and 700 vessels in the service, and it will be utterly impossible after a few months to employ this great number.

It is noticeable that the Government securities have been in large demand the past week and at advancing rates. Under the active management of Jay Cooke, & Co., the 7-30s are being rapidly absorbed. The advantage of agencies is clearly seen in this as in previous instances. By this means information is widely discriminated among the people desirous of investing their surplus earnings large or small, The 5-20s have sold readily at 109 and a fraction above, and the 10-40s at 12½. Railway shares are steadier and advancing, confidence in them beyond all question being unimpaired among the large majority of holders. This is evident from the rise in Railway shares which will be found noted in our report of sales. Railway bonds are in demand at full prices. Money is easy and loans have been made at 5 per cent. without difficulty.

Our exports the past week have amounted to the very large sum of $7,078,813 against $3,546,130 for the corresponding week last year, of which first named sum $1,059,389 was in cotton.

The exports from the port of Baltimore for the same week were $291,027, and from Boston $488,138.

The balance in the Sub-Treasury on Tuesday, was $30,045,544 55.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Norwich and Worcester R. R., 101; McGregor Western 1st mort., 70¼; Milwaukee and St. Paul 1st mort., 85; Ohio 6s, 1875, 100½; do., 1881, 103; do., 1886, 103; Connecticut 6s, 99; Illinois War Loan, 99; Louisiana 6s, 60; Mariposa 1st mort., 52; Sixth Avenue R. R., 115; Brooklyn City Water Loan, 106; Central Coal Co., 46; Wyoming Valley Coal 60; Ashburton Coal, 15; Smith Parmalee Gold, 7¼; Quartz Hill Gold, 5; Fontinac Lead, 60; Atlantic Mail, 150; Manhattan Oil, 76; Heydrick, 16; Empire City, 5.07½; President, 4.75; Knickerbocker, 1.08; Oceanic, 3.55; Cherry Run, 90c.; Buchanan Farm, 1.92; Excelsior, 11, Germania, 98c.; High Gate, 99; Rynd Farm, 4.90; Tack Petroleum, 3.70; Devon, 1; McKinley, 8.90; Allen Wright, 9; Manhattan, 75c.; United States, 26; Mechanics' Bank, 110; Metropolitan Bank, 120; Shoe and Leather Bank, 107; 4th National Bank, 100; 9th National Bank, 107; Bank of Republic, 101; Continental Bank, 106; Importers' and Traders' Bank, 107½; Bank of Commerce, 110; Central National Bank, 104.

Philadelphia.—Reading mort. 6s, 98½; Chester Valley 7s, 42⅛; Pittsburg 5s, 78; Allegheny Co. coupon 6s, 76; Union Canal Interest bonds, 20⅛; Tremont Coal, 9; Big Mt., 5¾; New Creek, 1; Fulton, 6¾; Green Mt., 4; Swatara Falls, 5⅛; Clinton Coal, 1⅛; Locust Mt., 50; Lehigh Zinc, 4; Keystone, 1½; Connecticut Mining, ¼; Bank of Kentucky, 107; Northern Bank of Kentucky, 126; Farmers' and Mechanics' Bank, 143; Commercial Bank, 62; Girard Bank, 52; Manuf. and Mech. Bank, 82½; Atlas Oil, 1¼; Alcorn, 1; Bruner, 1.31; Bull Creek, 2⅛; Big Tank, 2; Crescent City, 1⅛; Corn Pl., 5⅛; Curtin, 14; Cherry Run, 28; Cow Creek, 2½; Caldwell, 6; Densmore, 6¾; Dalzell, 8⅛; Egbert, 3.69; Eldorado, 1⅞; Excelsior, 1⅛; Germania, 94c.; Hyde Farm, 4; Hibbard, 1¾; Howe's Eddy, 1⅛ Krotzer, 1½; Logan, 1½; McClintock, 6⅜; Mingo, 3⅛; McElheny 5⅛; Maple Shade, 24½; Mineral, 2¼; Noble and Delamater, 6½; Oil C. and C. R., 5⅛; Olmstead, 2⅞; Oil Creek, 6½; Organic, ¾; Plumbly Farm, 2; Phila. and Oil Creek, 1⅜; Perry, 3½; Pope Farm, 94c.; Royal Petro., 1½; Rock, ¾; Ross, 1½; St. Nicholas 4; Story Farm, 2; Seneca, 4; Sherman, 1¼; Story Centre, 5¾; Tionesta, 4; Tarr Homestead, 5⅜; Tarr Farm, 2.31; Union, 2¼; Walnut Island, 2.56. The latest quotations are: City 6s, 92½ @92⅝; do., new, 95¼@95½; State 5s, 92@92¼; do., coupon, 94@95; do., 6s, W. L., 101@101½; Phila., Wil. and Balt., 68¼; Reading, 57@57¼; do., 6s, 1870, 100½@102; do., bonds, 98@98½; Camden and Amboy, 142½@144; Penn. R. R., 63½@63¾; do., 1st mort., 106½@107; do., 2d mort., 103¾@104; Little Schuylkill R. R., 83½@40; Morris Canal, 90@90; do., pref., 126@127; do., bonds, 100@101; Wyoming Valley Canal, 64@65, do., 6s, 99@100; Susquehanna Canal, 13@13¼; do., 6s, 55@55; Sch. Nav., 25@27; do., pref., 33@33¼; do., 6s, 1882, 80½@85; Union Canal bonds, 66@68; Delaware Div. Canal 86@88; do., bonds,

90@95; Elmira and Williamsport, 80½@81½; do., pref., 48@50; do., 7s, 1873, 100@102; do., Chattle 10s, 74@75; Long Island R. R., 44¾@45; Lehigh Coal and Navigation, 63@70; North Pennsylvania, 28@37; do., 6s, 90@92; do., 10s, 112@112; Philadelphia and Erie, 25@25¾; do., 6s, 101@101; Minehill, 57⅛@57¼; Catawissa, 12@13½; do., pref., 31¼@32; Lehigh Valley, 74½@75; do., bonds, 99@100; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 65½@67; Race and Vine, 9@10; West Philadelphia, 70@70; Spruce and Pine, 30@32; Green and Coates, 29@30; Chestnut and Walnut, 45@50; Arch, 15@16; Thirteenth and Fifteenth, 20@23¾; Girard College, 23@24; Tenth and Eleventh, 45@46; Norristown, 58@58¼.

Boston.—Boston and New York Air Line 6s, 56; Northern (Ogdensburg) 1st mort., 95; do., 2d mort., 24½; Mad River and Lake Erie R. R., 6s, 1900, 63¾; Michigan Central 8s, 1882, 108; Conn. and Pas. River R. R. 6s, 96; Vermont Central 1st mort., 70; Troy and Greenbush guar., 53: Boston, Hartford and Erie 18¾; Cape Cod R. R., 75; Worcester and Nashua 96¾; New Hampshire 6s, 1884, 95; Massachusetts 6s, 119¾@121½; Rhode Island 6s, 99¼; St. Louis 6s, 95¾; Vermont 6s, 98; Portland 5s, 93½; do., 6s, 100; Chicago 7s, 103; Cambridge Water Loan, 92; Boston 5s, 118@119; Boston Water Power Co., 43¼; East Boston Co., 13⅞; Cary Imp., 11½; Essex Co., 98½; Franklin Coal, 55; Short Mt. Coal, 43¼; Potomac Coal, 8; Mammoth Vein Coal, 28¾@29¾; Belmont Coal, 10¾; Malden and Melrose Gas, 67; Fullet Farm Oil, 3; Buckingham Plumbago, 5; Macomb Lead, 1¼; Boston National Bank, 100¾; State Bank, 82; Merchants Bank, 118; Tremont Bank, 110½; do., Rights, 38½; City National Bank, 104¼; Union Bank, 129¼; Suffolk National Bank, 117; Globe Bank, 141; National Bank of Republic, 109¾; 3d National Bank, 104; Bay State Bank, Lawrence, 75; National Bank of Commerce, 114; New England National Bank, 116; Atlas National Bank, 109; Blackstone National Bank, 110¼; Railroad Bank, Lowell, 93½; Pawners' Bank, 117; 1st National Bank, 125; Acton Mining Co., 1⅛; Bay State, 15; Boston, 2⅝; Brome, 1⅞@2¾; Copper Falls, 30; Canada, 75c.; Dover, 2¾; Eagle River, 3; Forest City, 1; Hancock, 9; Hungarian, 1⅝; Huron, 43; Northwestern, 5; Ottawa, 22c.; Star, 4; Superior, 5⅛; Tremont, 2; Wickham, 10c.

Baltimore.—Marietta and Cincinnati bonds, 91; Western Md. bonds, 100½@102; N. W. Va. 3d mort., guar., 99; Santa Clara Mining Co., 22½; Bare Hill, 3.10; North State, 0.15; Springfield, 1.30; Maryland Copper, 0.70; Atlantic Coal, 1.30; Am. Gas Coal, 1.90; Lake Chrome, 0.40; Baltimore Chrome, 2.60; Penn. Oil, 2.10; Laurel Cannel Coal and Oil Co., 5.50; Balt. and Cuba Smelting and Mining Co., 200; Bank of Baltimore, 103¼; Mechanics' Bank, 21½; Farmers and Merchants' Bank, 43; Marine Bank, 33; Howard Bank, 10¼; Bank of Commerce, 24⅛; Union Bank, 70½. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 100@100; do., 1875, 100@105; do., 1880, 100@105; do., 1885, 103½@105; Northern Central, 51@54; do., bonds, 1885, 94⅛@95; N. W. Va., 00@05; do., 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 28@20; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 91@93½; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 84@85; do., guar., 100½@102; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 100@101; do., 1873, 104@108; do., 1875, 104@104; do., 1886, 102@102½; do., 1890, 104¼@104½; do., coupon, 104@104; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 16¼@17; Canton Co. 81½@83; Gardner, 0.50@0.90, Gas Coal, 1.50@1.90; Maryland, 0.70@0.75; North State, .10@.20; Springfield, 1.15@1.30; George's Creek, 107@115; Santa Clara, 21@23; Balt. Chrome, 2.30@2.50; Bare Hill, 2.05@3.10; Atlantic Coal, 1.30@1.30; Mineral Hill, 1.30@1.70; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.35@5.40.

The Steam Stone Cutter.

We call the attention of railway managers and contractors to this remarkable machine. It will do the work of thirty men, and do it better than it can be done by hand. It is certainly one of the greatest labor saving machines which has been brought out for many years. A short description will justify the universal opinion in its favor, by men who have tested it, and clearly show that it is a desideratum in cutting stone from their natural beds, for building or masonry purposes, or for excavations in heavy rock work. The machine is mounted upon a railway track, with cogs upon the inner sides of the rails into which the cog wheels of the machine work, thus giving a forward and backward motion. It is driven by a five-horse power engine, mounted upon the same track in rear of the machine. This track is moveable and is fastened upon the rock to be cut, by means of small, shallow holes drilled into the rock, and plugged with wood, and then a wood screw turned into the wooden plugs, through a section of the track.

The machine has sixteen drills eight feet long, composed of square bars of cast steel, and placed in gangs of eight each on each side of the machine. These gangs move up and down, through guide slides which are adjustable by means of a screw, so the drills can stand at a perpendicular or at any angle to forty-five degrees. The gangs are raised by a lever which is operated by a cam. At the opposite end of the lever a hidden spring is attached which gives the power to the stroke of the drill. Any desired power can be given to the drills, but in practice a crushing weight of about one thousand pounds has proved to be the most economical. Each gang works seventy to eighty strokes to the minute, giving the equivalent of twelve hundred strokes of a single drill per minute. Each drill is set lower in the gang than the preceding one, so that every drill cuts upon a step or stair instead of striking dead, like a common hand drill, and every blow throws off a chip.

The machine will cut from one-fourth to three-fourths of an inch deep at each stroke depending upon the hardness of the stone. It can be applied upon any kind of rock at any dip of the strata. It will be seen by this imperfect description that for heavy masonry work such as preparing stone for arches, culverts, bridges, etc., that an immense saving can be secured over the old methods as in making rock excavations the stone can be cut out in shape to use, and leave the sides of the excavation smooth and perpendicular only requiring cut through the rock sufficiently wide for the road bed.

The machine is coming into use where it has been tried, and is endorsed by some of the experienced quarrymen in the country—and will eventually be extensively applied in the great West upon the limestone formations for building and masonry purposes. The saving is immense over manual labor, and upon such works as the Pacific road and other great works it must prove in its line, as invaluable as the cotton gin to the planter.

The 7-30's.—Jay Cooke & Co.

The great success which has attended the previous agency of Jay Cooke & Co., in procuring subscriptions to the Government loans, has very properly led to their re-employment in the disposition of the 7-30's. They have entered upon the duties of their agency with their wonted zeal and activity, and with great success. Large sums are daily absorbed through their wide and popular arrangements, and we cannot doubt that the whole amount required will be rapidly subscribed. This particular loan is a desirable one, it is popular in its character, and invites all classes to sustain it, and through the agencies of Jay Cooke & Co., all have now the opportunity.

Personal.

Mr. Charles Minot having resigned the office of General Superintendent of the Erie Railway, has been appointed Consulting Engineer, and Mr. Hugh Riddle has been appointed General Superintendent. The resignation and appointments will take effect on the 1st day of March, proximo.

Mr. Harlow W. Chittenden, formerly Assistant Superintendent of the Middle Division, and recently of the Western Division of the New York Central Railroad, has been appointed General Superintendent, *vice* Hon. Chauncy Vibbard, resigned.

Mr. Samuel A. Black has resigned the position of Superintendent of the Oil Creek Railway, and accepted that of Assistant Superintendent of the Middle Division of the Pennsylvania Railway. Mr. David McCargo is Assistant Superintendent of the Pittsburg Division, and Mr. S. P. Darlington, of the Philadelphia Division.

Mr. E. C. Gibson, late Master Mechanic on the Oil Creek Railway, has been appointed Superintendent, *vice* Mr. Samuel A. Black, resigned.

Mr. F. W. Rankin, has been appointed Secretary of the New Jersey Railroad and Transportation Company.

Sorghum.—Its Uses.

Since the Sorghum plant has been introduced largely among our agricultural products, its uses and its value have become widely known. We see it was stated at a recent meeting of the Maryland Sorghum Convention, that from the cane, vinegar, and a very excellent wine, are obtained as well as molasses. The seeds are used largely to feed cattle, and are convertible into chocolate, and coffee, this last not being distinguished from the best Java. This form of its use is as follows. Saturate wheat bran thoroughly with Sorghum syrup, pour it in a pan, brown it lightly and it is ready for use.

Maryland and Delaware Railroad.

It is stated that the entire stock of the Maryland and Delaware Railroad has been taken by foreign capitalists, and that work on the road will speedily be resumed and the road built without delay.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of January, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$425,530 56	$161,399 90
Passengers	223,516 68	107,565 75
Express matter	7,800 00	4,600 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,504 11	2,201 93
Total	$684,259 68	$290,675 91
Increase		$393,583 72

The earnings of the Chicago and Northwestern Railroad in Jan., 1865 $535,675 18
Same period last year 273,875 56

Increase $261,800 88

The traffic receipts of the European and North American Railway for the month of Jan., 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$2,884 51	$3,423 66
Freight	4,020 67	5,770 22
Mails and Sundries	509 30	430 00
Total	$7,414 48	$9,623 88
Decrease in 1864		$2,209 40

The earnings of the Atlantic and Great Western Railway for Jan., 1865, were $319,711 00
January, 1864 207,298 00

Increase $112,413 00

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 4, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$21,879 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	75,512 00
Total	$100,515 00
Corresponding week, 1864	103,183 00
Decrease	$2,668 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 31, 1865, were:

	1865.	1864.
Passengers	$2,988 25	$2,523 56
Freight	1,480 41	10,082 56
Express	228 00	104 16
Mails	296 58	296 58
Total	$10,993 24	$13,006 86

Receipts from January 1 to Jan. 31:

1865	$44,715 73
1864	27,909 37
Increase	$16,806 36

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week of Feb., $112,934 73
Corresponding week of 1864 77,544 11

Increase $35,390 62

The earnings of the Chicago and Rock Island Railroad for the 1st week in February, 1865, were $63,141 00
Corresponding week of previous year 40,569 00

Increase $22,572 00

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1865 $68,181 00
Corresponding week of previous year 68,160 00

Increase $21 00

The earnings of the Marietta and Cincinnati Railroad for the 1st week in February:

	1865.	1864.
Passengers	$9,730 91	$6,600 68
Freight	6,890 82	9,952 97
Mail, express & telegraph	1,194 33	937 58
Total	$17,826 06	$17,451 85
Total for the fiscal year, commencing 1st Jan.	115,938 26	82,258 25

Commerce of Montreal.

We are indebted to the Montreal *Gazette* of the 23d ult., for a brief sketch of the commerce of that port for the fiscal and calendar year 1864, which informs us that notwithstanding enlarged importations, expectations had not been realized, and that it has been one of the dullest and most unprofitable experienced for several seasons.

The principal cause of this state of things it attributes to the low prices which have ruled, and are likely to obtain for some time to come, in timber and breadstuffs which constitute the chief articles of export, and to the falling off in the demand for manufactured lumber in the American market.

Trade, nevertheless, has generally been in a healthy, prosperous condition; comparatively few failures have taken place, and speculative tendencies been restricted to the lowest limits compatible with progress.

The exports also show a large decrease, amounting for the entire province to about seven millions of dollars, but as the crops were on the whole up to those of the previous year, it may safely be assumed that the decrease was not occasioned by deficiency, but rather to the desire to hold over for better terms than those current in the Summer and Fall of 1864—the light stocks held in Europe encouraging the belief in an immediate demand from that country, and a consequent improvement in prices at the port. The prospects for 1865 under these circumstances are considered very favorable, and a more flourishing trade is anticipated.

During the course of the Summer it became apparent that the Government estimates of customs would be greatly exceeded, the imports having already assumed unwonted proportions. The full returns of the year confirmed these anticipations, and the same results obtained in all the principal ports, Quebec excepted. In London the amount of duties collected during the year was $145,247, an average over the receipts of the previous year of $21,611; in Hamilton the increase of duties during the same period was $42,228; in Toronto $180,979; and in Montreal $975,371, or all but a million. In Quebec the duties collected increased only by the sum of $100,000 more or less. Such an increase is unprecedented in the annals of the country, and, although imposed at a period when the trade of the country was greatly depressed by external causes, was borne with great apparent ease. The total receipts collected at the Montreal Custom House amounted to $3,963,992 47, against $2,988,620 92 in 1863, being an increase of $975,371 55. The appended table will show the receipts monthly:

Jan	$142,069 84	July	$358,500 27
Feb	334,597 81	Aug	609,326 10
March	423,461 21	Sept	436,165 12
April	254,605 70	Oct	408,081 82
May	334,554 33	Nov	288,867 66
June	312,248 35	Dec	111,514 26
Total for 1864			$3,963,992 47

The total receipts for the last seven years were as follows:

1858	$1,673,503 14
1859	2,335,190 10
1860	2,452,248 91
1861	2,391,819 84
1862	2,490,026 38
1863	2,988,620 92
1864	3,963,992 47

The imports at the port for the fiscal year 1864 were valued at a total of $25,651,738. From the detailed list we select the following as representing their general character; premising, however, that the imports of Montreal like those of New York are, exceedingly diverse and furnish ample supplies for assorted cargoes:

	Quantity.	Value.
Whiskey, gallons	32,436	$20,915
Gin "	182,854	47,955
Rum "	38,038	12,625
Ale and beer in wood, gals.	337	1,246
" bottles, doz.	17,515	19,656
Brandy, gallons	125,074	151,974
Wine in wood, gallons	401,722	266,934
Wine in bottle, doz.	17,635	55,112
Tea, lbs.	5,084,937	1,845,793
Coffee, green, lbs.	628,374	94,353
Do. roasted	2,810	379
Chicory, lbs	935,430	3,847
Cocoa and chocolate	20,722	3,967
Spices	83,000	17,468
Dried fruits and nuts, lbs.	3,864,078	185,150
Prepared oils, gallons	216,175	156,653
Mustard, lbs	103,052	15,682
Soap, "	777,000	39,835
Candles, "		17,746
Refined sugar, lbs.	25,826	2,030
Raw " "	22,462,010	1,156,722
Molasses, gallons	1,480,684	338,330

The values only of the following are given:

Leather	$222,873
" Manufactured	81,998
Dressed skins	9,074
Boots and shoes	40,490
Saddlery	3,666
Chinaware	5,687
Earthenware	174,376
Glassware	106,536
Paints	86,590
Oils	156,653
Dry lead	26,856
Turpentine	26,840
Cottons	3,192,724
Linens	505,046
Woolens	4,423,807
Carpets	137,242
Thread, etc.	38,891
Hats, caps, etc	277,112
Hosiery	196,995
Shawls	62,221
Silks, satins, etc.	484,877
Parasols, etc	89,162
Cotton yarn, etc.	50,897
Clothing	36,796
Small wares	504,556

The following is a statement of quantity and value of other principal articles imported this year:

	Quantity.	Value.
Coal oil, gallons	63,782	$18,881
Confectionery, lbs.	69,826	10,467
Cordials	3,369	3,578
Cigars, lbs	230,257	160,386
" M	6,235	
Patent medicines		28,018
Snuff, lbs	5,271	1,183
Starch, lbs	262,756	12,934
Tobacco, manufactured, lbs.	7,119,691	11,110
Brooms and brushes		8,391
Cabinet ware		14,975
Carriages		8,282
Cider, gallons	31,588	1,919
Clocks		10,470
Cordage		29,290

Corks		12,893
Drugs		92,372
Essences and perfumery		18,657
Feathers		38,357
Millinery		19,801
Other fancy goods		111,827
Gunpowder		15,700
Glass, plated		137,469
Hops, lbs	65,161	15,304
Hardware		520,396
Locomotives		23,399
Maccaroni, lbs	59,302	4,056
Gold, silvered		41,856
Brass or copper		6,772
Leather or imitation		81,998
Wood not elsewhere specified		22,589
Musical instruments		50,001
Other machinery		43,481
Oil cloths		32,640
Paper hangings		38,079
Paper		70,705
Stationery		88,432
Tobacco pipes		15,905
Toys		14,169
Vinegar, gallons	81,903	17,010
Unenumerated articles		148,588
Copper in bars		23,718
Copper or iron tube, drawn		29,917
Cotton candle wick		30,496
Jewellery		130,927
Lead in sheets		12,306
Locomotive frames		47,699
Silk twist		22,028
Zinc		31,341

The following tables give comparative statements of the imports classified for the two last fiscal years:

Goods paying—	1864.	1863.
Specific duties	$89,796	$43,016
Specific and ad valorem	1,085,277	2,729,089
100 per centum		52,476
40 "		32,157
30 "	135,626	201,996
25 "	80,953	53,512
20 "	9,503,008	8,698,827
15 "	647	447
10 "	1,104,533	1,235,864
Coin and bullion—free	1,448,013	949,989
Merchandize—free	5,133,561	4,844,012
Total	$25,651,738	$18,841,885
Total value of dutiable goods imported in 1864		$19,070,164
Total value of free goods 1864		6,581,574
Aggregate bond and free		$25,651,738
Goods paid duty ex. ship		$11,896,827
" " ex. warehouse		5,950,380
Total value paid duty		$17,847,207
In warehouse Dec. 31, 1864		$1,975,435

The compilation given below shows the total value of imports for the seven years ending with 1864:

	Dutiable.	Total.
1858	$9,698,191	$11,584,072
1859	12,025,690	15,690,340
1860	12,305,910	15,479,458
1861	12,459,496	16,814,161
1862	12,492,741	20,529,839
1863	12,803,793	18,841,485
1864	19,070,164	25,651,738

We have as yet seen no statement of the aggregate export trade of the port for the year 1864. The details of the trade in produce, however, are given in full. The list shows a large falling off from the previous year, as before observed, but chiefly in grain and flour. The prices as compared with former years ruled very low and withheld stocks from market which would otherwise have been brought forward.

The following is a statement of the receipts of produce at Montreal from the 1st of January to the 31st December:

	1864.	1863.	1862.
Ashes, brls	41,987	44,593	37,507
Flour, brls	824,774	1,088,193	1,144,752
Wheat, bush	1,125,152	5,136,812	8,041,199
Indian corn, bush	100,430	788,969	2,649,135
Pork, brls	36,512	37,468	41,549
Butter, kegs	68,188	66,217	78,230
Peas, bush	304,759	540,590	465,326
Lard, kegs	11,298	7,598	4,440
Beef, brls	945	1,741	645

The exports of produce from Montreal during the same period (1st January to 31st Dec.) *via* the St. Lawrence, Portland and Boston, were:

	1864.	1863.	1862.
Ashes, brls	38,222	34,870	30,206
Flour, brls	424,556	606,732	632,764
Wheat, bush	2,355,600	3,776,507	6,992,093
Indian corn, bush	466	612,221	1,770,209
Pork, lbs	1,878	2,516	5,145
Butter, kegs	62,091	58,868	72,448
Peas, bush	197,562	746,169	707,117
Lard, brls	3,804	10,626	7,408
Beef, brls	1,470	2,482	864

The following statement shows the destination of the produce shipped at Montreal during the season of navigation:

	Wheat, bush.	Peas, bush.	Ashes, brls.	Flour, brls.
Liverpool	754,605	125,492	12,808	64,706
London	202,238	139,802	2,610	81,420
Other Eng. ports	162,831	78,152	10	1,486
Glasgow	947,741	86,977	12,260	168,533
Other Scot. p'rts	106,595	.....	241	18,019
Ireland	29,411	.....	.....	350
Cork for orders	119,181	.....	.....	53
Lower ports	88	12,366	5	69,814
Total 1864	2,323,740	441,789	27,429	344,481
" 1863	3,741,146	719,216	26,604	495,205

An enormous decrease is also observable in the item of Indian corn, only 259 bushels having been shipped this season, against 646,481 bushels in the season of 1863. The decrease and increase in other articles are shown in the following statement:

Wheat, bush. decrease	1864	1,417,406
Peas, "	do.	277,427
Flour, brls. "	do.	150,724
Ashes, " increase	do.	825

We give the total shipments of grain and flour from the undermentioned ports for the year 1863 and 1864. They give but a very imperfect idea of the trade at these different points. Nearly the whole of the exports here reported are to the United States:—

	Flour brls.		Grain bushels.	
	1863.	1864.	1863.	1864.
Goderich	36,142	23,547	87,393	133,255
Chatham	1,495	29	221,077	95,967
Clifton	82,718	33,754	33,995	14,767
Oakville	992	1,307	104,261	47,051
Oshawa	693	7,144	49,275	112,508
Whitby	3,500	4,000	182,165	407,686
Newcastle	.....	441	72,440	81,511
Cobourg	.....	.....	89,566	77,536
Belleville	.....	.....	277,414	57,199
Gananoque	5	147	199	7,481
Brockville	.....	50	2,624	28,508
Total	125,545	70,419	1,070,409	1,063,864

As the principal avenue of the internal trade of Montreal, the Lachine Canal deserves a special notice. The canal opened on the 8th May, and closed on the 3d December.

The following shows the number of trips upwards during the years 1863 and 1864, distinguishing steamers and sailing vessels:

		No.	Tons.
Steamers	1863	1,067	119,341
"	1864	1,207	130,247
Sailing vessels	1863	4,364	372,420
"	1864	3,941	341,623

The number of trips downwards to Montreal through the canal during the same years were:

		No.	Tons.
Steamers	1863	1,082	122,038
"	1864	1,211	132,874
Sailing vessels	1863	4,215	388,705
"	1864	3,788	356,063

The passengers carried compare as follows:

	1863.	1864.
Upwards	7,587	6,756
Downwards	16,844	14,764

The following is a summary of the tolls collected in the two years:

	1863.	1864.
Upward tolls	$21,851 98	$18,000 41
Downward tolls	69,149 69	41,216 30
Other dues	10,838 81	8,612 48
Amount of drawback	.....	11,259 69
	$101,335 48	$79,088 48

"From this exhibit it will be seen that there was a large decrease in nearly every branch of business by the canal, the inland navigation partaking in the general dullness observable in the operations at the port throughout the season.

Construction of Statute.—Pecuniary Loss.—Reasonable Expectation.—Damages.

The late case of Pym *vs.* The Great Northern Railway Company, was an action brought by the plaintiff as administratrix, &c., against the defendants, to recover compensation for the loss sustained by plaintiff, (she being the intestate's widow) and her younger children, in consequence of the death of the intestate, who was killed by an accident to a railway carriage of the defendants in which he was travelling, occasioned, as was alleged, by the negligence of the defendants, or their servants.

The circumstances of the deceased were as follows: He was tenant for life of an estate in land, the value of which was a little short of 4,000*l.* a year. By the provision a settlement, executed in 1847, a jointure of 1,000*l.* a year was settled on his wife, and a sum of 20,000*l.* was secured to the younger children on his death. The estate itself passed under the entail to his eldest son. The personal property amounted to about 3,400*l.* He left 8 younger children, all under 12 years of age. The Lord Chief Justice left to the jury to say whether the death of the deceased was occasioned by the negligence of the defendants or their servants, and told them that, in estimating the amount of damages, they must not take into consideration any pain of mind or wounded feeling caused to the widow or children by the death, and must assess damages *solely* as compensation for *pecuniary* loss sustained by them in consequence of it. He told them that they might take into consideration the loss of the advantages, of superior education, social position, and personal comforts, of which the father's income, had he lived, would have secured the benefit and enjoyment to the family; and also the loss of that provision, which it was to be presumed that the deceased, as a prudent father of a family, would have made by saving from his income for the benefit of his wife and younger children.

The jury found a verdict for the plaintiff, damages 18,000*l.*; apportioning 1,000*l.* for the widow,

and 1,500*l.* for each of the younger children. No compensation was awarded to the elder son he having succeeded to the landed property of the deceased under the entail.

The defendant's counsel obtained a rule, in pursuance of leave reserved, to enter a verdict for the defendants, or a non-suit, on the ground that there was no cause of action established by the evidence; or for a new trial, on the ground that the damages were excessive. The rule was accordingly argued.

The 9 and 10 Vict. C. 93 entitled "An act for compensating the families of persons killed by accidents," after reciting that "no action at law is now maintainable against a person who by his wrongful act, neglect, or default may have caused the death of another person, and it is oftentimes right and expedient that the wrong doer in such case should be answerable in damages for the injury so caused by him," enacts.

Sec. 1. "Whensoever the death of a person shall be caused by wrongful act, neglect, or default, and the act, neglect, or default is such as would (if death had not ensued) have entitled the party injured to maintain an action and recover damages in respect thereof, then and in every such case the person who would have been liable if death had not ensued, shall be liable to an action for damages, notwithstanding the death of the person injured, and although the death shall have been caused under such circumstances as amount in law to felony."

Sec. 2. "Every such action shall be for the benefit of the wife, husband, parent, and child of the person whose death shall have been so caused, and shall be brought by and in the name of the executor or administrator of the person deceased; and in every such action the jury may give such damages as they may think proportioned to the injury resulting from such death to the parties respectively for whom and for whose benefit such action shall be brought, and the amount so recovered, after deducting the costs not recovered from the defendant, shall be divided amongst the before mentioned parties in such shares as the jury by their verdict shall find and direct."

The plaintiff's counsel showed cause, and the defendants' counsel were heard in support of the rule.

The judgment of the court was delivered by Cockburn, C. J.—In this case it was objected on the part of the defendants, first, that the plaintiff was not entitled to recover in point of law; secondly, that, even if the plaintiff was entitled to recover, the damages were excessive. (The chief justice here stated the facts.)

The heads of loss mainly relied on by the plaintiff were, first, the loss of the advantages of superior education, and of the social position and personal comforts of which the father's income, had he lived, would have secured the benefit and enjoyment to the family; secondly, the loss of that provision which it was to be presumed that the deceased, as a prudent father of a family would have made by saving from his income, for the benefit of his wife and younger children.

The jury, who were properly directed, if they considered the fact of negligence, as established, to estimate the damage with reference to pecuniary loss alone, assessed the damages at 13,000*l.*, being 1,000*l.* for the widow, and 1,500*l.* for each of the children.

It is objected on the part of the defendants, that, independently of the amount of damages, the verdict cannot stand; first, because the case does not come within the terms of the statute 9 and 10 Vict. c. 93; secondly, because the loss, even if a pecuniary loss at all, is in the present instance too uncertain and remote to be properly the subject of compensation under the statute.

In support of the first of these grounds of objection, the language of the first section of the act was relied on; and it was contended that, inasmuch as if death had not ensued from the effects of the accident, the deceased could have had no right of action against the company in respect of a pecuniary loss arising only on his death this action could not be maintained by the representative, inasmuch as the right of action is given only where the deceased could have maintained an action if death had not ensued.

We were at first struck with this argument, but, on consideration, we are of opinion that the condition that the action could have been maintained by the deceased if death had not ensued has reference not to the nature of the loss or injury sustained, but to the circumstances under which the bodily injury arose, and the nature of the wrongful act, neglect, or default complained of. Thus if the deceased had, by his own negligence, materially contributed to the accident whereby he lost his life, as he, if still living, could not have maintained an action in respect of any bodily injury, notwithstanding there might have been negligence on the part of the defendants, the present action could not have been supported. But supposing the circumstances of the negligence to have been such that, if death had not ensued the deceased might have brought his action in respect of any injury arising to him from it, we are of opinion that his representative may maintain an action in respect of an injury arising from a pecuniary loss occasioned by the death, although that pecuniary loss would not have resulted from the accident to the deceased had he lived.

As to the second head of objection, we are of opinion that as the benefit of education, and the enjoyment of the greater comforts and conveniences of life depend on the possession of pecuniary means to procure them, the loss of these advantages is one which is capable of being estimated in money, in other words, is a pecuniary loss; and therefore the loss of such advantages arising from the death of a father whose income ceases with his life, is an injury in respect of which an action can be maintained on the statute.

A fortiori, the loss of a pecuniary provision, which fails to be made owing the premature death of a person by whom such provision would have been made had he lived, is clearly a pecuniary loss for which compensation may be claimed.

It is true that it must always remain matter of uncertainty, whether the deceased person would have applied the necessary portion of income in securing to his family the social and domestic advantages of which they are said to have been deprived by his death; still more, whether he would have laid by any and what portion of his income to make provision for them at his death. But, as it has been established by the case decided upon this statute, that, if there be a reasonable expectation of pecuniary advantage, the extinction of such expectation by negligence occasioning the death of the party from whom it arose will sustain the action, it is for a jury to say, under all the circumstances, taking into account all the uncertainties and contingencies of the particular case, whether there was such a reasonable and well founded expectation of pecuniary benefit as can be estimated in money, and so become the subject of damages in such an action.

We are not insensible to the argument *ab inconvenienti*, founded on the very serious consequences which might ensue to a railway company, in the event of a fatal accident happening from negligence to an individual of very large fortune. But we think this is rather for the consideration of the legislature, as to whether any limit should be put to the liability than for us. We see no difference in principle between such a case as the present, and that of a claim by the family of an artisan for the loss of the advantages arising from their father's earnings, in which case it is not doubted that the action may be maintained.

As regards the amount of damages we are led to think that the sum awarded by the jury is too large. Considering that by the settlement, provision is already made on the father's death for the widow and children, that it is uncertain how far the deceased would have added to their provision by saving from his income for their benefit, and that any such provision, whether under the settlement or otherwise, would not have come to them till the father's death, while, on the contrary, both the money secured by the settlement and the compensation awarded by the jury now become realized at once, we think the amount of the damages, so far as the children are concerned, too large. We suggest, while the sum awarded to the widow should stand, the amount awarded to the children should be reduced from 1,500*l* to 100*l*. If this should be assented to on the part of the plaintiff, the verdict will be reduced to 9,000*l*., and the rule will be discharged; if not, the rule will be absolute for a new trial, on the ground that the damages found by the jury are excessive.

Plaintiff's counsel consented to reduce the damages accordingly.

Rule discharged.

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American Railroad Journal.

New York, Saturday, February 25, 1865.

Liabilities of Railroad Companies.—How far Companies are Excused for Loss or Injuries by "The Act of God," or "Public Enemies."

It is a general rule, that a person undertaking the performance of a service for another is not responsible (in the absence of a special contract,) for losses or injuries resulting from *inevitable accident*, or *irresistible force*. By "inevitable accident," commonly called "the act of God," is meant any accident produced by any physical cause which is irresistible; such as a loss by lightning or storms, by the perils of the seas, by an inundation or earthquake, or by sudden death or illness. By "irresistible force" is meant such an interposition of human agency, as is, from its nature and power, absolutely uncontrolable; such as the inroads of a hostile army, or by public enemies, pirates, &c. Robbery by force is also deemed irresistible. (*Story on Bailments*, § 25.) So an accident which could not have been avoided by the exercise of the utmost care and vigilance, will not render the party liable for injuries caused to others thereby.

We shall, in this article, give a number of instances in which the Courts have held accidents inevitable, and have excused parties from liability therefor; and shall endeavor to adduce therefrom the principle upon which the Courts will act in such cases.

In applying these principles to railroads, it must be carefully distinguished that, generally speaking, railroad companies sustain two distinct characters, which in no small degree govern and regulate their liability. The first is as carriers of goods, technically known as *Common Carriers*; and second as *Carriers of Passengers*.

I.—CARRIERS OF GOODS.

As carriers of goods, or common carriers, their liability for damage or loss to the goods is of quite a different nature from their liability as carriers of passengers for injury to the person of the passenger. In the former relation, they are to be considered as *insurers* of the goods, and they can only be relieved from that liability by proving that it was beyond the power of man to prevent the loss or damage. In the language of Chief Justice BEST, a very eminent English Judge, when goods are delivered to a carrier, they are usually no longer under the care of the owner; he seldom follows, or sends his servant with them to the place of their destination. If they should be lost or injured by the grossest negligence of the carrier or his servants, or stolen by them, or by thieves in collusion with them, the owner would be unable to prove either of these causes of loss. His witnesses must be the carriers servants; and they, knowing that they could not be contradicted, would excuse their masters and themselves.

To give due security to property, therefore, the law has added to that responsibility of a carrier, which immediately rises out of his contract to carry for a reward, namely that of taking all reasonable care of it, the responsibility of an insurer. "From his liability as an insurer, the carrier is only to be relieved by two things—the act of God and the king's enemies." (Riley *vs.* Horne, 5 Bing. R., 217.) In questions, therefore, as to the liability of a carrier, the point ordinarily is not so much, whether he has been guilty of negligence or not, as whether the loss comes within either of the accepted cases.

The risks therefore which a common carrier takes in the carriage of goods, are for all losses, except those occasioned by the act of God or public enemies, in other words, by inevitable accident or irresistible force; and it becomes necessary to inquire—1. What are and what are not, losses by the act of God. The act of God means something in opposition to the act of man; for everything may be said to be the act of God that happens by his permission. (Forward *vs.* Pittard, 1 T. R., 33.) But a loss by fire, not arising from the act of God, as for example, a loss arising from a conflagration in a city, without any fault whatsoever on the part of the carrier, will furnish no excuse for the carrier; for it does not fall within the exception. (Hyde *vs.* Trent Navigation Company, 5 T. R., 389; Gotliffe *vs.* Brown, 4 Bing., Nav. Co., 314; Miller *vs.* Steam Navigation Co., 10 N. Y., 431; 10 Barb., 612.)

But although the immediate cause of the loss, damage or delay may have been some inevitable accident, such as a snow storm, or some irresistible force, such as pirates or armed bands of robbers, yet if it should appear that the effect of these could have been avoided by the exercise of proper precautions, the carrier will be liable. Thus if the engineer of a railway train should rashly run his train upon a bridge over a stream which was greatly swollen and tossed by the wind, and while on the bridge it should be carried away by the force of the wind and waters, and a loss of the train with its freight should ensue, the company might doubtless become chargeable on account of the temerity and imprudence of the engineer. Thus in a case in England, (Amies *vs.* Stevens, 1 Str., 128,) a bargemaster who rashly "shot" a bridge, when the weather was tempestuous, by which his cargo was lost, it was held that he was liable. But the Court remarked that it would be otherwise, if using all proper precautions, he should shoot a bridge at a proper time, and the barge should be driven by the force of the current or by the wind against a pier, and thereby the goods should be lost; for then it would be esteemed a loss by mere casualty.

So too, where by an unreasonable delay in the transportation of goods, they are exposed to a flood of unusual violence, and are thereby damaged, the carrier is liable; for if there had been no delay the goods would not have been exposed to

the peril. This was the ruling of the Court in a case against "Spaulding's Express," in the Superior Court of this city in 1859. (5 Bosw., 395.) There the defendant agreed to carry 86 cases of goods from New York to Louisville. Eighty-one of these cases were safely carried and delivered. The five others were allowed to remain in the depot at Albany for a few days. During the night the Hudson River rose suddenly four feet higher than it had ever before risen, and submerged the floor of the depot where the five cases were deposited, damaging them to a considerable extent. The Court said, that if the defendant had carried these five cases as he did the others, instead of leaving them behind, they would have escaped the flood; and therefore, although the flood was "inevitable," the defendant should be held liable.

So too, a loss occasioned by an obstruction in a river, produced by mixed causes, and which is not the result of the operation of natural forces upon natural objects alone, as the shores or the bottom, is not, in a logical or legal sense, the act of God. Thus, where a steamboat was wrecked in the Hudson, by running upon the mast of a sunken vessel which had been capsized and sunk by a violent storm, a day or two before, it was held that the owner of the steamboat was liable for property lost by the sinking of the steamer (Merrit *vs.* Earle, 31 Barbour, 38).

The exemption of a common carrier from the performance of his duty by the act of God is said to extend no farther than is necessary for the purposes of justice. The carrier must fulfill his obligation as nearly as the act of God will allow. (Williams *vs.* Vanderbilt 29 Barb, 491.)

The principle is general, therefore, that the contract of the carrier is to carry safely, and he must show, in order to excuse his failure to do so, that his loss or damage was beyond his control, by the exercise of all acts that could be done under the circumstances. Thus, the freezing of perishable articles by reason of an unusual intensity of cold is not such an intervention of providence as excuses the carrier, if it appears that the accident might have been prevented by the exercise of due diligence and care on his part. Doing what is usual is not sufficient to exempt him from the charge of negligence. He must show that he has done all that was necessary to be done under the circumstances.

We think this branch of the subject has been sufficiently elucidated, and that the principle is established, that the inevitable accident which can excuse a common carrier for loss, damage or delay, must be the immediate and proximate cause of the destruction or damage; and that it must be such that no reasonable foresight or precaution could have prevented it.

2. What is the irresistible force which will excuse a carrier? Losses, which are occasioned by robbing or by the depredations and violence of mobs, rioters and insurgents and other felons are not deemed losses by "public enemies." By "public enemies" is meant those with whom the nation itself is at open war.

It is to be remarked that carriers are responsible only for the exertion of *due diligence* in respect to the *time of delivery*. They may excuse *delay* in the delivery, by proving accident or misfortune, although not inevitable or produced by the act of God. And as it is within the scope of this article to treat only of such inevitable accidents or irresistible forces as will exempt carriers from liability for losses, we shall not go at length into that subject.

H. Carriers of Passengers.

The liability of a common carrier of passengers is somewhat different, as before remarked, from that of a carrier of merchandise. In the latter character, a railroad company, taking freight for transport, has absolute control over it while in their custody; it can be fastened, as has been said, with ropes, or be placed in boxes, and put under lock and key. But, as a carrier of passengers, it must leave to the passengers some power of self direction, some freedom of motion, some care of themselves. Upon this ground is founded the well established rule, that, instead of being liable for all losses, except those resulting from the act of God or the public enemy, only that degree of care and diligence of the carrier is required which a reasonable and cautious man would use. The contract to carry passengers differs from that to carry freight only in this, that, in the latter case, the carrier is responsible at all events, except for the act of God and the public enemy; while in the former case, his liability is limited by various considerations, such as negligence on the part of the plaintiff, violations of the rules of the company, and others, which were considered in a former article. The carrier is also exempt from liability on account of personal injury to a passenger occasioned by inevitable accident, or by irresistible force.

In addition to the examples of inevitable accidents which we have already given, we shall give a few others, sufficient to enable the reader to form a general idea of the character of such as may be denominated inevitable. It was long held that a carrier of passengers was not liable for an accident arising from a concealed or impalpable cause, which it was impossible by search and examination to discover and prevent. (Ingalls *vs.* Bills, 9 Mit., 1; Camden and A. R. R. Co. *vs.* Burke 13 Wend., 626, Hollister *vs.* Newton 19 Wend., 236; Christie *vs.* Griggs, 2 Camp., 79.) But the court of appeals in this state has gone far to modify this rule. In the case of Hegeman *vs.* The Western R. R. Corporation, 13 N. Y. R., 9, it was held that the degree of precaution, care and skill required of a carrier of passengers by stage coaches, in the preparation and management of the means of conveyance is not a test of that which is required of those engaged in transporting persons at a high rate of speed, by means of steam power, upon a railway. The *utmost* precaution, care and skill are therefore required of a railway company to see that their cars and engines are well and properly built. Thus in that case, when a passenger in a car was injured by the breaking of one of the axles in consequence of a latent defect, which could not be discovered by the most vigilant external examination, the company was held responsible to him for damages, although it purchased the car from extensive and skillful car makers, and the axle was procured from a manufacturer of skill and reputation, it being proved that the defect could have been discovered in the process of manufacturing the axle or car by the application of a test known to men skilled in such business. It was also held by the court in that case, that it went to show the company's negligence that the peril might have been avoided, if they had used on their cars the safety beam, shown to have been, at the time, already in use on other roads for a considerable period. It is a question for the jury to determine whether they were not guilty of negligence in not ascertaining the utility of such an improvement, and adopting it to protect passengers from injuries by accidents to which cars are liable. In a case in 1859 against the Harlem Road (19 N. Y. R. 127) it was held that a railroad company is liable for damages for an injury resulting to a person lawfully using its road, for its neglect to introduce any improvement in its apparatus —(e. g, the "frog and guard rail," instead of the "short switch") which it knows to have been tested and found materially to contribute to safety.

These cases will show the general drift of the law in this state as to the liability of companies for defects in the construction of their cars or rails, and we leave the subject with our readers for their reflection and their own inferences.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1863 and 1864, have been as follows:

	1863.	1864.
From passengers.. } " freight..... }	$1,149,842 61	$1,409,685 45
" rents.....	19,328 90	18,057 99
" mails.....	14,522 50	13,189 95
" interest, etc....	19,560 04	31,101 69
	$1,202,654 05	$1,471,985 08
Expenses, viz:		
Repairs of road.....	$76,327 26	$95,643 86
" engines.....	47,748 61	87,668 73
" cars.....	58,973 51	69,687 67
" buildings....	17,603 73	48,233 76
" bridges.....	7,072 64	11,162 61
Fuel.....	81,645 50	133,941 23
Oil and waste.....	7,346 91	17,435 46
Passenger expenses	63,986 96	101,957 75
Freight "	142,409 71	164,289 05
Wages of watchmen, switchmen and signalmen.....	16,426 63	18,574 09
Taxes and insurance....	14,876 69	17,909 74
Renewals of iron.....	41,522 99	56,103 93
Gratuities and damages.	11,631 78	9,727 95
Rent to Agricultural Branch.....	13,016 26	15,534 09
Salaries, etc.....	86,255 59	42,376 25
Pass., house, Boston....	22,971 23	.....
New repair shop.....	16,090 69	.....
U. S. tax on receipts....	18,389 60	29,366 42
" revenue stamps...	.....	912 30
State tax 1 1-6 per cent.	.....	64,045 56
	$714,296 29	$984,520 45
Net income.....	$488,357 76	$487,464 63
Deduct dividend, 10 per cent including government tax on same.....		473,684 20
Surplus from income undivided		$13,780 43

The gross receipts have exceeded those of last year by $269,331 03; the expenses by $270,224 16. The United States government tax on receipts and dividends was $53,050 62. The new state tax of 1 1-6 per cent $64,045 56. These are now and additional burdens caused in part by the exigencies of the times. The prices of labor, fuel and all materials used for repairs, have been by the same causes enhanced to an unprecedented extent. The labor rolls exceed those of last year by 28½ per cent; of materials for repairs by an average of 22 per cent.

The number of miles run by passenger trains

has been 413,488; by freight trains, 223,169; by other trains, 1,865—total miles run, 638,522—an increase over the previous year of 65,008. The number of passengers carried in the cars has been 2,141,198; do., carried one mile, 39,901,252; do., carried one mile to and from other roads, 15,205,964. Tons of merchandise carried, 458,320; do., carried one mile, 17,823,725; do., carried one mile to and from other roads, 14,569,622. Increase in passengers carried, 561,693; increase in passengers carried one mile, 10,476,223. Increase in tons of merchandise carried, 44,589; increase in tons of merchandise carried one mile, 1,633,480. The report says:

We have completed our Car-repair shop in Boston at a cost of $5,740; built a Car-shed, at a cost of $5,332; a stable, at a cost of $4,446; also, a Car-shed and Engine House on Milford Branch, at Framingham, at a cost of $6,273.

The Road, Road-bed, bridges and rolling stock were never in a better condition.

We have added to our rolling stock seven new Passenger Cars, built in our own shop, of the best materials, and in the most substantial manner.

We have also added to our equipment of Locomotive Engines two, built to order by William Mason, of Taunton, which prove to be the best ever placed upon the road.

FINANCES.—ASSETS.

Cash	$25,017 95
Loans on collateral	466,300 00
Notes receivable	30,264 27
Bills receivable	117,852 08
Balances due from other roads and individuals	38,576 42
Land not included in construction account	100,028 28
Fuel, iron, sleepers, and materials on hand	173,294 12
	$951,333 07
Deduct Jan. dividend, 5 per ct. and Gov't Tax on same $236,842 10	
Balances due other roads and individuals 229,060 97	
	465,903 07
Leaving a surplus of	$485,430 00

The Grand Junction Bonds, &c. ($106,176 65) are not included in the above assets.

The petition for the consolidation of this and the Western Railroad, referred to in our last Report, was fully heard by the Joint Committee of the General Court on Railways, a majority of whom reported against it. A report by a minority of the committee, recommending the passage of an act for the purpose, was also submitted, but the report of the majority was adopted by the Legislature.

The equipment of the road consists of 32 locomotives; 51 8-wheel, and 1 4-wheel passenger cars, also 2-5 of 5 on steamboat train, and 44-234 of 23 on land route trains; 9 8-wheel baggage cars—also 2-5 of 2 on steamboat, and 44-234 of 11 on land route trains; 302 8-wheel and 9 4-wheel merchandize cars.

BALANCE SHEET NOV. 30, 1864.

Construction main road	$3,708,911 05
" branches	353,672 63
Equipment, engines and cars	437,416 32
Fuel and materials for repairs	173,294 12
Grand Junction Railroad Bonds	100,000 00
" " " Accounts	6,176 65
Balances due from other roads, etc.	38,576 42
Land not in Construction Account	100,028 28
Notes receivable	30,264 27
Bills receivable for uncol'ted freight	117,852 08
Loans on collateral	466,300 00
Cash	25,017 95
	$5,557,509 72
Assessments for capital	$4,500,000 00
Div. No. 59, payable January 1, 1865	236,842 10
Unclaimed dividends	22,750 48
Balances due to other roads, etc.	206,310 49
Depreciation—engines, cars and buildings	38,198 03
Reserved Income	553,408 62
	$5,557,509 72

President.—GINERY TWICHELL.

Directors.—Ginery Twichell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claflin, George P. Upham.

Superintendent.—E. B. PHILLIPS.

Treasurer.—HORACE WILLIAMS.

Housatonic Railroad.

The receipts and expenses of this road for the years ending December 31, 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From freight	$190,894 62	$263,476 82
" passengers	112,804 24	147,849 48
" mail	7,186 00	7,186 00
" express	4,375 00	4,791 67
" rents	3,257 81	576 67
" wharfage	1,112 20	452 85
" dividends	1,798 52	1,085 17
" cars and engines	3,836 00	.....
" rent of cars	461 77	1,229 07
" miscellaneous	3,812 50	1,870 00
	$329,538 66	$428,517 73
Expenses, viz:		
Repairs of road	$49,031 57	$47,035 28
" engines	4,845 36	8,605 88
" cars	8,802 71	19,121 94
" build'gs, etc.	5,218 05	3,529 55
Wood	19,682 20	60,707 17
Coal	868 69	6,004 85
Oil and waste	2,823 76	5,815 56
Freight expenses	24,723 79	40,355 83
Passenger "	15,271 72	17,667 99
General "	9,802 61	6,688 24
Damages	1,076 74	4,171 67
Miscellaneous	2,454 55	3,589 22
	$144,601 75	$180,293 18
Balance	$184,936 91	$248,224 55
From which deduct—		
National, State and other taxes	$10,730 50	$21,440 27
Rent of Stockbridge and Pittsfield Railroad	31,409 00	31,409 00
Rent of Berkshire Railroad	42,000 00	42,000 00
Rent of West Stockbridge Railroad	893 26	674 17
Interest	509 92	1,346 28
Coupon interest	14,630 00	14,000 00
Sundry items charged to profit and loss	7,465 14	652 50
	$107,637 82	$111,522 22
Net gain	$77,299 09	$136,702 33
Dividend on preferred stock	94,400 00	94,400 00
	$17,100 91	$42,302 33
Balance from previous year	323,344 56	306,243 65
Total amount at credit of profit and loss Dec. 31	$306,243 65	$348,545 98

Compared with 1862 the gross earnings of 1863 show an increase of $45,053 97; with an increase in expenses of $25,383 41—making the increase in net earnings $19,670 56.

Compared with 1863 the gross earnings of 1864 show an increase of $98,979 07; with an increase in expenses of $35,691 43—making the increase in net earnings $63,287 64.

The operating expenses of 1864 were 42.08 per cent. of the gross receipts, against 43.88 in 1863, and 41.90 in 1862.

The company have 10 locomotives; 12 passenger, 6 baggage, and 266 freight cars.

The number of miles run by engines in 1864 was 203,329; in 1863, 183,257. The report says:

It has been deemed necessary, by your directors, to establish a line of steamers between this place and the city of New York, and in pursuance of this policy the sum of $26,000 has been subscribed to the stock of the Housatonic Transportation Company, a joint stock corporation organized under the laws of this State, with a capital of $30,000, and the further sum of $71,080 58 has been loaned the said company and has by them been invested in the purchase and repairs of the Propeller "Capt. A. H. Bowman," and the side wheel Steamer "Stamford," and in the re-building of Pier No. 35, East River, New York, which has been leased for the term of five years with the privilege of ten. For the above indebtedness we hold the note of the said company, secured by mortgage for $70,000 on both the boats. It is believed that this investment will prove to be a profitable one; but the real reason for making it, existed in the necessity for having under our control some sure and satisfactory means of getting our freight transported to and from New York. In the absence of such facilities, there would be great and constant danger of having the business of our road, especially in the winter season, seriously diminished by the want of transportation by water, as was the case in the winter of 1863–'64.

The indications at present are that the earnings of the present year will exceed 8 per cent., and may reach 12, but it depends much on the condition of our manufacturing business.

CONDENSED BALANCE SHEET.

	1863.	1864.
Road and equipment	$2,439,775 33	$2,439,775 33
Real estate	13,804 30	15,804 30
Wood lots	8,828 02	1,919 06
Materials on hand	34,245 91	41,004 92
Bills receivable	768 46	74,637 34
Stockbridge & Pittsfield R. R. stock	13,230 00	2,200 00
Housatonic preferred stock	10,000 00	425 00
Housatonic Transp. Co. stock	.....	26,000 00
Sinking fund	8,438 24	18,838 24
Sundry accounts due the company	20,830 05	40,764 87
Cash	19,124 99	24,058 62
	$2,563,545 30	$2,685,427 67
Capital stock, old	$820,000 00	$820,000 00
" preferred	1,180,000 00	1,180,000 00
Bonds due 1877	191,000 00	191,000 00
Bills payable	21,899 89	47,899 89
Sundry accounts due by the company	42,958 75	95,546 16
Accumulated sinking fund profits	1,443 01	2,435 64
Profit and loss	306,243 65	348,545 98
	$2,563,545 30	$2,685,427 67

Pres't and Sup't.—CHARLES HUNT, Huntsville, Conn.

Directors.—Charles Hunt, Geo. B. Hunt, George W. Peet, Daniel Marsh, Chas. M. Owen, Morris Ketchum, D. Leavitt, John L. Stuart, Nathaniel Thayer.

Assistant Sup't.—R. H. BOOTH, Canaan, Conn.

Treasurer.—CHARLES K. AVERILL, Bridgeport.

☞ The New Jersey Railroad Company have asked for a supplement to their charter, authorizing them to increase their capital stock to $6,000,000, which increase shall be divided into shares of fifty dollars each.

Business Failures During the Year 1864.

The following statement from the Annual Circular of Messrs. R. G. Dun & Co., of this city, shows only 510 failures in 1864, with liabilities amounting to $8,579,700, which by comparison with previous years, exhibits a remarkably healthy state of the trading community. The number and liabilities of failures in the Northern States for the past eight years have been as follows:

	Number.	Liabilities.
1857	4,257	$265,818,000
1858	3,113	73,608,747
1859	2,959	51,314,000
1860	2,733	61,739,474
1861	5,935	178,632,170
1862	1,652	23,049,300
1863	495	7,899,000
1854	510	8,579,700

In submitting these figures, Messrs. Dun & Co., call attention to the fact of a large diminution in the amount of annual failures since the rebellion broke out. This is attributed mainly to that rigid caution which has obtained in our business community in dispensing credits, and to the increased values of stocks on hand. The immense and general prosperity of all branches of agriculture has augmented the wealth of the trading classes, and the scarcity of labor, suitable to the requirements of the mechanical interests, has tended to increased wages, and enhanced receipts of the operating classes. These, the principal consuming interests, on account of their vast number, and constituting as they do the material wealth of the country, have created an unusually large expenditure, through the channel of the retail trade, and yielded returns that enabled this class of merchants to meet their obligations promptly to the jobber. The latter has, therefore, been prompt with the importer and commission merchant. Hence, the natural conclusion must be that each, acting in harmony with the other, has produced a more satisfactory result than could have been anticipated by even the most sanguine.

The following table from the Circular will show the estimated wealth of the merchants, manufacturers and traders throughout the Northern States:

	Business Houses.	Wealth.
Connecticut	5,832	$145,688,000
Delaware	1,150	24,701,000
District of Columbia	1,282	17,448,000
Illinois	12,215	207,568,000
Indiana	8,512	184,240,000
Iowa	5,052	38,532,000
Kansas	438	3,357,000
Kentucky	1,628	39,559,000
Louisiana (N. Orleans only)	802	50,794,000
Maine	4,982	99,298,000
Maryland (except Balt.)	1,425	13,089,000
Baltimore	2,240	89,270,000
Mass. (except Boston)	12,785	353,958,000
Boston	4,517	514,857,000
Michigan	5,934	33,943,000
Missouri	3,263	31,934,000
Minnesota	979	7,602,000
New Hampshire	2,851	38,685,000
New Jersey	5,910	90,250,000
N. Y. (except N. Y. City)	26,286	442,194,000
New York City	10,646	1,235,010,000
Ohio	17,005	310,725,000
Pennsylvania (except Phil.)	15,485	379,437,000
Philadelphia	7,456	353,859,000
Rhode Island	2,487	115,704,000
Vermont	2,494	19,989,000
Wisconsin	5,869	58,775,000
Total	168,925	$4,994,766,000

The States of Missouri, Kentucky, Louisiana and Kansas, having been made the theatre of war, thereby disorganizing trade, are consequently not fully represented in this estimate; and California, as it will be observed, is entirely omitted. Still, without them, the aggregate shows 168,925 business houses, representing a wealth of $4,944,766,000, mostly invested in personal property. It is generally conceded that the average profits of trade range from 12 to 15 per cent.; but assuming the low figure of 10 per cent., we have $494,476,600 as the accrued gain the past year on the business interests spoken of.

Pennsylvania Mining in 1864.

The Philadelphia Board of Trade estimate the business of Pennsylvania in coal, iron, and coal oil for 1864 as follows:

COAL.

The total production of coal has been—

Of anthracite	tons	9,876,174
Of semi-anthracite	"	422,292
Of bituminous	"	2,399,246
Total	"	12,698,532
The value as estimated at the point of shipment nearest the mines, by a gentleman conversant with the trade, at $5 50 per ton		$69,841,926
On which the government tax was		437,193

IRON.

The product of iron has been—

Railroad bars, re-rolled, 37,672 tons.	
Railroad bars, new, 92,222 tons, at $85	$8,257,210
Of rolled plate iron, 86,932 tons, at $100	8,693,200
Of rolled bars other than rails, 73,342 tons, at $90	6,600,780
Of building castings, 45,772 tons at $100	4,577,200
Of cut nails, rivets, etc., exclusive of those made of imported iron, 37,135 tons, at $200	7,427,000
Hollow ware and stoves, 11,950 tons, at $200	2,390,000
Various manufactures of iron	12,633,600
Steel bars, 4,029 tons, at $250	1,009,750
Of finer kinds, 3,219 tons at $400	1,287,600
Of manufactures of steel	1,908,611
Total value of iron and steel	$54,784,997
Government internal revenue tax	1,046,837

PETROLEUM.

Export of refined, 24,035 699 gallons.	
Worth in England, 2 shillings sterling	£2,403,569
Total export of crude, 8,069,319 gallons	941,420
Total sterling value, subject to shipping expense	£3,344,939
And in our currency, in round No. over	$30,000,000

The home consumption has been—

Refined in Pennsylvania, gallons	13,349,974
Average value, 74c., 81c., $1, say $10,012,481.	
Refined out of the State, gallons	8,069,319
Total refined, gallons	21,418,293
Government tax $2,141,829 30.	

Value in Pennsylvania of the 8,069,319 gallons refined out of the State, being equal to 11,430,876 gallons of crude oil, worth $3,429,260.

The values of the three articles to Pennsylvania for the year:

Coal	$69,841,926
Petroleum	46,912,430
Iron	54,784,997
Total	$171,539,353

And the internal revenue tax to the government:

On coal	$437,193
On iron	1,046,837
On petroleum	2,141,829
Total	$3,625,859

Banks of the State of New York.

The subjoined summary shows the aggregate of the resources and liabilities of the Banks of the State of New York, as exhibited by their reports to the Superintendent of their condition on the morning of Saturday, December 31, 1864:—

RESOURCES.

Loans and discounts		$196,649,246
Over drafts		866,154
Due from banks		22,916,061
Due from directors	$9,226,712	
Due from brokers	11,042,835	
Real estate	$12,000 and	8,142,807
Specie		20,239,286
Cash items		92,514,882
Stocks, promissory and U. S. 7 3 10 notes and indebtedness certificates	$1,892,614 and	120,459,776
Bonds and mortgages		4,073,797
Bills of solvent banks and United States demand notes		20,261,810
Bills of suspended banks, $12 and		2,643
Loss and expense account		2,260,786
Add for cents		877
		$488,388,125

LIABILITIES.

Capital	$106,690,761
Circulation	31,180,546
Profits	28,345,347
Due banks	46,205,682
Due individuals and corporations other than banks and depositors	2,107,764
Due Treasurer of the State of New York	3,144,210
Due depositors on demand	269,042,097
Amount due not included in either of the above heads	2,671,197
Add for cents	521
	$488,388,125

This report embraces returns from all the Banks in the State—three hundred and three banks nineteen of which have given notice of "winding up."

New York and Boston (Air Line) and Boston, Hartford and Erie Railroads.

The consolidation of these corporations under the name of the Boston, Hartford and Erie Railroad Company, took place on the 15th ult. So few of our readers, outside of the parties immediately interested, are aware of the magnitude of the operations contemplated by this new corporation, that we have taken considerable pains to collect a clear and succinct statement of the work accomplished and in progress.

The project for an air line railroad from Boston to New York has been nearly twenty years before this community, but it was not till 1855 that a union of all the interests then involved was effected under one charter granted by the Legislature of Massachusetts. If there had been no influences adverse to its consummation, there would have been at this time, in successful operation, a railroad between Boston and New York by way of Woonsocket, Daysville, and Willimantic, and New Haven, reducing the distance between the two cities twenty-five miles as compared with the Springfield route, and fourteen miles by the Shore Line.

At present but 34 miles have been completed, from Brookline, Mass., to Woonsocket, R. I.

Under the new management this section will be known as the "Woonsocket Division." This portion of the line has been in direct competition with the Norfolk County road from Blackstone to Dedham. The rivalry was of more benefit to the public than to the shareholders and bondholders. This fact, with the prospect, if both enterprises were carried out, of perpetual and disastrous competition from Boston to Willimantic, (87 miles) led to the union of interests. In due time, the results for which both companies have struggled, will be accomplished. The saving of capital to be invested will not fall short of three million dol-

lars. The co-operation of all parties and interests will be secured. The shareholders have been protected in the act of merger, and the time lessened wherein they may reasonably expect the market value of their investment to approximate to that of the leading railways in New England.

The Boston, Hartford and Erie Railroad Company, under the new organization, is authorized to increase its capital to twenty-five million dollars, and is restricted in its issue of mortgage bonds to one-half of the actual cost of the road.

Regarded as a new route to the West, the line is composed of the now broken links of a chain of roads lying between Boston and the Hudson river, hitherto known as the Boston and New York Central, Norfolk County, and the Providence, Hartford and Fishkill Railroads. In the spring of 1865 there will be one unbroken line of fifty-nine and a half miles from the foot of Summer street, Boston, to Mechanicsville, Connecticut. In the course of another year there will be completed a new link from Mechanicsville to Willimantic, a distance of little more than twenty-six miles. From this latter point the road is now in excellent condition, reaching, *via* Hartford to Waterbury, nearly sixty-three miles. From this point to Fishkill on the Hudson, opposite Newburg, (the Northern terminus of the Erie Railroad,) the line is undetermined. If by way of Danbury, the distance will be about seventy-seven miles; if by way of Litchfield, from sixty-five to sixty-seven miles, making the total distance from Boston to the Hudson river from two hundred and thirteen to two hundred and twenty-six miles.

New surveys will be made of the line from Woonsocket, *via* Pascoag, Willimantic and Middletown, to New Haven. In addition to the above are the following branches: Providence division from Providence to Willimantic, 58½ miles; Medway branch, 4½ miles; Dedham branch, 2 miles; Southbridge branch, East Thompson, already graded and rail provided, 17½ miles.

Recapitulation of miles now in running order or to be completed during the spring of 1865:

Woonsocket division, 34 miles; Boston to Mechanicsville, 59.57; Dedham and Medway branches, 6.50; Providence division, 58.50; Willimantic to Waterbury, 62.87, Southbridge division, 17.50—238.94 miles.

The aggregate expenditures under all the corporations formerly owning these roads, together with the amount to be expended during the next four months will be not much short of $13,000,000.

At this moment Boston is interested in extending and multiplying her routes to the West. But railroads were never built for the public good alone. The capitalists must be convinced that the enterprise will pay before he will invest in shares or in bonds.

The managers of the Boston, Hartford and Erie Railroad expect an immense through business, when their line is completed, based partially on the freight business of the Erie road destined for New England. The cattle and live stock trade will be another profitable source of income, and particularly the transportation of anthracite coal from Pennsylvania, which will be brought to Fishkill and distributed by means of this line and its connections through various parts of New England.

The road offers remarkable facilities for this department of business, as it crosses eleven distinct railways at right angles, which will be serviceable as channels for the delivery of coal, and also other freights at points remote from this route. The existence of large deposits of hematite iron ore in the valley of the Fishkill, it is asserted, will be of great value, as the line of the Boston, Hartford and Erie road is located in the immediate vicinity of the ore beds which are now wrought by companies at Poughkeepsie and Cold Spring.

The present condition of this company appears highly encouraging, as it has absorbed several minor corporations which have been and are doing a profitable business, and are daily developing in means and resources. Besides it passes through the heart of the State of Connecticut, and is too far removed from any parrallel road to fear competition or any diversion of its business. In the State of New York it passes through Dutchess county, the most fertile and beautiful county in the State. The Board of Directors is composed of some of the wealthiest gentlemen and most distinguished merchants in Massachusetts and New York and Connecticut, and there is evidently an abundance of capital at hand to make this enterprise a success.—*Boston Traveller Feb. 3.*

Finances of California.

The following statement will show the receipts and expenditures of the State Treasury from December 1, 1863, to December 31, 1864:

Balance on hand Dec. 1, 1863	$697,173 72
Receipts in December, 1863	452,375 69
" year ending Dec. 31, 1864.	2,211,086 08
Total	$3,360,635 49
Expendit's in Dec. 1863 $144,991 18	
Expendit's during year ending Dec. 31, 1864. 2,035,327 18	
	2,480,318 86
Balance, Jan. 1, 1865	$880,317 13

—to credit of the following funds, viz:

General fund	$160,641 19
School fund	85,148 65
Interest and sinking fund, 1857	326,631 54
Interest and sinking fund, 1860	15,603 60
State capital fund	5,766 99
Insane asylum fund	2,605 68
Soldiers' relief interest fund	85,101 03
Pacific Railroad fund	71,587 28
Soldiers' bounty interest fund	8,047 70
Soldiers' bounty fund	7,550 00
State prison fund	23,005 67
Line officers' interest fund	4,003 97
Military fund	5,276 98
Swamp land fund	21,547 49
State school land fund	7,274 32
Estate of deceased persons fund	2,409 41
Library fund	8,571 97
Hospital fund	19,182 81
Seminary fund	1,542 49
Public building fund	465 55
Federal tax fund	130 55
Legislative fund	226 37
Soldiers' relief fund	1,091 44
War bond fund	34,378 36
Wharf and dock fund	26,057 80
Swamp land fund	6,569 34
Total	$880,317 13

Civil bonds of the State, redeemed April, 1864, from interest and sinking fund		$118,500 00	
At a cost, including interest from Jan. 1, '64, to date of redemption.	$120,708 80		
Purchased June, 1864, "Soldiers' Relief B'ds" for school fund		52,000 00	
At a cost to school land fund of	$40,500		
At a cost to seminary fund of ..	6,300		
	46,800 00		
	$167,508 80	$170,500 00	

Railways in Mexico.

The subscription for the Chalco Railroad continues, and the works are finished upon the Vera Cruz line as far as Paso Ancho, a point between Camaron and Paso del Macho. Mr. Moran, the English contractor for this section, has displayed most praiseworthy energy and activity, and if his example is followed, the iron road connecting Mexico with Vera Cruz will no doubt be completed before the period fixed. The St. Louis road from Potosi to Tampico is also being pushed on with vigor, as well as the repairs of that running from the capital to the coast by way of Guadallajara, Tepic, and San Blas.—*London Railway News.*

☞ The movement of specie at this port since the beginning of the year has been:

Specie in Banks and Sub-Treas. Jan. 1.	$30,054,450
Received from California in Jan.	2,043,457
Imported from foreign ports in Jan...	50,268
Gathered in from hoards in Jan	1,376,928
Supply	$33,525,103
Exported in Jan	3,184,863
Leaves in B'ks & Sub-Treas. Feb. 1, '65.	$30,340,250
" " " '64.	39,963,000
" " " '63.	40,394,776
" " " '62.	29,656,711
" " " '61.	40,000,000
" " " '60.	29,300,000
" " " '59.	32,500,000

Interest and Dividends.

The Curtin Oil Company have declared a dividend of two per cent., payable on the 25th inst.

The St. Nicholas Coal Company a dividend of one per cent., payable on the 25th inst.

The Corn Planter Oil Comwany a dividend of one per cent., payable on the 20th inst.

The Penn Oil Company a dividend of one and a-half per cent., from their net earnings payable March 6th.

Railroad Earnings—Monthly.

The earnings of the Erie Railway for the month of Jan., 1865, were $908,341 50
Corresponding month last year .... J. 980,893 80

Increase $72,552 30

The earnings of the North Pennsylvania Railroad Company for the month of January, 1865 were $64,247 22
Corresponding month last year 48,531 65

Increase $15,715 57

The earnings of the Housatonic Railroad for the month of Jan. 1865, were $36,249 00
Corresponding period of previous year. 32,771 13

Increase $3,477 87

Union Canal.

This canal is an important work, and connects Philadelphia by way of the Schuylkill Navigation at Reading, with the Pennsylvania Canal at Middletown. As a connecting link, bringing the trade of the Western part of the State directly to Philadelphia, instead of permitting it wholly to pass down the Susquehanna Canal and thus on to Baltimore for a market, any movement pointing to its improvement merits consideration here. At the recent election for officers of the company, a new and energetic set of men were chosen. The extrication of the company from its long-continued financial embarrassment, by the funding of all the floating debt incurred by the enlargement, puddling and making water tight the canal, it is expected will result in restoring it to usefulness, to the benefit of the trade of this city and to the profit of the share and bondholders.—*Philadelphia Ledger.*

☞ The amount of farm mortgages issued for the benefit of railroads in Wisconsin still outstanding, is by estimation above $1,360,000. Dodge County owes $600,000; Washington, $250,000; Ozaukee, $225,000; Fond du Lac, $20,000; Columbia, 200,000; Green Lake and Marquette, $40,000; Sauk, $20,000; Juneau and Adams, 25,000; La Crosse, $30,000.

☞ The total gold deposits at the U. S. Mint, Philadelphia, for January, 1865, was $281,866 79. Coinage for same month—Gold, $183,995 22; Silver, $28,489 66; Copper, $92,200; total, $304,684 88.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	27
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	15
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	14c
Bohemian ..... L. S.	20,000	----	10½	----
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	2½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bronze ..... Ca	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	50
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1*	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	29½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	1½	----
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	----	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	3	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	49½
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	23c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9½
Hanover ..... "	20,000	----	----	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	8
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	43
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	60c
Manhattan ..... "	20,000	----	2½	5½
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	5
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	20
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	5½
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	----
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	2½c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	21c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	51
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	67
Pontiac ..... "	20,000	----	3½	2
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	94
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	7
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	4½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	8½	1
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	77
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	23
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	10½
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	1
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	46
Clinton ..... "	----	----	----	1
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	72
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	55
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	75
George's Creek .... Pa.	10,000	----	----	112½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	45½
Lorberry ..... "	4,000	100	----	34½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	185
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	28
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	21½
Schuylkill Valley ... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	45½
Stafford	----	----	----	----
Suffolk	4,000	100	----	98
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	58

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	43
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	7½
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	5½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Ver.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ... "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	½
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	55½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)	----	----	----	----
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	60,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. val'n in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	28	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,380	150,000	94	—	—	9	....	98½
30 Nov. '63	5.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,463	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,500	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	28,230	88,685	0,516	—	....	92
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	75,100	66 223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,599	10	....	49½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	58½
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25 837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	74,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,793	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	60,000	20 000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	401	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Is'd	106,125	61.625	44,500	—	—	—	—	100	09
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	168,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central Pk, N. & E. Riv. (N.Y.)	994,655	444,075	550.000	....	19,791	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127.100	4,000	—	—	—	....	....
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris's & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '63	—	....	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	4	55	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	47
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92.000	54,200	5,868	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	15½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202.367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133.506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	180,000	160,000	—	—	76,430	19,682	9½	....	25
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	30
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200.000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	98	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.67	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	3,022	49,658	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,000	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	—
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	31
31 Oct. '63	7.05	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	22
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	....	16
						OHIO.									
31 Dec. '62	5.00	....	....	....	....	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	....	....	....	....	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	....	....	....	....	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	5.63	....	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....
						MISSOURI.									
30 Nov. '62	8.29	....	....	....	....	Citizens' (St. Louis)	117,437	100,000	....	....	....	....	....	....	....
30 Nov. '62	8.32	....	....	....	....	Missouri (St. Louis)	76,674	70,000	....	....	....	....	....	....	....
30 Nov. '62	4.48	....	....	....	....	People's (St. Louis)	83,875	70,000	....	....	....	....	....	....	....
30 Nov '62	10.20	....	....	....	....	St Louis	298,604	298,604	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	....	....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	....	....
Forty-secon l street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1900	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1882	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	....	....	....
Metropolitan:					
1st Mortgage	36,625	6	....	....	....
Real Estate Mortgage	....	6	....	....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	....	1870	....
Real Estate	6,210	....	....	....	....
Ninth Avenue:					
1st Mortgage	57,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,800	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	....	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton	66,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1865	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	....	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 .....registered..	$9,415,250	6	Jan. & July.	1867	130½
Loan of March 31, 1848.....registered	5,903,342	6	" "	1868	130
" " " .....coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850.....coupon..	2,052,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	101
" " " .....coupon		5	" "	1874	102
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	104
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	110
" " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111
" " " .....coupon		6	" "	1881	111
Loan of July 17, & Aug. 5, 1861 ...registered	319,977,500	6	" "	1881	111
" " " .....coupon		6	" "	1881	111
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	110
" " (5-20s)..... coupon		6	" "	1882	111
Loan of March 3, 1864, (10-40s)...registered	81,680,000	5	Mar. & Sept.	1904	97
" " " .....coupon		5	" "	1904	103½
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	110½
" " " .....coupon		6	" "	1884	110½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	115
" " of Mar. 3, 1864.....coupon	70,664,550	7.3	Feb. & Aug.	1867	114½
Debt Certificates	236,373,000	6	At maturity.	.....	98½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	.....
Two Year's " " "	15,749,000	5	" "	.....	.....
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	.....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1868	.....
" " " " of '64	88,913,870	6	"	1867	.....
State Loans.					
Alabama—State bonds .....coupon	3,422,000	5	Jan. & July	1877	.....
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	.....
" " " (B'k of State). "	610,000	6	paid for	1868	.....
" " " (" "). "	38,000	5	many yrs	1868	.....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	154
" " " 1860..... "	198,500	7	" "	1880	.....
" " —War bonds..... "	610,004	7	" "	1872	.....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	.....
" " " " ..... "		6	" "	'81-'82	99½
" " " " ..... "	1,000,000	6	" "	1882	.....
Florida—State bonds.....coupon	143,000	7			.....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	.....
" " " (R. R. & B'k) .. "	2,973,750	6	" "	'63-'80	58
" " " (R. R.)..... "	525,000	7	" "	'62-'72	.....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,922,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " (dollar) ..... "	1,942,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,088,173	2½	" "	1856	66
—State Int. Imp bonds (not adjusted)	391,000			d'm'd.	.....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1891	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	.....
" " Deferred stock ..... "	1,213,000	5	" "	.....	.....
" " " special stock "	479,545	5	" "	.....	.....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	.....
" " " (war loan) ..... "	800,000	7	" "	'81-'82	.....
" " bond- to School Fund ... "	122,296	10	Annually.	d'm'd.	.....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	.....
" " " " "	54,000	7	May & Nov.	1878	.....
" " " (domestic)..... "	65,000	6	July.	1883	.....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	.....
" " " ..... "		5	" "	'81-'91	.....
" " " ..... "		5	" "	'94-'96	.....
" " " (bank)..... "	600,000	5	" "	1891	.....
" " " ..... "	67,500	6	" "	'91-'96	98
" " " (war loan) .. "	2,000,000	5	" "	1871	.....
Louisiana—State bonds (R. R. etc.)....coupon	616,130	6	.....	d'm'd.	60
" " " (R. R. etc.)... "	3,402,000	6	.....	'67-'96	.....
" " " (banks)..... "	5,398,533	6	.....	.....	.....
" " " (war loan)... "	679,000	6	.....	.....	.....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'83-'97	100
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k)..... coupon	816,000	5		1865	.....
" " " (st'g conv.)... "	200,376	5		1865	.....
" " " (st'k)..... "	5,585,565	5		'89-'90	104½
" " " (st'g conv.)... "	2,490,569	5		'89-'90	108
" " " (dollar)..... inscribed	500,000	3		1890	.....
" " " (")..... "	10[illegible],000	4½	Chiefly	1688	.....
" " " (")..... "	767,560	5	quarterly.	'42-'58	.....
" " " (")..... "	399,406	5		1890	.....
" " " (")..... "	148,711	5		'89-'90	103
" " " (")..... "	183,689	5		pleas.	.....
" " " (")..... "	3,000,000	5		1870	107
" " " (")..... "	35,000	5		1885	.....
" " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	.....
" " " (T. & G. R. R.)... "	508,380	6	" "	'88-'90	.....
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	500,000	5	" "	1893	124½
" " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65-'71	120
" " " (N. & W. R. R.) "	400,000	6	" "	1870	.....
" " " (Cons. Stat'se.) "	150,000	6	" "	1870	.....
" " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	123½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	.....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	.....
" " " (" ") "	94,000	5	Jan. & July.	1874	.....
" " scrip.....	200,000	6	" "	'64-'68	.....
" " "	247,000	6	June & Dec.	'68-'72	.....
" " "	55,000	5	" "	'63-'72	.....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1893	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	.....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	.....
" —War Loan .....(" ") "	597,000	7	" "	1868	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	.....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" " " (Indian war). "	100,000	7	" "	1871	.....
" " " (Railroads).... "	2,275,000	7	" "	1883	.....
Mississippi—State bonds (Banks).....coupon	2,000,000	6		'41-'71	.....
Missouri—Bank Stock Loan of 1857.....	63,000	6½	Jan. & July.	1865	.....
" " " " "	199,000	6	" "	1863	68½
" " " " "	100,000	6	April & Oct	1901	.....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1903	.....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	.....
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'83	76
" " " S. W. Branch... "	4,500,000	6	" "	'87-'89	.....
" " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84½
" " " N. Missouri ... "	4,860,000	6	" "	'72-'87	.....
" " " Iron Mountain "	3,501,000	6	" "	'73-'89	.....
" " " C. & Fulton ... "	650,000	6	" "	'87-'89	.....
" " " Platte Co. .... "	700,000	6	" "	1890	.....
" —Revenue bonds ..... "	431,000	9	June & Dec.	'84-'90	.....
" —State Defense warrants	700,000				.....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000				.....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	.....
" " —State bonds (war loan).coupon	331,820	6	" "	'65-'71	.....
" " " (" "). "	200,000	6	" "	1871	.....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	.....
" " " " Deficiency Loans..	348,107	5	" "	pleas.	.....
" " " " "	900,000	5	" "	1875	.....
" " " " "	442,961	5	May & Nov.	1858	107
" " " " "	1,189,781	6	Jan. & July	pleas.	.....
" " " " "	1,000,000	6	" "	'68-'78	119
" " " " "	700,000	7	" "	1870	112
" " " " Comptroller's b'nds	18,668	5	.....	d'm'd	.....
" " " " "	11,050	5½	.....	d'm'd.	.....
" " " " "	14,230	6	.....	d'm'd.	.....
" " " " "	421,000	6	Jan. & July.	'65-'67	.....
" " " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	.....
" " " " " "	68,000	5	Feb. & Aug.	1876	.....
" " " " " "	28,000	5½	J., A., J., & O.	1865	.....
" " " " " "	320,000	5½	Jan. & July.	1865	.....
" " " " " "	100,000	6	" "	1867	.....
" —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	105
" " " "	15,883,025	6	" "	64-'76	117
" " " "	1,200,000	7	" "	1864	.....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) .....coupon	1,258,270	6	Jan. & July.	1860	110½
" " " (" ") ..... "	1,915,000	6	" "	1885	93
" " " (" ") ..... "	378,966	6	" "	1902	.....
" " " (" ") ..... "	1,600,000	6	" "	1870	102
" " " (" ") ..... "	4,095,309	6	" "	1875	103
" " " (" ") ..... "	2,400,000	6	" "	1881	109
" " " (domestic debt).....	125,680	6	" "	1886	103
" " " (war loan).....coupon	1,500	6	" "	1892	106
" " " (" ")..... "	279,313	6	" "	1900	.....
" —Irredueib e debt (school funds, etc.)...	2,920,403	6	" "	1903	.....
Oregon—State scrip	55,372	6	Yearly.	.....	.....
Pennsylvania—State Stock Loans.....	141,200	4½	April & Oct.	due.	.....
" " " "	10,780,095	5	Jan. & July.	due.	94½
" " " "	3,886,000	5	Feb. & Aug.	due.	.....
" " " "	3,690,614	5	Mar. & Sept.	due.	.....
" " "	3,241,898	5	June & Dec.	due.	.....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	.....
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	.....
" —State Stock Loans.....	1,177,890	5	" "	1864	.....
" " " "	675,029	5	Feb. & Aug.	1881	.....
" " " "	1,045,629	5	June & Dec.	1864	.....
" " " "	1,558,673	5	Jan. & July.	1865	.....
" " " "	2,277,795	5	" "	1868	.....
" " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	95
" " —Inclined Plane Loan	428,000	5	" "	1878	.....
" —State bonds.....coupon	400,000	6	April & Oct.	1879	100
" —Bank Charter Loans.....	660,000	5	Jan. & July.	1882	.....
" —Relief Notes in circulation...	360,937	5	" "	1882	.....
" —Military Loan bonds ...coupon	97,360				.....
Rhode Island—State bonds (war loan).coupon	3,000,000	6	Feb. & Aug.	1871	102½
South Carolina—State bonds (stg).....coupon	2,000,000	6	Mar. & Sept.	1892	100
" " —Inscribed certificates ...	484,444	5	.....	1868	.....
" " —State b'ds (railroads).coupon	1,708,017	6	.....	'68-'90	.....
Tennessee—State bonds (banks) .....coupon	1,310,000	6	.....	1877	.....
" " " (interna impr.) "	1,125,000	6	.....	1892	.....
" " " (railroads) .... "	2,063,666	5	.....	Var.	45
" " " (capitol) ..... "	12,799,000	6	.....	Var.	54
" " " (Hermitage) . "	600,000	5	.....	1890	50
Texas—Had no debt in 1861	43,000	6	.....	1890	50
Vermont—Inscribed certificates	.....	.....	.....	.....	.....
" —State bonds (war loan) ....coupon	175,000	6	.....	'65-'84	.....
" " " (" ") ..... "	58,000	6	.....	'62-'63	.....
Virginia—Inscribed certificates (civil).....	751,000	6	Jan. & July	1870	103½
" " " (railroad) ...	404,000	6	Various.	Var.	.....
" —State bonds (railroad) .....coupon	13,264,642	6	Jan. & July.	'53-'93	50
" " " (sterling)..... "	12,624,500	6	" "	'85-'98	.....
West Virginia—No information	1,886,000	5	" "	1892	.....
Wisconsin—State bonds (civil)..... .....coupon	.....	.....	.....	.....	.....
" " " (war) ..... "	100,000	6	April & Oct.	'67-'68	100
" " " (domestic) ..... "	200,000	6	Jan. & July.	1857	.....
" " " (" ") ..... "	100,000	6	" "	1877	.....
	1,100,000	6	" "	78-'83	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	65,734	55,123	74,620	63,995	86,211	76,426	61,453	103,635	94,928	107,758	73,751	84,937	938,564
1861	81,531	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	89,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,228,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,860	158,294	1,678,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,264	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,702	77,408	89,170	104,272	100,408	82,896	139,049	134,500	145,529	92,573	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	180,642	154,084	152,537	123,319	118,753	1,261,090
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,276	161,505	138,795	135,895	1,423,439
1863	140,024	180,225	122,512	126,798	144,995	170,987	139,142	160,306	210,729	216,030	196,436	201,134	1,959,967
1864	158,735	175,482	243,150	176,888	188,565	205,866	195,108	271,141	331,494	312,049	319,816	308,187	2,885,426
1865	293,535	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1860	32,182	33,408	45,546	48,919	62,202	45,985	39,500	49,571	80,819	108,737	74,231	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	845,758
1862	46,605	49,108	59,249	64,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,528	165,622	1,485,197
1864	98,123	111,495	157,962	174,589	186,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,092	66,907	55,085	50,886	66,573	84,608	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,662	90,524	65,302	63,187	52,269	60,285	84,640	98,128	68,401	106,283	886,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,644
1863	145,916	146,889	165,780	121,278	103,607	99,589	90,882	95,134	130,551	150,397	145,536	185,920	1,579,509
1864	164,058	176,105	203,329	188,077	126,000	100,000	113,515	154,245	182,110	185,549	184,614	208,291	1,942,906
Erie:													
1859	304,708	319,593	372,296	350,348	349,953	330,057	361,819	359,114	455,225	456,959	506,608	474,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	687,242	561,448	412,723	5,735,424
1861	404,507	391,982	458,560	547,174	506,610	430,063	372,705	419,010	516,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	622,006	626,070	587,416	528,842	595,724	615,962	756,421	885,136	902,406	953,819	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	697,092	816,801	995,296	1,024,649	1,036,321	10,469,481
1864	984,837	914,153	1,094,508	1,079,508	1,062,208	1,021,976	974,217	1,055,264	1,202,006	1,202,569	1,204,908	1,267,414	12,172,568
1865	908,341	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,723	93,254	115,505	93,449	80,705	166,541	219,528	252,106	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,289	160,359	200,276	221,326	172,700	122,309	1,729,896
1862	109,867	105,424	74,946	90,180	148,194	225,048	190,456	129,019	168,370	208,575	159,530	143,632	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,193,796
1864	143,906	169,577	177,261	196,872	220,625	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,778	121,123	141,269	115,444	125,308	155,164	156,973	170,187	157,448	232,043	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	206,843	167,560	139,761	150,808	122,663	114,804	155,299	146,424	178,261	197,762	246,263	2,023,537
1862	307,330	281,568	208,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	309,802	270,676	244,771	202,892	190,364	219,581	268,100	302,174	295,760	484,550	3,726,440
1864	501,231	472,240	355,628	278,540	261,759	263,049	273,726	306,596	361,900	340,900	------	------	------
Illinois Central:													
1859	132,986	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	197,872	2,129,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,106	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	254,020	243,249	294,401	2,960,614
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,503	359,463	3,445,527
1863	299,944	271,065	275,643	289,224	324,687	407,992	343,929	511,305	478,576	495,453	437,679	424,531	4,571,028
1864	327,900	400,595	446,320	421,467	414,731	497,223	404,197	585,434	767,363	564,999	617,711	------	------
1865	646,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,206	36,326	40,706	58,704	52,564	77,112	82,058	76,764	68,843	710,225
1864	56,540	77,874	90,755	73,215	58,964	76,056	69 653	94,375	96,062	90,676	97,047	92,772	1,017,703
1865	98,112	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,423	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	45,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	103,721	76,163	109,661	164,369	122,272	61,835	1,162,734
1863	67,181	76,152	44,925	88,177	106,967	111,261	71,587	69,352	1 5,417	205,054	138,342	112,913	1,247,268
1864	102,743	115,135	88,222	140,417	186,747	212,286	130,647	113,398	168,213	178,526	157,099	121,113	1,723,361
Michigan Southern & Northern Indiana:													
1859	104,245	106,828	143,626	146,258	138,064	122,796	101,710	151,170	173,870	218,485	196,495	152,172	1,754,819
1860	121,467	119,853	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,806
1861	140,226	116,939	153,170	186,951	170,262	161,591	126,558	178,778	235,690	276,181	231,265	189,077	2,169,077
1862	168,152	153,725	157,500	193,120	200,926	151,983	159,916	226,819	276,109	326,518	302,264	278,539	2,647,553
1863	248,784	230,508	257,227	268,613	264,055	241,236	189,145	238,012	308,105	375,587	332,360	348 048	3,202,541
1864	256,600	304,445	333,058	327,206	264,518	311,717	279,129	355,264	398,350	404,564	444,523	366,091	4,077,744
1865	356,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,286	102,959	151,864	143,143	127,145	119,770	106,303	150,366	210,837	226,077	181,617	152,449	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	125,085	128,398	183,540	251,423	300,474	196,182	129,922	2,025,141
1861	142,234	119,764	151,671	172,614	149,550	133,020	123,577	144,982	236,843	307,333	242,089	200,124	2,124,274
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,824	295,958	342,388	307,474	258,534	2,660,702
1863	242,073	245,858	276,431	288,495	230,453	206,221	193,328	215,449	308,168	375,483	339,194	306,183	3,168,065
1864	252,485	278,848	348,802	338,276	271,553	285,780	263,244	346,751	408,445	408,366	405,510	316,470	3,968,010
1865	306,324	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	280,349	270,544	309,211	478,563	409,628	447,818	504,217	591,920	743,590	709,671	627,792	620,396	6,308,709
1860	387,128	402,550	561,078	585,141	551,700	495,943	544,494	692,382	865,985	811,458	730,736	523,047	7,164,642
1861	489,065	420,783	627,061	689,868	677,073	558,743	523,738	562,076	696,175	927,035	962,990	872,955	7,996,763
1862	749,163	651,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	958,226	1,002,758	9,693,245
1863	920,272	790,167	847,590	911,397	839,126	843,165	818,512	840,450	1,079,561	1,041,522	1,046,401	1,074,700	11,093,853
1864	921,851	936,587	1,059,026	1,105,664	1,004,435	1,029,736	1,055,783	1,273,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	183,561	171,841	257,410	248,110	265,011	278 270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	262,917	270,061	289,987	265,258	234,456	276,269	291,763	278 219	2,906,885
1862	192,218	217,161	244,423	258,674	283,996	264,285	358,725	414,707	448,994	463,873	466,567	454,828	4,068,551
1863	335,686	361,834	396,771	429,959	405,517	464,809	451,884	574,486	724,502	816,902	746,955	690,009	6,284,063
1864	436,741	532,755	617,021	669,383	------	986,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,631	166,796	154,033	203,553	245,908	286,844	231,252	191,138	2,335,354
1861	217,262	202,071	265,735	270,673	216,601	204,778	180,429	248,031	270,086	362,071	302,790	301,958	3,021,767
1862	293,420	274,268	295,778	282,695	277,009	261,210	248,412	277,240	297,525	401,299	364,334	370 983	3,745,210
1863	337,350	366,568	461,966	462,987	427,094	395,845	340,753	407,077	483,569	605,814	466,300	457,642	5,132,464
1864	290,676	456,211	602,503	574,690	499,547	520,942	486,687	669,102	705,974	758,500	743,751	------	------
1865	684,260	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	74,252	65,581	68,745	71,854	112,384	93,766	67,721	85,359	95,969	118,587	129,166	135,610	1,117,597
1863	109,895	110,603	120,310	128,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,554,912
1864	100,572	147,485	160,496	157,785	149,856	165,750	144,912	218,235	234,134	203,441	202,960	204,776	2,090,717
Toledo and Wabash:													
1860	42,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,589	61,296	935,753
1861	59,689	47,043	62,551	76,274	79,278	80,074	95,464	138,722	142,527	162,853	137,066	92,574	1,172,100
1862	62,235	47,142	58,006	85,582	106,845	113,678	115,214	168,219	170,380	172,870	147,548	139,523	1,408,147
1863	86,321	91,971	109,056	132,111	134,272	152,555	105,554	116,279	120,595	161,052	134,563	111,329	1,430,794
1864	79,735	95,842	132,896	128,957	127,009	146,518	139,626	244,114	243,940	221,269	220,308	224,851	2,007,315
1865	144,000	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	933,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1876	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1859	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	103
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	589,500	6	Feb. & Aug	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income 4 in '69, 5 in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	850,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £458,093	2,197,928	6	Semi-annual.	London.	1860	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	103½
" " $300,000	790,500	6	"	"	1870	103½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	96
" " $2,500,000	887,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		104½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1868	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'55-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	460,000	7	May & Nov	Zanesville.	1861	103
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1857	
Central Military Tract, 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	686,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1895	105
General 1st Mortgage	3,000,000	7	" "	" "	1885	86
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	284,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	655,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	229,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	500,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1878	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	78
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	98
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	259,000	7	March & Sept.	New York.	1862	50
2d Mortgage	260,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	110
2d Mortgage	2,516,500		March & Sept.	" "	1891	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1903	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'84	108
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,558000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	800,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,244,600	7	April & Oct	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	93
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	8	" "	New York.	1875	113
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1856	----
2d Mortgage	384,000	10	" "	----------	----	113
Income	20,500	----	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	260,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	99½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	554,000	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	5	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	98
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	----	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	----	" "	" "	'62-'73	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	800,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	272,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	606,978	7	Feb. & Aug.	New York.	1891	91
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1859	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	117
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	117
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1865	61
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	108
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	106
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,362	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	15
1st Land Grant	2,740,000	7	----------	" "	----	----
2d Land Grant	650,000	----	----------	" "	----	----
Income bonds	511,000	----	----------	----------	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1883	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	209,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	----	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	----	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	----	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1869	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven	1866	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey:						
Company's (various)	647,500	----	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	83-'87	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	556,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	102½
D'bts of former Co's outst'ding	224,920	----	----------	----------	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	'68
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	112
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	105,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	804,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,500,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	108
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	102½
5th Mortgage	1,739,500	7	June & Dec	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July		1891	109
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	91
Consolidated	1,000,000	7	Feb. & Aug	"	----	100
3d Mortgage	980,200	7	Jan. & July		1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'75	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1878	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	94
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	95
2d Mortgage	3,077,000	7†	" "	" "	1851	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1876	90
Chattel Mortgage	360,000	10	" "	"	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,080,000	7	Jan. & July.	New York.	1872	93
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	1,200,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
3d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1878	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	75
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	8,285,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	105
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	106½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	104
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	800,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	800,000	8	June & Dec.	" "	1878	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	865,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	132,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	405,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,960,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	819,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	108
" 1856, "	1,442,000	7	" "	"	1856	103
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,222,000	6	Jan. & July.	Philadelphia.	1854	102½
Improvement	14,500	6	May & Nov.	Boston.	1868	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$550,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	169,000	---	----	----	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	64
2d Mortgage	937,500	7	" "	"	1892	23
3d Mortgage	440,000	7	" "	"	1903	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1878	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1876	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1878	----
*Springfield, Mt. Vern. and Pittsb.						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1864	98
" " (series B)	1,100,000	7	April & Oct.	"	1864	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	97
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	83
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	160,000	6	Jan. & July	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1857	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	566,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£399,900)	4,319,820	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	101½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	50½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1855	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,763	508,500	105,255	1,515,704	54.0	.....	101,102	87,806	—	—
29 Feb '59	59.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	80,901	—	385,010	109,500	21,677	512,985	30.3	.....	55,791	31,852	—	—
31 May '60	109.0	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,201,927	184,906	—	1,067,000	777,777	240,483	2,476,042	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,008	—	—
1 May, '61	469.8	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,822	23,579	2,582,506	116.9	.....	505,166	260,269	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,896	.....	—
								CONNECTICUT.													
31 July '63	23.5	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	48,928	65,909	36,600	5	—
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	212,876	4,201,566	122.4	231,451	408,410	164,387	—	—
31 Aug '64	51.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	127,036	2,350,000	927,000	—	4,280,00	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,489 775	*	28,200	2,000,000	191,000	97,700	2,656,438	124.0	203,329	428,518	180,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,195	*	—	1,031,800	305,050	26,084	1,460,134	62.0	129,574	265,387	13,968	8	—
29 Feb '64	64.0	4	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.45	8.9	9.3	—	5	2	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,263,942	—	—	155,268	78,631	8½	—
31 Dec. '60	60.0	—	5.9	—	5	12	84	New London Northern	687.152	*	—	602,105	61,000	—	687,152	60.0	155,916	195 055	61,246	7	90
31 Mar. '64	61.3	1.0	62.6	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612 367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	52.4	7.0	8.8	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,128	3,074,971	66.4	307,841	482,559	180,839	6½	101
								DELAWARE.													
31 Oct. '60	84.8	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	80,550	—	191,455	195,000	75,894	519,112	32.0	.....	7,857	3,585	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	23.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	85.7	—	.....	—	16	7	121	Atlanta and West Point	1,192,380	*	—	1,250,000	126,000	—	1,597,585	86.7	.....	418,036	265,327	8	135
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,993	95,612	—	—
30 Apr. '60	42.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	527	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	102,534	—	669,960	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	82,374	—	1,275,901	10,200	180,621	1,873,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	298,500	19,913	3,822,913	228 8	.....	.....	1,158,852	13	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	821,343	464,541	—	—
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,292 415	281.0	1,002,440	1,673,706	701,866	2½	92
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,847,239	294.0	1,958,519	3 090.211	1,350,499	8	118
1 Apr. '63	242.0	—	.....	22.0	86	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,541	13,147,13	242.0	.....	1 088,064	446,503	—	84
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6 000 000	1,404,748	—	8,380,578	228 4	1,162,890	2,143,875	1,103,416	6	97½
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,866,985	525,451	6,028,400	3,508,000	—	10,952,116	341.7	1 484,06	2,201,481	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,661	*	—	1,648,561	2,350,000	—	4,214,342	190.4	.....	742.097	377,476	—	65½
31 Dec. '63	454.8	252.6	.....	—	116	101	2,978	*Illinois Central*	28,510,229	*	—	19,015,970	17,320,000	—	36,336,970	705.5	3,010,697	4,571,028	2,118,847	6	119½
— —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,686	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	35½
31 Dec. '63	195.0	14	12.2	—	21	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	8,900,000	6,700,000	—	10,600 000	209.0	16 mos.	2,202,415	704,850	—	40
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,438	*	—	1,106,879	1,006,125	—	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,418	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	242,867	119,842	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,867,039	274,081	25,641	611,050	1,254,500	16,900	2,102,761	109.3	.....	442,893	158,541	—	73
1 Dec. '55	89.0	30.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497.952	540,043	25,680	1,659,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,506	*	10,000	1,269,571	998,000	11,036	2,491,858	84.0	355,887	598,09:	350,525	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.549.516	*	278,284	1,015,907	621,000	—	2,175,228	108.0	312,859	527,853	208,166	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	265	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	644,927	371,40	—	35½
30 Nov. '68	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,826,955	73 0	857,202	774,61:	307,427	13	15½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	685,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	80.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800 000	369,044	.....	86.0	7 mo's	85,225	46,77:	—	—
31 Dec. '63	100.0	—	.....	229.6	10	7	185	Dubuque and Sioux City	3,260,485	66,951	—	2,998,253	300,000	87,020	3,529,922	100 0	134,831	276,197	155,85:	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	98.5	11 mo's.	468,821	21,356	—	—
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	86
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,189	2,930,000	237,532	4,375,99	171.8	.....	420,406	227,534	—	—
30 Jun. '63	29.0	—	.....	—	13	5	169	{ Lexington and Frankfort	507,950	52,800	—	514,578	106,000	—	741.061	29.0	181,933	99,320	53,555	4	80
30 Jun. '63	75.1	—	.....	—				{ Louisville and Frankfort	1,398,842	126,736	6,540	1,109,594	301,000	—	1,668,713	65.1		212,909	120,050	3	98
30 Jun. '64	185.0	83.0	18.8	35.5	52	47	629	Louisville and Nashville	9 750,101	*	—	5,606,834	2,930,500	235,670	11,896,420	300 0	841,559	1,261,590	1,006,952	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. Western*	3,954,490	506,260	—	3,242,318	566,000	339,297	5,555,320	80.0	180,204	481,922	223,543	—	—
31 Mar. '61	208.0	—	.....	205.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	208.0	.....	1,221,624	568 434	—	—
31 Aug '60	53.7	—	.....	135.8	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,719,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	.....	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Trk R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	.....	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	.....	340,898	.....	—	—
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,905,576	*	168,226	6.3 5,905	7,740,989	—	18,066,822	329.3	1,558.2	3,417,1-8	1,697,060	12	112½
31 Mar. '64	246.0	251.0	.....	—	96	110	1,186	Mich. S'th'n & N'th'n Indiana	13,619,184	1,844,259	1,963,568	10,120,400	8,287,255	—	18 407,696	527.0	2,171,477	3,384,294	1,660,777	—	96½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	130.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	—	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	728	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	238,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	85.7	.....	176,462	116,433	—	—
31 Dec. '58	66.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	260,047	121,660	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,749	*	—	7,158,836	7,177,600	—	.....	206.8	879,324	1,047,567	420,026	—	85
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,895,779	804,983	—	2,459,207	4,250,000	—	.....	168.8	.....	444,450	182,880	—	—
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
29 Feb. '63	196.0	—	14.4	37.3	34	30	420	*Pacific*	11,162,970	629,617	—	3,436,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	327,280	—	—
28 Feb, '63	77.0	—	8.8	208.0	—	—	—	*South-Western Branch*	6,[illegible]	126,169	—	71,613	1,500,000	—	.....	14.0	93,231	241,488	134,756	—	—
30 Sep. '60	66.8	8.6	5.0	—	15	15	113	*St. Louis and Ir. Mountain*	[illegible]	344,149	—	1,971,317	1,501,200	[illegible]	4,096,471	66..	182,231	442,250	44,000	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,881	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,755,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,960,998	109.5	129,953	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	251	Maine Central	4,211,378	*	21,925	1,059,800	3,055,491	139,952	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,549,414	51.3	154,901	350,853	188,121	6	106
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	735,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	29,404	—	—
								MARYLAND.													
30 Sep. '61	279.6	7.2	.....	—	168	100	3,000	Baltimore and Ohio	21,319,873	3,621,756	3,847,519	13,118,902	10,781,838	3,426,221	31,038,924	286.8	2,571,428	3,211,426	1,320,331	6	110
30 Sep. '61	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,031,394	30.0	331,996	438,140	321,724	9	127
31 Dec. '63	138.0	4.0	10.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,250,000	4,850,000	—	10,846,232	261.0	1,012,096	2,307,448	620,581	—	53½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	163,345	—	1,880,000	440,000	5,629	2,275,629	70.2	372,053	503,718	167,051	6	108½
30 Nov. '63	74.8	5.8	61.1	—	56	74	685	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,018,326	482,656	8	122
30 Nov. '63	47.0	7.0	32.5	—	28	41	288	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,901	858,727	397,729	8	131½
30 Nov. '63	44.6	24.0	60.1	—	30	58	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	85.6	573,514	1,202,554	488,357	9	133
30 Nov. '63	45.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	76
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.6	27.6	—	29	71	424	Eastern	4,007,268	315,166	264,102	3,000,000	1,537,600	56,500	4,894,100	88.0	477,753	812,556	290,504	6	101
30 Nov. '63	50.9	42.5	74.9	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	889,738	782,262	328,043	8	115
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	532,835	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,278	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	95,544	—	600,000	—	—	704,336	71.0	167,154	228,794	59,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	235,000	—	785,500	56.7	41,995	764,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	5	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,566	23.0	67,883	53,233	.....	—	10
30 Nov. '63	79.5	7.8	26.5	—	25	64	503	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,916	3,771,015	102.1	435,407	722,068	411,544	7	110½
30 Nov. '63	43.4	1.0	14.9	—	18	16	568	Providence and Worcester	1,409,228	218,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	52,543	—	243,365	226,900	3,886	471,852	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,075	165,405	88,698	8	116
	6.1	—	.....	16.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,348	—	2,214,225	925,760	—	3,821,695	77.3	112,506	771,516	140,136	—	40
30 Nov. '63	156.1	17.3	126.6	—	73	68	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,745,504	218.0	1,275,929	2,439,884	1,232,831	10	140½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	105,700	39,891	1,378,159	46.7	188,647	251,024	132,158	6	94½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	222,296	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,648	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.8	.....	470,078	125,286	7	65½
31 Mar. '63	29.3	—	2.6	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	112
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,254	*	—	595,555	453,000	.....	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,568,400	227,700	59,114	3,248,214	82.0	.....	366,546	163,718	4	84
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	800,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,582	2,089,500	173,982	5,261,244	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.0	32.2	.....	5.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,151	.....	.....	124.2	.....	3,040,148	1,728,648	10	140
31 Dec. '62	30.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	30.2	.....	144,886	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	28	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,160	2,000,000	—	7,708,800	54.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	41.0	—	45.6	11	15	—	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,000	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	53.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,297,800	542,500	400,017	5,739,574	53.8	.....	1,286,600	694,914	10	158
31 Dec. '62	11.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,208,553	1,250,000	143,008	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	229,880	154,908	6½	103
31 Dec. '62	39.5	—	.....	17	—	—	—	West Jersey	821,984	*	—	541,892	212,400	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	8	6	30	Albany & Susquehanna	1,102,179	64,555	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,655	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,360,088	—	—	850,000	2,395,000	1,070	3,269,088	109.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	519,576	149,600	2,051,750	1,149,000	—	3,800,000	68.0	595,428	1,091,944	635,581	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,397	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	307.0	5,868 687	10,469,481	3,511,414	7½	74
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,155,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	116
30 Sep. '63	94.0	2.5	12.1	—	18	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.0	5,990,208	12,897,899	3,506,745	9	116½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389.919	811,987	922,665	6,722,850	6,877,518	14,200	11,614,628	162.8	1,443,679	1,412,428	471,509	—	.....
30 Sep. '62	113.0	3.8	17.8	—	26	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,599	121.8	411,399	873,612	183,000	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,540	204,000	22,667	623,480	38.1	70,885	162,757	83,000	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	289,750	—	938,884	58.2	151,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	558,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,665	585,201	279,210	6½	100
30 Sep. '63	40.9	6.7	8.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	15.0	—	0.3	—	2	6	6	Staten Island	261,120	34,273	—	72,388	200,000	66,500	339,186	18.0	43,194	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	218,931	323,794	184,908	—	.....
30 Sep. '63	54.9	—	5.5	—	11	15	156	Troy and Boston	1,661,558	220,096	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,226	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
" " '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
" " '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	103,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	532,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	191.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	5.0	192.5	—	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,088,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,506	922,670	106,133	1,626,256	3,678,000	1,126,458	6,810,482	141.0	653,025	857,701	350,271	—	14
31 Mar. '64	60.2	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,056	118,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,063,228	495,891	10	123
31 May, '59	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,973	.....	131.5	504,166	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,294,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,180	2 151,943	1,216,267	31	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	25,946	1,036,065	1,762,400	128,887	2,917,322	67.0	248,387	375 209	228,651	—	48
31 Oct '63	95.5	1.2	31.5	—	21	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	98.7	502,396	2,066,623	1,268,788	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,658	94,229	8,251,646	203.5	.....	1,436,317	552,500	—	84½
31 May '64	109.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	698,257	55,025	4,564,800	7,288,790	—	8,107,006	188.6	785,262	1,691,266	823,714	8	115½
31 Dec. '58	51.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,678	575,250	232,456	.....	61.5	75,120	68,128	19,783	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,422,236	262,965	618,150	1,490,800	308,000	—	2,137,867	ope	r. w. Lit.	Miami	296,651	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,073	460,533	.....	2,452,217	2,906,000	.....	.....	142.0	.....	705,229	311,256	—	15
30 Nov. '63	85.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	378,487	33,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '63	192.3	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	745,476	*	5,246,950	9,870,000	4,242,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	288	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	168.9	52.0	.....	—	53	28	446	Sandusky, Dayton and Cinc.	3,983,578	555,400	102,865	3,280 887	1,486,728	11,190	5,139,662	206.9	883,894	600,162	133,747	—	32
31 Dec. '63	116.0	2.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,255,156	*	—	862,571	1,299,100	127,116	2,894,094	125.0	220,717	272,202	92,283	—	.....
31 Dec '62	242.4	—	.....	—	47	18	923	Toledo & Wabash	9,900,595	*	25,000	3,514,775	6,561,830	28,272	10,152,632	260.0	1,279,950	1,439,795	540,921	—	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *date* (——) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	8	406	Atlantic and Great Western	5,654,039	*	——	1,763,506	3,856,000	——	5,654,039	100.0	——	860,215	171,288	——	——
31 Oct. '63	24.5	——	24.9	——	19	8	1,303	Beaver Meadow	1,964,230	400,560	——	1,983,900	1,000	——	1,964,900	24.5	247,080	583,219	242,981	22½	75
30 Sep. '63	65.0	——	6.0	——	——	——	339	Catawissa	5,634,000	*	——	8,500,000	284,000	3,868,280	3,852,380	146.0	328,613	308,567	11,465	——	11½
31 Oct. '63	52.0	——	4.5	4.0	12	5	66	Cumberland Valley	1,181,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,106	8	19½
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,013,294	2,160,583	——	5,668,250	4,571,000	1,006,951	18,276,201	202.0	1,469,494	1,767,083	828,143	9	222
31 Oct. '63	35.9	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	698,400	——	1,212,590	36.0	151,820	238,243	150,163	——	——
31 Dec. '62	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northn Cen.			196,907	334,701	110,386	——	30
31 Oct. '63	15.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	15.6	144,871	423,868	169,288	10	——
31 Oct. '63	56.9	15.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,560	700,000	——	1,882,560	56.5	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '63	32.5	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,540	——	1,809,565	500,000	100,000	2,409,565	32.5	27,600	37,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	64.0	143,578	255,729	101,570	——	80
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,338	——	——
31 Oct. '63	46.0	34.0	12.0	——	29	12	1,209	Lehigh Valley	3,622,008	889,222	——	2,297,250	1,465,000	58,127	3,822,377	88.0	286,844	1,320,038	774,074	10	74
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,866	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	38½
31 Oct. '63	24.5	106.0	63.5	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319,102	363,367	89,991	8	57½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,606	273,391	——	28
31 Dec. '63	300.8	56.1	319.0	——	290	178	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,430,250	16,949,124	——	33,345,668	356.9	5,211,202	1,891,413	5,111,413	——	63½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norristn	1,131,079	285,439	——	1,267,200	405,500	——	1,672,200	24.0	244 425	352,487	179,566	9	58½
31 Oct. '63	230.0	——	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	——	*	——	5,010 944	8,528,000	80,161	13,619,096	230.0	428,759	699,200	193,486	7½	24½
30 Nov. '63	147.4	51.1	211.3	——	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,647,328	——	26,613,528	403.0	2,721,689	6,252,902	3,706,900	7	57½
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	643,622	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	363,648	10	145½
31 Oct. '63	95.9	——	51.4	——	95	95	828	Phila., Wilmington and Balt.	8,774,500	*	881,129	7,460,000	1,017,500	——	8,477 500	200 5	647 020	2,840 248	1,602,119	10	88
31 Dec. '64	89.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	——	1,770,414	1,500,000	69,238	3,686, 877	72.0	256,176	315,722	101,569	——	12
31 Dec. '63	468.3	——	73.8	——	146	100	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,984,741	468.3	3,472,914	5,132,934	2,106,023	——	96½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Potteville	1,178.773	112,824	——	500,000	791.597	Lease'd to Northn Cen.		40,476	144.7.8	87,112	10	46
31 Oct. '63	29.6	——	3.1	——	5	4	196	Tioga	780,967	106,553	——	367,200	396,500	66,206	832,000	29.6	75,358	126,693	79,976	7	42
								RHODE ISLAND.													
31 Aug. '63	50.6	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	297,700	421,757	199,185	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,299	——	437,417	8,500	——	——	13.6	24,916	81,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	54,872	250,000	705,500	195,286	197,905	1,099,586	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,208	151,586	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429.008	1,145,000	245,546	——	164.5	——	541.190	126.871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	955,745	960,410	108,172	2,057,225	102.0	——	220,014	96,145	——	——
31 Dec. '60	186.0	106.0	——	——	62	39	790	South Carolina	——	——	——	——	2,643,883	——	——	——	——	1,499,636	701,945	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	68,133	——	805,214	514,000	99,110	1,187,707	47.6	——	29,967	19,167	——	——
1859	80.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637.367	*	——	1,289,673	2,020,000	260,000	——	140.0	——	318,718	187,496	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	150,264	——	829,554	1,902,000	390,497	——	130.5	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	567	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,689,000	260,112	7,627,797	291.0	——	1,685,096	878,597	——	——
1859	271.6	14.0	20.0	2.0	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	105.0	——	20.0	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,286	554,949	528,518	——	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	52,905	——	317,447	632,500	22,880	——	47.4	54,176	63,129	44,666	——	——
1859	34.9	——	7.0	——	12	2	51	McMinnville and Manchester	553,807	56,816	——	144,594	406,000	5,000	——	34.2	30,066	28,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,652,362	*	——	2,965,544	1,731,000	——	——	149.0	——	784,118	387,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.5	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,844	——	45.8	57,960	127,965	81,242	——	——
1859	50.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	412,000	408,477	——	39.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	——	168.0	——	——	——	Buffalo Bayou, Braz. & Col'rdo	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,563	——	50.0	31,300	82,670	——	——	——
1 May '60	70.0	——	0.0	280.0	7	5	124	Houston and Texas Central	4,232,849	*	——	455,000	975,000	800,000	——	70.0	102,200	252,840	196,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	502	Connect. & Passumpsic Rivers	2,842,741	*	——	1,660,000	800,000	——	3,036,388	90.7	139,877	306,850	167,430	——	——
31 Aug. '63	119.6	——	18.0	——	26	25	558	Rutland and Burlington	3,991,705	556,276	——	2,233,376	3,257,471	696,219	6,386,166	119.6	449,351	428,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136.761	188,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,000,000	10,000,000	174.5	826,269	941 045	202,987	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	oper. by Vt. Central				8	106
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	816,164	793,200	——	1,301,886	23.7	43,996	64,267	20,481	——	——
30 Jun. '63	59.0	5.5	8.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	oper. r.b. Troy & Boat.			53,882	——	——
								VIRGINIA.													
1 Aug. '60	41.3	——	——	122.1	——	——	——	Alex., Londoun & Hampshire	1,492,194	42,000	——	1,403,013	36,188	88,181	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.2	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,648	210,000	——	2,969,861	775,500	118,780	——	113.7	703.034	136,302	43,022	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,096,873	122,156	——	1,500,124	850,810	155,161	9 months	79.2	47,702	54,121	16,282	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,606	5,719,229	——	——	103.5	845,497	245,004	loss	——	10
30 Sep. '60	88.5	68.1	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,068,855	2,517,500	690.056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	125.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,686	374,996	——	1,365,800	1,351,500	292,342	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep. '59	89.2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,228,626	*	——	823,200	102,500	5,799	1,456,527	80.5	——	228,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,087	*	——	1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328	5	97
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,680	643,960	96 828	——	73.6	159,981	279,945	145,585	7	77
30 Sep. '59	77.2	7.5	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	836,750	204,808	26,853	——	43.5	1,054,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.0	2	——	23	Richmond and York River	704,840	91,554	——	667,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,063	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	226	Virginia Central	4,952,758	541,107	83,548	3,162,784	1,450,592	52,929	4,832,929	105.0	280 968	634,061	359,150	5	70
30 Jun. '60	204.7	9.4	10.6	——	33	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,196	740,489	347,967	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25 000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,840,000	2,460,000	——	——	199.9	——	766,476	328,580	——	——
31 Dec. '62	191.9	42.6	28.3	——	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,941	234.4	——	1,163,734	414.741	——	48
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,528	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	256,798	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	18,511	1,631,130	911,022	22,964	2,663,376	49.0	——	242,798	117,842	——	15
30 Jun. '58	1,098	137.0	——	78.0	204	180	2,399	Grand Trunk	77,210,846	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,098	——	4,368,510	1,164,856	——	——
31 July, '63	229.0	115.5	63.0	——	92	128	1,689	Great Western	23,983,760	*	1,250,000	16,902,745	9,281,435	——	26,084,180	357.0	——	3,011,860	1,649,510	1½	——
31 Dec. '62	96.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	13	271	European & North American	4,569,418	*	——	4,458,706	——	——	4,458,706	108 0	185,471	107,640	20,005	——	——
1 July, '61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,338	——	1,280,000	13,100	136,000	1,709,282	80 0	——	132,465	36,070	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	——	——	20	18	160	Nova Scotia	4,278,281	*	——	4,278,281	——	——	4,278,281	82.0	158,418	188,107	87,151	——	——
								NEW GRANADA.													
31 Dec. '63	48.1	——	——	——	11	22	120	Panama	1,250,000	*	515,658	5,000,000	2,278,000	——	10,703,722	48.1	——	5 027,438	1,328,984	15	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	70½
Boston, Concord & Montreal (pref.)	800,000	6	—	....
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	21
Camden & Atlantic (preferred)	620,800	7	—	80½
Catawissa (preferred)	1,150,000	7	—	....
Chemung (guarantied)	350,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	51
Cheshire (preferred)	2,017,825	7	—	94
Chicago & Alton (preferred)	2,422,596	7	7	65½
Chicago & Northwestern (pref.)	2,400,000	7	5½	....
Cochecho (preferred)	177,750	8	—	70½
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	....
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	—	72
Dubuque & Sioux City (preferred)	1,987,614	7	3½	....
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	—	49½
Elmira & William port (preferred)	500,000	....	—	92½
Erie (preferred)	8,535,700	7	7	47
Hannibal & St. Joseph (preferred)	5,253,856	7	—	....
Harrisburg & Lancaster (guar.)	1,182,100	7	7	104
Housatonic (preferred)	1,180,000	8	8	....
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,160	7	3	53
Michigan S. & N. Indiana (guar.)	2,553,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	3	....
Paterson & Hudson (guarantied)	630,000	....	3	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	352,700	8	—	....
" " (preferred)	648,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	89
Toledo & Wabash (preferred)	952,900	7	7	89
Troy & Greenbush (guarantied)	274,400	6	6	82
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,843	6	J. & J	1836	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,376,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	800,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.	....	..	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,788,882	6	M. & S.	1870	93
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6	....	....	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,960,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	6	J. & J.	1865	....
Md stg. loan converted	200,276	5	" "	1865	....
Mortgage bonds	963,000	6	" "	1878	55
Preferred Interest b'ds.	237,589	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,345,563	—	70
Chesapeake and Ohio	100	8,224,695	—	....
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	172
Delaware and Raritan	100	2,208,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan				....
Lehigh Navigation	50	2,479,950	6	68½
" " (scrip)	50	1,503,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	128½
North Branch	100	....	—	....
Sault Ste Marie	100	....	—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	2½
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,280	—	13½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	120
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....(cash)..... per ton 57 — @ 58 —
Pig, American, No. 1..... 52 — @ 54 —
Bar, Swedes, assorted sizes (in gold)..... — @ 92 50
Bar, English, Refined..... 185 — @ — —
Bar, English, common..... 145 — @ — —
Band, English..... 190 — @ — —
Horse Shoe..... 180 — @ 185 —
Rods, English..... 160 — @ 210 —
Hoop, English..... 195 — @ 280 —
Nail Rod..... per lb. — 14½ @ — 16
Sheet, Russia..... per lb. — 28½ @ — 30
Sheet, English, Single, Double and Treble.— 9 @ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast.....(1st & 2d qlty.)..... per lb.—27 @ — 33
English Spring.....1st & 2d qlty.)..... — 14 @ — 13
English Blister.....(1st & 2d qlty.)..... — 18 @ — 28
English Machinery..... — 19 @ — 22
American, Blister..... — 16 @ — 20
American, Cast, Hammered..... — 30 @ — 34
American, Cast, Rolled..... — 19 @ — 23
American Spring..... — 15 @ — 20
German..... — 19 @ — 21
Milan (in bond)..... — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New.....(suits)..... per lb.— — @ — 65
Sheathing, &c. Old..(cash)..... — 42 @ — 43
Sheathing, Yellow..... — — @ — 50
Pig, Chile..... — — @ — —
Bolts..... — — @ — 55
Braziers'..... — — @ — 55
American Ingot.....(cash)..... — 44 @ — 45

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena..... per 100 lb. 14 — @ 14 50
Spanish..... 12 75 @ 13 —
German Refined..... 12 75 @ 13 —
English..... 12 75 @ 13 —
Bar..... per lb. — — @ — 18
Pipe and Sheet..... — — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca..... per lb. — — @ — 63
Straits..... — — @ — —
English..... 56 @ — 57
Plates, Charcoal I. C..... per box 18 — @ 19 50
Plates, I. C. Coke..... 15 — @ 17 —
Terne, Coke..... 14 — @ 14 50
Terne, Charcoal..... 17 — @ 17 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d.....(cash)..... per 100 lb. 3 50 @ — —
Clinch.....(cash)..... 9 50 @ 10 —
Horse Shoe, Forged.....(cash)..... per lb.— 38 @ — 38
Wrought, English.....(cash)..... — — @ — 70
Ausable Horse, Norway Iron, Forged..... — — @ — 50
Zinc Nails.....(6 mos.)..... — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine..... per lb.— — @ 1 15
Para, Coarse and Medium..... — — @ — —
Carthagena, &c..... 72 @ — 75
Guayaquil..... — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity..... 45 @ — —
Ref'd, free, L.S. to pr. Wh. (110@120 test).— 87 @ — 88
Ref'd, in bd. L.S. to pr. Wh.(110@120 test).— 67 @ — 68
Naptha, Refined, (60@63 gravity)..... 52 @ — 53

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th 16	F. 17	Sat. 18	M. 20.	Tu. 21.	W. 22.
American Coal Co.	77	....	....	....	....	....
At. & Gt. W. (O) 1st m'k	....	85	....	....	....	....
Buffalo, N.Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	....	....	152	....
Canton Co.	....	31½	32	....	32	32½
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	92	92	....	92	91½
" " pref.	....	94½	....	....	94	....
" " 1M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	120	120	....	119	118
" " " 8 p.c.	....	....	....	....	....	115
Chic. & Northwest'n	....	34½	35	34½	34½	34½
" " pref.	....	65	65½	64½	63½	63½
" " 1st M.	....	....	86	....	86	86
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	115
Chicago & Rock Isl.	....	97	97	96	96½	97
" " 1st M. '70.	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	....	84	84½	82½	82½	84
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	57½	55½	56½	64½	65½	....
Del. & Hudson Canal	166½	167	173	173	170	....
Del., Lack. & West	....	....	....	....	....	....
" " 1M. 8 p.c. '71-8	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	....	76½	76½	74	74	....
" pref.	....	....	....	....	....	....
" 1 M. 7 p.c. '67	....	103	....	102½	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	....	....	102½	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	30	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	95	....	....
Hudson River	....	108½	108	106½	108½	112½
" scrip	....	85	....	....	85	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	107	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	98	....	....	....
Illinois Central	....	119½	120	119	119	119
" " Can. bd. sc.	....	....	....	....	....	....
" " bonds	....	113	....	....	....	....
Marietta & Cin 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	....	13½	11½	12	12	13½
Michigan Central	....	111½	....	113	113	113
" S F. 8 p.c. '82	....	....	....	117	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	....	66½	66½	65½	64½	66½
" " guar'd	....	....	....	....	....	....
" " 1M. S.F.	....	....	....	....	104	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	48½	48	47	....	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	43	50	....
Missouri 6s	....	66½	66½	67	67½	68½
" 1st. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	71	72	72	73	....
New York Central	....	113½	114½	112½	112½	115½
" " 7s, 1854	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	....	....	103½	103	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '84	....	....	....	....	....	....
" " 3M. 7 p.c. '87	....	....	....	....	....	....
Ohio & Miss. cer.	....	27½	27½	26½	....	26½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	300	239	....	238	....	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	....	....	185	....	....	....
Phila. and Reading	....	114½	112½	112½	114	....
Pitts. Ft. W. & Chicago	....	96½	97½	96	96½	96
" " 1M.	....	....	....	....	....	109
" " 2M.	....	....	....	....	99	....
" " 3M.	....	89	....	....	....	....
Quicksilver Mining Co.	....	....	85	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" " pref.	....	....	....	70	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds.	....	....	....	....	....	....
Tennessee 6s, 1890	....	56	....	56½	....	58
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	97	....	....	....
" " 2M.	....	....	81	....	....	....
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	103	....	....	....	....
U. S. 5s, 1885, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	102¾	102¾	102¾	102¾	102¾	....
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	111	....	111¼	111¼	111	....
U. S. 6s, 1881, coup.	111¼	111¼	111¼	111¼	111¼	....
U. S. 6s, '81, O. W. L'y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	120¾	130¼	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	130	....	....	....	....	....
U. S. 6s, 1 year certif.	98¾	98¾	....	....	98¾	....
U. S. 6s, 5-20s, coupon	112	111¾	111¾	111¼	111¼	....
U. S. 6s, 5-20s, new	111	110¾	110¾	110¼	110¾	....
U. S. 6s, " reg.	110	109¾	110¾	110¼	110	....
7.30 Notes, Feb. & Aug.	....	....	115	....	....	....
" " April & Oct.	115	115¼	115	116¼	....	....
American Gold	213¼	208¼	204¼	199	197	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	12	11¾
" preferred	32	31¼	....	31	....	30¾
Camden & Amboy	144	....	143	....	140	140
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	99¾
" mort. 6s, '89	104¼	....	104¼	104¼	104¼	104¼
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	35	34	....	....	....	35
Elmira & W'mport	30	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	68¼	....	....	....
" 6s	....	98	98	....	....	....
Lehigh Valley R. R.	77	....	....	74	....	....
" " 6s	100	....	....	99¾	....	....
Little Schuylkill R. R.	....	....	88¼	88¼	....	88¼
" " 7s	....	100¾	....	....	....	....
Long Island	45	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	57¼	57¼	57¼	....	57¼	57¼
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	20	22	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	53	53¼	....	....
Pennsylvania R. R.	64	63¼	63¾	62¼	63¼	63¼
" 1st m.	....	....	....	....	106¼	....
" 2d m.	104	104	....	....	104	....
Penn. State, 5s	....	91¾	91¾	91¼	....	91
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	100	101	100	....
Philadelphia City, 6s	92¼	92¼	....	92¼	92¼	92¼
" " new	95¼	....	95¼	94	94¼	95
Philad., Germ. & Nor.	55¼	58	58	....	55¼	....
Phila. & Reading	57¼	56¼	56¾	56	56	56¼
" " 6s, '96	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	25¼	25¼	25	....	....	24¼
" " 6s	....	....	99	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	25¼	....
" " pref. 6s	33¼	32¼	32¼	....	....	33
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	90	....	....	....	....
Sunbury and Erie, 7s	103¼	....	....	....	....	....
Susq. Canal	13¼	13¼	....	....	13¼	....
" " 6s '78	55¼	55	....	....	....	....
Union Canal, pref.	....	25¼	....	....	....	25
" " 6s '53	25¼	25¼	....	....	....	....
West Br. Canal 6s '75	....	....	....	....	....	....
Wyoming Valley Canal	....	....	65	65	65	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	15	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	45
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	10	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875	....	....	....	....	104	104
" " 1886	....	....	101¼	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	104¼	104	....	104	104	104
Balt. and Ohio	....	110	109	....	110	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	99	....	99	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	52	....	....	....	....
" " b'ds, '85	....	....	....	....	....	92
" " " 90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	....	....	108¼	....	....	....
Boston and Maine	123	....	122	....	122	....
Boston and Providence	....	....	131¼	....	....	....
Boston and Worcest	....	....	123	....	....	....
Cheshire, pref.	50¾	51	51	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	....	....	101	101	101	....
Eastern, N. H.	....	....	....	....	100¾	....
Fitchburg	....	....	115	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	....	....	....	....	....
Northern, N. H.	....	54	53¾	....	54	....
Old Colony and Fall R.	110	110	110¾	....	....	....
Ph., Wil. & Baltimore	68¾	68	68¼	....	68	....
Portl'd, Saco & Ports.	....	....	106¼	....	106	....
Vermont & Canada	....	105	104¾	105	105	....
Vermont & Mass.	....	....	40¾	....	....	....
Western	....	....	140¾	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	98¼	....	....	....
Metropolitan "	....	50	50	49¾	....	49¾
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	....	50	49	49¼	....	49¾
Isle Royale "	....	....	....	....	18¾	18
National "	....	26	....	....	....	....
Minnesota "	....	....	20	....	....	....
Pewabic "	....	51¾	51	51	51	....
Pittsburg "	....	....	....	....	....	....
Quincy "	....	....	94	....	....	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 7th of February:

Maryland 6s	60	to	65
United States 6s, 1881	50¼	"	51¼
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	65	"	67
Do., 2d mort., 1881	63	"	65
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	62	"	64
Erie shares, $100 (all paid)	31½	"	32½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	47
Do. do. $100 shares, all paid	50¼	"	51¼
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1860	62	"	64
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	....	"	....
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	54
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, February 25, 1865.

Stock Exchange and Money Market.

We notice that our recommendation that the legal tender currency should be forthwith cancelled as it comes into the Treasury from the collectors of the internal revenue, based on the supposition that the war is near its close, and immediate retrenchment is now probable and practicable, has been simultaneously advocated by Professor Bowen of Cambridge. We are glad to perceive that this simple and natural remedy for inflation is suggesting itself to other minds than our own.

We never have been alarmed at the condition of our National finances, so far as to fear repudiation or bankruptcy, though sensible enough of the evils of an irredeemable paper currency. For the Government in one sense at least, has always kept its borrowing credit in a palmy condition. It has since the war paid the interest of its gold bearing interest securities exactly as it promised to do. It has never faltered for a moment in its payments in coin on regular dividend days; on the contrary it has several times anticipated the interest due by several months, a very unusual course even with Governments in the highest credit.

The gold bonds of the United States have never stood in the market as high as they deserved. There is no good reason to give why they should not have borne as large a premium as gold itself, certainly as large as the gold bearing bonds of Boston and Massachusetts. This part of our financial system having therefore in point of promptness and certainty been unexceptionable, it forms a solid basis for further operations for the restoration of the value of our currency. Professor Bowen believes that by a cancellation of a portion of the legal tenders from time to time as they are received from taxes into the National Treasury, the premium on gold could be reduced to 30 without difficulty.

Another movement is now freely discussed and approved in some of the leading journals of this country. It is no more or less than to form a patriotic combination to pay off the National debt, which as funded, amounted in October last to sixteen hundred and odd millions of dollars, but likely to be enlarged to two thousand millions. Influential journals in Boston and Philadelphia so far from treating the plan as a visionary one, point out the way in which it may be easily accomplished. The motive is so good a one and the method suggested so ingenious yet simple, that it deserves to be recorded as a grand American idea and worthy of our great country. It is, to obtain donations of $10,000 each, from 200,000 of our wealthiest citizens throughout the loyal States, a number largely within the limit of those who have superabundant ability. The plan has actually drawn forth the most patriotic offers of contribution. One gentleman in Boston who is a warm advocate of the measure, has offered to give $200,000 himself, and on all hands it is admitted that it would be for the interest of our large monied institutions, companies and manufactories to contribute, as they would by this means be gainers in the end, by the cessation of direct taxation.

If our National debt was thus wiped out by this patriotic effort, the revenue from customs would at one hundred millions a year entirely meet the ordinary expenses of the Government. The country relieved from heavy taxation would rebound from its present position of constraint into immense activity and production, and the credit of the Nation would only be second to its glory. Such a spectacle would astonish the world and do more for the reputation and stability of republican institutions than was ever done before.

The idea is an American one purely, and is a great one, but not in the least inconsistent with all the other acts of the loyal States during the war. Our armies, our navy, our hospital and sanitary commissions have been achievements on the same grand scale. And there is wealth enough in the country to justify the attempt. Fortunes of collossal size are heaped up in this country in a few years time. We are astounded to perceive the enormous incomes enjoyed by families who

make not the least show or pretension. Few of these know what to do with their money which accumulates on their hands, and they could spare the sum named without the slightest inconvenience. It seems to us that if the subject was thoroughly discussed and pushed in the right quarters, the desired result might be secured within a year's time. The only amendment to the proposition we have yet noticed is that smaller sums should be received, as hundreds of thousands of patriotic persons worth ten thousand dollars, would be quite ready to contribute one or two hundred dollars even of their principal for the same great object.

Having thus done our duty to the country by promulgating it, and to the noble men who originated it, we leave the further consideration of the subject with our readers.

Gold within the last week has been as low as 138. The recent fall of the capital of South Carolina, and the evacuation of its principal and long defiant seaport have reached the knowledge of the gold speculators, and the logic of facts has been too forcible even for the most ingenious theorists.

We again assert the opinion, that the country is radically strong and sound, and that an able financier at the head of the Treasury under the great successes of our armies, and with the people ready to back him up to the full extent of their means, would have comparatively an easy task to put our finances in the most stable position. As yet there is no positive indication of the coming man.

As a favorable circumstance connected with this view of the subject, we notice the fall in foreign exchange, which is more than 2½ per cent. below par. This is an unusual circumstance of late years in our commercial history. According to prevailing theories this fact should cause large receipts of specie from abroad; gold being worth that difference here, more than in England should come in under the law of demand and supply. For at present rates of exchange a pound sterling will bring more in New York than it does in London, and those who wish to ship it have to submit to a loss of 2 per cent., or thereabouts to move it.

It appears that our exports during the present year have been of the value of $32,204,167, against $18,861,525 of imports, which nominally leaves a balance of trade in our favor of $18,342,642, and which even if reduced to a gold standard is still largely in our favor.

It is also well understood that large orders are constantly arriving on foreign account for our 5-20's and 10-40's, which actually bring several per cent. more abroad than in New York.

The 7-30's are also doing well under the efficient handling of Jay Cooke & Co., and as all our securities must eventually be paid in coin, on the principle that paper and coin are certain to be equalized when we resume specie payments, we can see no reason why the 7-30's should not become the popular favorite, as its interest is so much greater, at least with American capitalists. We observe that the circulation of our city associated banks on the 18th inst., was but $2,682,319, against $5,908,394 on the 20th of the same month in 1864, and the specie was $20,682,319, against $22,623,918, at the two periods respectively. The deposits are largely on the increase being $186,365,126, against $168,391,985, respectively. Money is plentiful, with the usual difference made between first class and ordinary commercial paper.

Governments are improving, and will doubtless continue to do so.

The price of cotton is watched with much interest. The quotations on Monday were according to quality from 69 to 86 cents per lb. We think a very heavy fall in price is imminent. Our latest accounts from India state that the breadth of ground planted with cotton the past year has been full 50 per cent greater than the previous year, and that as greater care is taken in the cultivation the crop is more valuable. It is even asserted as a consequence, that yarns of such fineness are now produced from it, that "on the whole the cloth prepared from it has been pronounced superior in durability, and equal in other respects to that produced from Upland American." This is the opinion of an East Indian Expert, Mr. Hume, as recently given in an official communication to a Revenue Board. The same authority asserts that the price hereafter is not likely to fall below an average of 6d sterling per lb., and that the Southern States can never again obtain a supremacy in the foreign market. It is noticeable that the article abroad has declined recently as much as 18 cents per lb.

The Bank of England as late as the 5th of February held in specie a balance of £14,461,224. Capitalists were calling in their money and Consols continued to show signs of weakness. The Manchester spinners, were very much discouraged by the downward course of the market, and were quite gloomy over the prospect of serious losses. And well they may be. A fixed capital of fifty millions is engaged in the manufacturing of cotton in England, operating *thirty millions* of spindles, and employing 400,000 hands. But the number of persons indirectly engaged in the manufacture is estimated at 3,600,000! In the beginning of the last century the importation of cotton into Great Britain was not two millions of pounds, in 1861 it was 820 millions.

The news by the last steamer from Liverpool is indicative of a marked disposition on the part of the British Government to maintain the most friendly relations with this country. At the same time it is to be regretted that the London *Times* which may be considered as almost a part of the Government continues to discredit as much as possible our ability to meet our financial engagements. Thus it asserts the Treasury will be short of gold to meet its future interest, and will have to go into the market to get a supply and thus enhance the premium. A cotemporary refutes this statement in the clearest manner.

The customs revenue in 1863 was in sterling £13,800,000
In 1864 20,450,000
1865 to June 30 14,000,000
Total for 3 years £48,250,000

The total interest paid and payable for the same period up to June 30, 1865, is but £26,150,000. Also have been paid off in gold during the same time, Demand gold bearing Treasury notes, Principal of stock of 1842, do., 1850, in all £13,000,000 —Leaving a gold balance of £9,100,000.

So that the Government has not only paid its interest in gold, but has paid principal besides to the extent of $65,000,000 during the same time. Not only this, but it has been able abundantly to dispose of some of its surplus gold, for currency at a large premium, say in New York £4,500,000, and in London £1,000,000, and yet on the 30th of June next, after fulfilling all its engagements it will still have in gold in the Treasury $18,000,000. Nothing can be more clear than this proof of the stability of our financial resources in relation to our funded debt. If the *Times* is amenable to justice, it should correct its mistatements.

The condition of the stock market may be reported as improving. Governments are in large request and advancing. The Railway market is also better and some of its securities are quite strong.

The last weeks exports of domestic produce were heavy, viz., $5,163,465 against $2,963,866, the same week last year. In the above amount is included 1,105 bales of cotton of the value of $433,583. The Boston imports for the week ending 17th were $219,190.

The balance in the Sub-Treasury in this city on Tuesday, was $25,260,857 53.

The fall in gold is noted in our usual quotations.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon 6s, 1879, 98; Louisiana 6s, 60; Connecticut 6s, 100; Cleveland and Toledo dividend bonds 1865, 101½; McGregor Western 1st mort., 70; Brooklyn 6s Water Loan, 105; Central Coal, 46; Wyoming Valley Coal, 58; Fontinac Lead, 59¼; Smith and Parmalee Gold, 6½; Columbia Marine Insurance Co., old stock, 157; do., new, 148½; Metropolitan Fire Insurance Co., 140¼; Central National Bank, 105; Shoe and Leather Bank, 108; 4th National Bank, 102; Importers' and Traders' Bank, 108; Bank of Commerce, 110; Metropolitan Bank, 120; Marine Bank, 160; Fulton Bank, 172½; Merchants Bank, 117; Bank of Utica, N. Y., 100; Corn Exchange Bank, 110; Hanover Bank, 103½; Tradesmans Bank, 122; Bank of North America, 108½; Bank of America, 140; Am. Ex. Bank, 122.

Philadelphia.—Pittsburg 6s, 75; Girard College horse R. R., 25; Union Canal Interest bonds, 25; Clinton Coal, 1⅛; Coal Ridge Imp. Co., 18; Locust Mt. Coal, 49⅛; Big Mt., 5⅛; Green Mt., 4; Swatara Falls, 5; Penn. Mining, 10; Keystone, Zinc, 2; Manuf. and Mech. Bank, 81½; Mechanics' Bank, 80; Philadelphia Bank, 143; Bank of North America, 195; Commercial Bank, 62; Atlas Oil, 1.44; Briggs, 4; Bruner, 1.31; Big Tank, 2; Bull Creek, 2⅛; Caldwell, 6⅛; Corn Pl., 5⅝; Crescent City, 1½; Cow Creek, 1¾; Cherry Run, 30; Densmore, 6; Dalzell, 8¾; Duncard Creek, 1; Davis, 1¼; Egbert, 3½; Excelsior, 1¼; Eldorado, 1⅞; Franklin, 2⅛; Germania, 0.94; Hyde Farm, 4¼; Hibbard, 1¾; Howe's Eddy, 1⅛; Junction, 3; Krotzer, 1½; Logan, 1½; McClintock, 6⅛; Mineral, 2¼; Mingo, 3½; Maple Shade, 24¾; McElheny 5; McCrea and C. R., 1¼; Noble and Delamater, 6⅛; Oil Creek and C. R., 5½; Olmstead, 2⅞; Organic, ⅞; Plumbly Farm, 1½; Perry, 3½; Petro. Central, 2⅞; Phila. and Oil Creek, 6½; Pittsburg and O. C., 1½; Royal, 1.44; Ross, 1.81; Rock, 3⅛; Sugar Creek, 7; Sugar Dale, 2¾; Schuylkill and Oil Creek, 1⅛; Sherman, 1.31; St. Nicholas 4; Story Farm, 1⅞; Star, 1; Story Centre, 5¾; Sutly, 1¾; Seneca, 4; Tarr Farm, 2¼; Tarr

Homestead, 5⅜; Tionesta, 4; Union, 1¼; Upper Island, 1.94; Western Penns., 3¼; Wm. Penn., 2½; Walnut Island, 2⅝. The latest quotations are: City 6s, 92½@92⅝; do., new, 95@95¼; State 5s, 90@91; do., coupon, 93@94½; do., 6s, W. L., 100@101⅛; Phila., Wil. and Balt., 68; Reading, 56⅝@56¾; do., 6s, 1870, 100½@101⅛; do., bonds, 98@98½; Camden and Amboy, 140@141; Penn. R. R., 63@63¾; do., 1st mort., 106½@107; do., 2d mort., 104@104½; Little Schuylkill R. R., 38@39; Morris Canal, 86@90; do., pref., 126½@127; do., bonds, 100@101; Wyoming Valley Canal, 64⅞@65; do., 6s, 97@100; Susquehanna Canal, 13¼@13⅜; do., 6s, 54½@55¼; Sch. Nav., 26@30; do., prof., 33@33⅛; do., 6s, 1882, 80½@81; Union Canal bonds, 24½@25; Delaware Div. Canal 34½@35; do., bonds, 90@95; Elmira and Williamsport, 30@31⅛; do., pref., 48@50; do., 7s, 1873, 100@102; do., Chattle 10s, 74@75; Long Island R. R., 44¾@48; Lehigh Coal and Navigation, 67@69; North Pennsylvania, 27@29; do., 6s, 90@92; do., 10s, 112@113; Philadelphia and Erie, 24¼@24½; do., 6s, 99@99¼; Minehill, 57¼@58½; Catawissa, 11½@12; do., pref., 30@31; Lehigh Valley, 74@74½; do., bonds, 98@100; Fifth and Sixth streets, (horse,) 42@43; Second and Third, 66@67⅛; Race and Vine, 8@10; West Philadelphia, 70@70; Spruce and Pine, 28@32; Green and Coates, 29@30; Chestnut and Walnut, 45@50; Arch, 15@15⅛; Thirteenth and Fifteenth, 21½@23½; Girard College, 25@25; Tenth and Eleventh, 45@45; Norristown, 58@59.

Boston.—Eastern R. R. 6s, 1874, 99; Northern (Ogdensburg) 2d mort., 25; Vermont Central, 1; do., 1st mort., 73; do., 2d mort., 20; Western R. R. 6s, 1875, 102; Norfolk County R. R. 6s, 99¾; Illinois Central R. R. 7s, 1875, 111¾; Boston and New York Air Line 6s, 55; Boston, Hartford and Erie, 20; do., 7s, 79¾; Worcester and Nashua, 94¾; Cape Cod Branch, 76; Mad River and Lake Erie R. R., 5; Granite R. R., Quincy, 70; Massachusetts State 6s, 1874, 121; Vermont 6s, 1871, 96¼; do., 1874, 97; Maine 6s, 1888, 98; Rhode Island 6s, 1882, 98; Albany City 6s, 1870, (Western R. R.,) 101¾; Chicago 7s, 1884, 104; Portland 6s, 1872, 94; Boston Water Power Co., 41; Cary Imp., 12¾; Potomac Coal, 7¾; Gilberton Coal, 72; Glenville Coal, 73; Short Mt. Coal, 45¼; Lorberry Coal, 34½; Mammoth Vein Coal, 27¼; Bear Valley, etc., coal, 23; Buckingham Plumbago, 2; Great Basin Oil, 2¼; Fuller Farm, 3; Boston Gas, 787½; East Boston Gas, 27¼; Merchants' Bank, 118; Tremont National Bank, 112; do., Rights, 86; Bank of Republic, 106; Traders' Bank, 92; Union Bank, 129; State Bank, 80¼; Atlantic National Bank, 110¼; National Bank of Republic, 107½; North National Bank, 101; 3d National Bank, 105; Blackstone National Bank, 110½; Monument Bank, Charlestown, 115; Pawners' Bank, 95; Revere Bank, 126; Suffolk National Bank, 117½; Boston Bank, 82¾; Mt. Vernon Bank, 105½; Acton Mining Co., 1⅛; Albany and Boston, 27; Bedford, 60c.; Bay State, 15; Copper Falls, 29½; Canada, 75c.; Hancock, 9¾; Huron, 43; Nequaket, 2; Ottawa, 21c.; Pontiac, 2½; Star, 4⅜; Superior, 5⅜; South Side, 2; Toltec, 1½; Winthrop, 1.

Baltimore.—Marietta and Cincinnati bonds, 91; Springfield Mining Co., 1.10; Santa Clara, 21¾; Maryland Copper, 0.75; Bare Hill, 3.20; North State, 0.20; George's Creek, 112½; Atlantic Coal, 1.25; Am. Gas Coal, 1.90; Laurel Cannel Coal and Oil Co., 5.30; Chesapeake Oil, 4.15; Penn. Oil, 2; Baltimore Chrome, 2.45; Lake Chrome, 0.40; Farmers' and Mechanics' Bank, 43½; Union Bank, 70½; Bank of Baltimore, 104⅞; Franklin Bank, 12⅞. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 99@100; do., 1875, 100@105; do., 1880, 100@104; do., 1885, 100@105; Northern Central, 53@53½; do., bonds, 1885, 92@95; N. W. Va., 00@05; do., 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 91@91; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 88@89; do., guar., 100½@102; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 100@101; do., 1873, 104@108; do., 1875, 104@104; do., 1886, 102@102½; do., 1890, 104@104; do., coupon, 104@104; do., 5s, 1838–'70, 86@90; City Passenger R. R., 15@17; Canton Co. 31⅛@32; Gardner, 0.50@0.90, Gas Coal, 1.85@2.00; Maryland, 0.75@0.80; North State, .20@.20; Springfield, 1.10@1.10; George's Creek, 112½@112¾; Santa Clara, 21@22; Balt. Chrome, 2.40@2.45; Bare Hill, 3.10@3.20; Atlantic Coal, 1.25@1.30; Mineral Hill, 1.25@1.75; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.20@5.40.

Third National Bank of the City of New York.

This institution has increased its capital to one million of dollars, and has very judiciously chosen J. F. D. Lanier, Esq., its President. This is an admirable arrangement in all respects. Mr. Lanier has been a leading banker and financier in this city for fifteen years, always enjoying a high reputation for ability and probity. More than this, he has distinguished himself for his prompt support of State credit, particularly in regard to Indiana, whose financial honor he upheld in 1864, when he generously and boldly advanced the back interest on its debt to the extent of nearly half a million of dollars, and for which he received the grateful thanks of Governor Morton. Such liberal-minded and wise financiers are a credit to the times and their country, and the Third National Bank, under such large and liberal views, and so sagacious a manager, cannot fail to become a leading institution in this great metropolis.

Columbia and Port Deposit Railroad.

The Smyrna (Del.) *Times* says that "the Columbia and Port Deposit Railroad Company are petitioning the Delaware Legislature for the privilege to enter the State and terminate at some point on the Delaware bay or river. It is understood that it will run from Port Deposit through the fertile regions of Cecil county, Md., and connect with the Smyrna and Bombay Hook Railroad at Smyrna, if the latter can obtain a charter, of which there is little doubt, as the bill has already passed the House with but one dissenting voice, and unless something unforeseen turns up, there is little doubt of its passage through the Senate."

☞ The Franklin Branch of the Atlantic and Great Western Railway has been completed to Oil City.

Railroads in New Jersey.

A number of railroad projects have already been brought before the Legislature of New Jersey. Among others, is a bill to charter the Passaic Valley and Peapack Railroad Company, with a capital stock of $1,200,000, for the purpose of constructing a railroad from some point in Union, or Essex, near the village of New Providence, to Peapack, in Somerset county, with the privilege of extending the same into the counties of Warren or Hunterdon. Also, a supplement to the charter of the Morris and Essex Railroad Company, authorizing it to construct a road from Bloomfield to Denville. Also, a bill to incorporate the Elizabeth Horse Railroad, which provides for the construction of a track from the Port to Elizabeth City.

Pittsfield and North Adams Railroad.

The annual meeting of the stockholders of this corporation was held at the office of the Western Railroad Corporation in Boston, on the 8th inst. The following gentlemen were chosen Directors: Chester W. Chapin of Springfield, James D. Colt of Pittsfield, Robert Campbell of Pittsfield, Stephen Fairbanks of Boston, Josiah Stickney of Boston.

☞ The Grand Trunk Railway Company are to extend their track from Sarnia, on Lake Huron, through to Chicago. The extension will run from Port Huron, opposite Sarnia, to Owasso, 90 miles; from thence to Lansing, 22 miles; from Lansing to Battle Creek, 42 miles, and from the latter place to Chicago, 166 miles—making the whole distance 322 miles, which, added to the main line, will render it continuous from Chicago to Portland, on the Atlantic, 1,105 miles, and connect by the Vermont Central with Boston and New York.

☞ It is reported that the Pennsylvania Coal Company have closed a contract with the Erie Railway, by which the latter makes a profit upon the coal it moves equal to the tolls charged upon the Delaware and Hudson Canal, which is full $3 per ton at the present value of coal. It is also stated that the Erie Railway Company have bought the charter of the Buffalo and Pittsburg Railroad Company, and have finished two or three sections of the road, one of which extends into the heart of the coal fields of McKean County.

Eastern Coal Trade.

The tide water region of the Middle Atlantic States is supplied with anthracite and other descriptions of coal chiefly from eastern Pennsylvania, and to a less amount from the Broad Top Mountain and the Cumberland (Md.) regions. The total product of these sources is now probably not less than 12,500,000 great tons annually.

The principal railroads and canals of Pennsylvania, New Jersey and Maryland supply the means of transportation from the mines to the depots established on the tide waters of the Chesapeake, Delaware and Hudson Rivers, and the kills separating Staten Island from the main land of New Jersey, on which the Delaware, Lackawanna and Western Railroad Company have constructed immense works. The other tide water places of deposit are Baltimore, (Locust Point,) on the Chesapeake, Newcastle and Philadelphia, (Richmond,) on the Delaware, Jersey City opposite New York, and Rondout on the Hudson, the outlet of the Delaware and Hudson

Canal. Large quantities of coal are also transported to the lakes both by railroad and canal.

ANTHRACITE.

The following table exhibits the product of the several anthracite regions for the two years 1863 and 1864:

	1863.	1864.
Schuylkill Region—		
By Schuylkill Canal	854,556	1,000,500
By Phil. and Reading R. R.	2,849,408	2,763,374
	3,703,964	3,763,874
Pine Grove	203,991	204,000
Shamokin	274,936	333,478
Total Schuylkill Region.	4,182,891	4,301,352
Lehigh Region—		
By Lehigh Canal	699,558	758,087
By Lehigh Valley Railroad	1,195,155	1,295,419
Total Lehigh Region	1,894,713	2,053,506
Wyoming and Lackawanna Region—		
By Del. and Hudson Canal	828,151	848,076
By Penn. Coal Railroad	661,955	759,544
By Wyoming Canal	585,249	536,088
By Del. Lack. and W. R. R.	1,223,166	1,302,457
Tot. Wyoming & Lack. Region	3,777,447	4,083,503

Recapitulating the above by regions the following is the aggregate result:

Schuylkill Region	4,182,891	4,301,352
Lehigh Region	1,894,713	2,053,506
Wyoming and Lackawanna	3,777,447	4,082,503
Aggregate anthracite.	9,855,051	10,438,361

SEMI-ANTHRACITE AND BITUMINOUS COAL.

The product of the semi-anthracite and bituminous coal regions, including Cumberland in Maryland, was for the same years as follows:

	1863.	1864.
Lykens Valley	141,282	129,973
Treverton	62,000	66,000
Broad Top Mountain	305,678	386,645
Blossburg	226,183	353,124
Barclay	54,116	62,000
Total semi-anthr. and bitum.	789,259	997,742
Cumberland Region	748,345	665,605
Aggregate	1,537,604	1,663,347
	11,392,655	12,101,708

The total of all descriptions mined in the above regions will thus be as follows:

	1863.	1864.
Anthracite	9,855,051	10,438,361
Semi-anthracite & bitumin's.	1,537,604	1,663,347
Grand total	11,392,604	12,101,708

Central Pacific Railroad.

A short time ago the Attorney-General commenced an action to enjoin the State Treasurer from paying the interest on the Pacific Railroad bonds, issued under the laws of last winter, $52,500 of which fell due on the 1st inst. The object was to test the constitutionality of the law, the enemies of the enterprise having industriously circulated reports that it was invalid. The District Court held it to be constitutional, refused to grant the injunction, and dismissed the complaint. An appeal was promptly taken, and yesterday the Supreme Court entered an order affirming the judgment of the District Court in those respects, but modified other portions which are unimportant. This decision settles the question of the law and the liability of the State to pay the interest for twenty years on $1,500,000 of these bonds, in gold coin. This large amount of bonds is now readily available to the company, as the decision will make them equal in value to State bonds and they will probably sell for as high a price. The money is in the Treasury to pay the first semi-annual installment of interest and will be paid today. We are informed that the company has given orders to increase the force of laborers to 2,000, and to push the work as rapidly as possible. Long before these bonds can be exhausted the company will receive the $1,264,000 due them from the National Government, so that the work will undoubtedly progress without delay during the present year.

This decision secures to the railroad not only these State bonds, as good, but gives an increased value to them, and will carry with it the $600,000 from our city and soon the large amount from the National Treasury also, so that in a short time the Pacific Railroad Company will have a cash capital in their vaults of millions to work with.

On the day following the rendering of this decision the company drew from the State Treasury $51,555, which amount is the first semi-annual installment of interest on all bonds, amounting to 1,473, of $1,000 each.—*Sacramento Union, Feb.* 8.

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the 2d week of Feb., were. $123,740 76
Corresponding week of 1864 ..... 78,677 83

Increase 57.27 per cent..... $45,062 93

The earnings of the Michigan Central Railroad for the 2d week in Feb., 1865 ..... $67,094 00
Corresponding week of previous year.. 63,690 00

Increase $3,404 00

The earnings of the Grand Trunk Railway for the week ending Feb. 11, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$22,206 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	76,798 00
Total	$102,128 00
Corresponding week, 1864	107,789 00
Decrease	$5,661 00

The earnings of the Toledo and Wabash Railroad Company for the first week of Feb., 1865, were $35,435 60
Corresponding week of previous year. 20,931 71

Increase $14,503 89

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending February 7, 1865, were:

	1865.	1864.
Passengers	$2,680 10	$1,817 81
Freight	4,874 27	6,198 19
Express	162 80	104 16
Mails	296 58	296 58
Total	$8,013 75	$8,411 74
Receipts from January 1 to Feb. 7:		
1865	$52,729 48	
1864	36,321 11	
Increase	$16,408 37	

The earnings of the Marietta and Cincinnati Railroad for the 2d week in February:

	1865.	1864.
Passengers	$11,725 99	$7,095 67
Freight	7,352 18	9,052 97
Mail, express & telegraph	1,194 33	937 58
Total	$20,272 40	$17,086 22
Total this month to date	$38,098 46	$34,538 07
Total for the fiscal year, commencing 1st Jan...	136,210 66	99,344 47

☞ The exports of Petroleum from Pittsburg, by the Pennsylvania railroad during the year 1864, amounted to 545,761 barrels.

Carriers.—Liability for Passenger's Luggage.—Special Contract.

The recent case of Stewart *vs.* The London and Northwestern Railway Company, was an action in which the complaint stated that the plaintiff became and was received by the defendants as a passenger on their railway, to be carried and conveyed by them, together with the luggage, the same being his ordinary luggage, from Liverpool to London, in England, and from thence back to Liverpool, by a certain train each way of the defendants for reward to them in that behalf, the said luggage to be delivered by them to the plaintiff at Liverpool, upon his return and arrival there by the said train from London to Liverpool. And that the defendants did not carry and convey the said luggage to Liverpool, and deliver the same there to the plaintiff, on his arriving there by the said last mentioned train, and the same remains and still is undelivered to him, although all things happened, &c., whereby, &c.

There was also an allegation of conversion. The answer denied the contract; and averred that the plaintiff did not become, nor was he received by the defendants as a passenger on their railway to be carried and conveyed, together with his said luggage as alleged; it also denied the breach; and to the remainder of the complaint it contained a general denial.

Issue was thereupon joined.

The action was tried in the Borough Passage Court at Liverpool, on the 5th of April last, before an assessor, when it appeared that the plaintiff purchased in September, 1862, for 17*s.* 6*d.* (At the office of one Marcus, who had made arrangements with the defendants for excursion trains,) a first class return ticket from Liverpool to London. This ticket was headed, "L. and N. W. Railway, Marcus' train, 1863." On the first half was printed "*Ticket as per bill,*" and on the back of each half was the following notice: "Forfeited if transferred. *This ticket is issued subject to the conditions contained in the company's time and excursion bills,* and if used for any other train or station, the ticket will be forfeited and the full fare charged."

The small excursion hand bills (issued with the tickets) contained, among other notices the following one: "Luggage under 60 lb., free, *at passenger's own risk.*"

The plaintiff said he had not seen the small hand bills, though he did observe large posters at the station, containing the general arrangements of the trains, and referring for further particulars to the small bills.

On his return journey the plaintiff's portmanteau (which was legibly addressed with plaintiff's name and residence,) containing ordinary passenger's luggage, was lost, after having been taken from him at the London station by one of the company's servants; and he sought to recover from the defendants the value of the portmanteau and its contents.

The jury found that the plaintiff had not seen the small hand bills, and the Judge directed a verdict for the defendants, with leave to the plaintiff to move the Court to enter the verdict for plaintiff for 39*l.* 14*s.*, the amount sought to be recovered.

The plaintiff's counsel now moved accordingly.

POLLOCK, C. B.—We are all of opinion that this

case is not within the Traffic Act, and that no rule ought to be granted. There is a rule in the English law, that every man must be taken to know that which he has the means of knowing, whether he has availed himself of those means or not. Now as to this ticket, the plaintiff must be supposed to have read it. If he did not choose to consult the hand bill, that is his fault not the fault of the company. The bill points out the terms upon which these particular and special trains are to run, and one of the conditions is—"luggage under 60 lb., is free;" but if taken free, it is to be "at the passenger's own risk." If it be sent as goods to be carried in the ordinary way under the custom of England, for carriers to be liable, that is a different matter.

The plaintiff's ignorance then, was of his own creation, and the luggage was lost in a place where he has agreed to take the risk himself. Under the circumstances, the railway company are not liable, and on that ground there should be no rule.

If the question were whether this was a matter within the carrier's liability by the common law, I should think it was not. Richards *vs.* The London, Brighton and South Coast Railway Company, (7 Com. B. Rep., 839; *s. c.*, 18 Law J. Rep., N. S. C. P., 251,) is certainly an authority (which I was not aware of,) that the luggage of a passenger is in the same condition as goods sent by a carrier, but I am not convinced by it, or disposed to defer to it; and, notwithstanding the authority of Mr. Justice Story to the same effect, I am still of opinion that a carrier undertakes no responsibility in respect of the goods of a passenger beyond that which he undertakes with respect to the passenger himself.

Bramwell, B.—I am of opinion that this rule ought to be refused, notwithstanding the ingenious points brought before us. A man takes a ticket, on the back of which is printed that it is "issued subject to the conditions contained in the company's bills." Now, first of all, he says, "I did not know what was on it; and then he comes to claim the benefit of his own carelessness. He certainly had notice that there was something for him to inquire into; and if he had chosen to inquire he might have informed himself. He has luggage under 60 lb., and that being at his own risk, he pays for his journey from Liverpool to London and back, about one-fourth of the price that he would have paid if he had gone by an ordinary train. That is the plain bargain he makes; and then afterwards he says, "though I have agreed that my luggage shall be taken at my own risk, I want to make the defendants pay for it." On what possible ground can he do that? All the sense of the thing, it appears to me, is entirely against him.

A case was cited to show that, in the ordinary case of a passenger's luggage, the obligation of the railway company is that of a common carrier. That was a very hard case, and it differed from this; for this is not the ordinary case where a passenger pays for the place he occupies, and his luggage is taken upon the terms of the act of parliament; here the luggage was taken on special terms, and the Railway Traffic Act does not apply, nor is there any question of reasonableness or unreasonableness.

Again, it is said that the railway company is bound to take a certain quantity of luggage. Yes, when the railway company is charging the ordinary fare; but when they are making a difference in the fare, and taking a man with a certain amount of luggage on special terms, on which he is content to be conveyed, he must abide by those terms.

Another objection made is, that "to be carried *at the passenger's own risk*," must mean where there is no negligence on the part of the defendants or their servants. I cannot see that there is any distinction which is not in the words themselves. It is as though the defendants said, "We will not be responsible for any loss or damage to luggage;" and if a man chooses to agree to those terms, he must stand on them altogether; it is absurd to say that he can withdraw from them; and make the company pay for his loss.

Pigott, B.—I look upon this as a special contract, and I see no reason why the parties should not be competent to enter into it. With regard to excursion trains, a large number of people take the benefit of them, and the company do not incur the risk of common carriers. This is a risk merely as to passenger's luggage. Surely, it is reasonable to say, "If we carry you at the low rate we do, you must take care of your own luggage." And if a man enters into such a contract I do not see why that contract should not bind him. I think, therefore, there should be no rule.

Rule refused.

British Joint Stock Companies.

During the year ending December 31, 1864, 282 new joint stock companies were organized in Great Britain, with an aggregate capital of £155,887,500, and 48 existing companies made additional issues of stock to the amount of £35,315,000, viz:

	New.		Additional.	
	No.	Capital.	No.	Capital.
Banking	19	£25,600,000	26	£22,005,000
Financ'l & disc.	26	28,150,000	7	7,425,000
Manuf. & trad'g.	78	38,195,000	2	800,000
Railway	10	12,510,000	2	2,500,000
Insurance	11	9,200,000	2	1,290,000
Shipping	21	14,800,000	2	625,000
Hotel	22	1,990,000	1	30,000
Mining	11	4,189,500	—	—
Gas	6	1,280,000	1	50,000
Miscellaneous	48	9,973,000	5	590,000
Total	282	£155,887,500	48	£35,315,000
				115,887,500
Additional capital				£191,202,500

☞ The total value of the exports from Portland for the month of January was $964,267. The following figures are the footings of the trade returns of Portland during the years 1863 and 1864:

	1863.	1864.
Exports foreign merchandise.	$1,140,855	1,838,751
Exports domestic produce	3,984,828	3,824,594
Total exports	$5,125,713	5,663,345
Excess in 1864 over 1863		$537,632
	1863.	1864.
Imports foreign merchandise.	$3,417,226	3,018,063
Decrease imports in 1864		$399,163

☞ Several hundred acres of cotton are to be planted in Los Angelos County, California, this year. Specimens grown in that county last year have been sent to France, and the report comes back that it will bring the same price as the short silk cotton of the United States $63 (in gold) per 100 pounds, if cleared of the seed and well prepared.

Valuation of Massachusetts.

The State Valuation Committee have completed their estimate of the value of property in the several counties and cities in the State. The following is the result:

Counties:	Valuation.	Polls.	Proportion on each $1,000.
Suffolk	$387,276,700	36,371	$348.14
Essex	90,393,466	36,467	95.24
Middlesex	155,324,723	49,739	157.20
Worcester	80,957,772	39,580	88.76
Hampden	33,253,177	15 652	30.16
Hampshire	20,510,994	8,927	21.94
Berkshire	27,937,444	12,541	30.07
Franklin	13,048,119	7,648	14.84
Norfolk	95,097,794	25,270	93.66
Bristol	59,464,668	20,590	60.96
Plymouth	27,952,058	16,075	31.86
Barnstable	14,276,198	8,170	16.24
Dukes	2,188,985	1,100	2.41
Nantucket	2,152,558	1,180	2.42
Total.	$1,009,829,656	279,314	$1,000

The valuation of the several cities in the State, the number of polls, and the amount of State tax to be paid on each $1,000 levied, are as follows:

Cities:	Valuation.	Polls.	Proportion on each $1,000.
Boston	$378,303,357	32,992	$338.81
Worcester	19,701,244	7,287	20.44
Chelsea	7,706,745	2,959	8.04
Cambridge	25,897,970	6,294	25.21
Charlestown	16,292,544	5,790	18.48
Lowell	20,980,041	5,736	24.79
Springfield	13,822,212	5,794	14.24
Lawrence	11,240,191	3,692	11.48
Lynn	10,053,309	3,712	10.44
Newburyport	7,659,960	2,534	7.80
Salem	16,192,357	4,354	15.97
Fall River	12,632,419	4,312	12.92
New Bedford	20.525,790	4,572	19.78
Taunton	8,463,074	3,288	8.085

Roxbury has 4,966 polls, and is assessed $22 75 on each $1,000 of State tax.

Pittsburg Passenger Railroads.

The Citizens' Passenger Railway earned during the year $100,380 88, paid out, including $8,000 for dividends and $18,000 for construction, $122,827 92; carried 1,896,857 passengers, killed three persons and injured four. The Birmingham Passenger Railway earned $58,005 96, paid for operating the road, $42,022 56, on dividend $2,000, carried 1,160,995 passengers, killed three persons and injured one. The Manchester road earned during the year $67,930, paid for operating the road, taxes, etc., $70,382 72, carried 1,554,088 passengers, and injured but two persons. The Oakland road earned $37,004 90, paid out in the shape of expenses, $30,395, declared no dividends, carried 642,974 passengers, and injured but one person. These figures show our passenger railways to be anything but money making concerns just now, and we do not wonder that the stockholders are keen for a raise in the fare.—*Pittsburg Chronicle.*

☞ The Halifax (N. S.) *Express* says that the survey and plans of the Intercolonial Railway have been completed, and were forwarded by the last steamer to Canada, via Boston. A number of Engineers who were employed on the survey also left on the same conveyance; and Sanford Fleming, Esq., the Chief, would follow in a day or two.

☞ From the annual report of the Hazleton Coal Company we learn that the gross income for the year was $305,251. The charges against these receipts for all purposes were $95,393, leaving in net profits $209,858, out of which was paid in dividends twelve per cent. in cash, leaving a handsome surplus. There is little of the stock of this company on the market.

Wealth and Resources of New Mexico.

The rumor founded on great probability of the annexation of a large mineral territory on the Pacific, by the *Soidisant* Emperor of Mexico to the Emperor of France, gives new importance to the territory of New Mexico. We naturally inquire after its resources and wealth, enjoying as it does a topographical importance in connection with our new neighbors. It lies just north of Texas and Chibuhaha, east of Arizona and west of the Indian Territory, with an area of 77,008,641 square miles, and a population by the most recent accounts, of 82,979 inhabitants. In those respects it compares favorably with some of our largest territories, and is drained by the great river Rio Grande emptying into the Gulf of Mexico.

It contains 11 counties all having Spanish names, each with a principal town. The County of San Miguel has the largest population, about 13,600. The habits and manners of the people are Spanish, in conformity with their descent, and they appear contented with the change of their institutions. Santa Fe the capital is situated near the Rio del Norte 1,131 miles from the city of Mexico, and is the seat of a considerable traffic from the United States. It contains nearly 5,000 inhabitants. There are other principal towns with a population varying from 21,00 to 300 inhabitants.

Agriculture is conducted on a moderate scale, there being cultivated farms to the extent of 149,415 acres, but the uncultivated land comprises 1,177,055 acres. The value of these farms was at the last census estimated at, $1,826,470, and the implements of husbandry employed upon them $194,005.

The live stock consisted of 19,119 horses, 11,255 asses and mules, 84,460 milch cows, 26,104 working oxen, 29,228 other cattle, 836,459 sheep, and 9,489 swine. The whole value of this stock was estimated at $4,386,084.

The animal products were as follows: Butter 18,188 lbs., cheese 37,859 lbs., wool 479,245 lbs., and the value of animals slaughtered $309,168.

The cereal crops were wheat 446,975 bushels, rye 1,900 bushels, Indian corn 710,605 bushels, oats 7,491 bushels, barley 6,099 bushels.

The commercial crops consisted of 7,000 lbs., of tobacco and a few pounds of hops.

The miscellaneous crops were:

Peas and beans, bushels	38,584
Irish potatoes "	5,354
Sweet " "	180
Wine, gallons	8,201
Hay, tons	1,103
Sorghum molasses gallons	3,369

The value of the orchard products was $91,701, of market gardens, $17,640, and of home made manufactures $26,396.

It appears there are 86 manufacturing establishments employing $2,081,900 of capital consuming annually $432,000 of raw material, and producing fabrics of the value of $1,165,000. The principal articles produced are copper, 650 tons of the value of $415,000. Flour and meal $374,190, lumber $65,150, and spirits (85,325 gallons) $22,425. The whole value of the real and personal property of the territory was estimated at $20,813,768.

It is believed that New Mexico is destined to become a valuble part of our Country, as it possesses valuable minerals, already partially produced, with an inviting climate, and much fertile soil. It is also thought that when the Pacific Railroad is constructed there will be a branch tending southward, over which Northern Mexico will receive its entire supplies of foreign goods, in preference to receiving them by the coast.

The Santa Fe trade with the United States has for many years up to the time of the war, been on the increase. It commenced in 1804, and was opened by a person of the name of Pursley, who while wandering in the unexplored regions west of the Mississippi, heard of those Mexican settlements from some Indians and was by them shown the way, being the first American who visited them. Another story is however told of similar effect, in relation to a merchant of Kaskaskia named Morrison, who dispatched an agent to trade at Santa Fe. In 1806 Gen. Pike, then a captain went on an exploring expedition up the Arkansas, and after crossing to the Rio del Norte, with a small party of 15, he erected a small fortification, supposing he was in the territory of the United States. He was taken prisoner by the Mexicans who believed his intentions were hostile, but was afterwards released and sent to the United States. The interesting narrative which he published of his expedition, at once caused public attention to be turned towards New Mexico. In 1812 an expedition under the auspices of Messrs. McKnight, Beard, Chambers and some other Americans set out for Santa Fe for the purpose of trading. But they were arrested as spies, their goods were confiscated, and they were retained as prisoners in the Country for nine years, until the accession of Iturbide to the Mexican throne. In 1821 other parties ventured into the country to trade and were very successful. Others the next year followed their example, and from that time to the present there has been a regular trade with the United States. The articles transported to Santa Fe consist of cotton and woollen goods, tobacco, spirits, jewelry, &c., for which the returns are principally made in specie and bullion. Transportation is effected either in covered wagons drawn by horses, or by pack mules. The usual starting place is Independence on the Missouri river 379 miles above St. Louis; the distance traversed is 877 miles, occupying twelve weeks or more. The amount of merchandize sold at Santa Fe in 1843 was $450,000. In 1846 the transactions were as follows:

No. of mule wagons employed	175
" mules	1,700
" ox wagons	200
" oxen	2,000
" men employed	500
Value of goods 1st cost	$937,000
" wagons	75,000
" 1,750 mules	70,000
" 2,000 oxen	35,000
Wages of men for the trip	75,000
Expenses, freight, insurance to Independence 10 per cent	93,750
Harness for mules and horses	15,000
Provisions, bacon, flour, &c., on the trip out of 500 men at $20 each	10,000
Small outfit	50,000
	$1,351,250
Net profits estimated at	$400,000

When the trade first commenced the profits were always 100 per cent. but as it increased, a net profit of 30 or 40 per cent was the usual one calculated on.

Since the discovery of gold on the Pacific, and the formation of new states and territories in that direction, business and population have changed the whole face of the Country to a civilized aspect. The Pacific Railroad and its branches will penetrate where cavarans once tracked their way, and a vast commerce will rise up all over those wonderful plains.

☞ The Meadville and Oil City branch of the Atlantic and Great Western Railway is now nearly completed, and trains will be running regularly on it in a few days.

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m 8

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, Feb. 14, 1865.

THE ANNUAL MEETING OF THE STOCK and Bondholders of this company for election of Directors and such other business as may come before it, will be held at the office of the said company, in the City of Pittsburg, on the THIRD WEDNESDAY (15th) of MARCH, A.D., 1865, at 10 o'clock A. M.

The Stock and Bond Transfer Books of the company, at their office, in the City of Pittsburg, and at the office of the Transfer Agency, in the City of New York, will be closed until the 17th day of March thereafter.

W. H. BARNES, Secretary.

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Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,

And No. 53 Exchange Place.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

19 BROAD ST., cor. EXCHANGE PLACE.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 4, 1865.

Security from Railroad Accidents.

Within a few months past the public have been shocked by the very frequent occurrence of disastrous accidents upon our railroads, and the inquiry is anxiously made whether there is not within the reach of American skill and ingenuity some remedy for this continued injury to life and limb.

It is ascertained that these accidents are directly attributable to the following causes:

Jamming between cars, which happens alike to the men employed in coupling them to make up a train, or to passengers passing from one to the other when the train is in motion, and falling between the platforms.

Collisions, either when two trains meet, or the cars of the same train going in the same direction, run into each other or telescope as it is called; the expression being borrowed from the familiar example of the tubes of a telescope sliding into each other.

Broken rails and misplaced switches, which require from us no particular explanation, being intelligible from the statement itself.

Jumping the rail, most usually occurring to the locomotives rather than to the cars, owing to some yielding of the track from the horizontal or rectilinear, produced by decayed ties, or sinking of the road bed and failure of the ballasting.

Accidental uncoupling of cars, leaving some of them behind the train, owing to the pin or bolt which confines the connecting link in its place or rest, becoming bent and thus working up and out of its seat, by the friction and working of the link through which it passes and holds.

Broken axles, tires and trucks, chiefly owing to defective iron and bad workmanship. These last require no particular explanation, being very generally understood.

Now then if any contrivance can be found which will provide a remedy for all, or certainly for most of these accidents, it is due to the public, and is the interest of railway companies, that it should be known and adopted. And it so happens that an American Railroad Engineer after many years study and personal attention to the subject, Col. Miller, late of the State of Wisconsin, confirmed by the testimony and opinions of others equally as skillful and as experienced as himself, has made the discovery that by a particular but very simple method of couplers and interlocking buffers, that is, of connecting cars and yet of resisting their shocks on each other in case of collision, all danger may be reduced to its minimum amount, if it is not even what we suppose it to be, absolute security. To understand the precise form of his arrangements would perhaps require a reference to the models, to cars already in use upon this plan, or to elaborate drawings. But our readers may form a general idea of them from our present description.

Col. Miller adopts the following plan. The cars are connected underneath, by the draught bar which is below the platform in the usual way, though by him it is of greater length than is now customary. It is constructed of heavy wood, to which strong iron facings are shrunk like the tire of a wheel by cooling, after the wood is placed within it. This bar has at the inner end the usual spring adjusted to the beams under the car running longitudinally, to permit a rebound so as to lessen a blow. At the other end, it has a peculiarly shaped head, which has some slight resemblance to the head of a surgeon's lancet. This meets from the car in front of it a similar arrangement projecting backwards, so that when they close upon each other, like the heads of two hammers pulling against each other they thus take a firm hold or grip, and remain so until separated by the turn of a wheel such as is seen upon the ends of cars to control the brakes, or else when they automatically separate themselves according to a very simple principle adopted by Col. Miller, and infallible in its operation in all cases when it is most necessary to act. So that when two cars are to be coupled they hitch themselves by contact merely; there is in fact no space between the platforms to allow the attendant to stand between them, and no necessity for his doing so. Next when it is desired to uncouple, the turning of the wheels on the platform instantaneously disengages the coupling heads and they part from each other. Nor is this process affected by the speed of the train, its passage round a curve, nor the usual difference of the level of the outer rails in the curve itself. This facility of coupling and uncoupling not only removes all the usual danger attending it, but gives great facilities for the movement of trains at depot stations and repairing yards.

The other great application of this principle of Col. Miller's is the connection of the platforms when the cars are together by two iron or steel interlocking buffers of a peculiar yet simple form which easily fit one in and upon the other and disengage as easily, with the least deviation from the line of motion. Yet at the same time they are so rigid in their lateral vertical position as to prevent all lateral independent motion of the cars, and leave a more than usual amount of vertical freedom. When the one meets the other they both become one, and remain so while the draught bar and coupler below grips the corresponding one in front of it. This principle applied through the train on every car gives the whole a uniformity of connection and of stability. This novel effect is perhaps one of the most valuable safeguards ever applied to the railway system, and is creditable to the philosophic mind of the inventor.

Incidental to these arrangements, indeed making a part of them, is Col. Miller's construction of the platforms themselves. His couplers allow them to come together as close as 6 inches or nearer, and the platforms themselves are on the

same plane, and are in fact supported by the longitudinal sills of the cars themselves. So that in case of a collision the whole resistance of these beams is given to the platforms. But at present under the prevailing system of car construction they have no such aid at all. On the contrary they lie on a different plane, and act as knife blades cutting through the car in front and destroying everything in their way, while at the same time the draught bar, as usually placed, if broken off, drops or rises as the case may be, and is converted into a lever and lifts or plunges at an angle unto the car preceding it, and destroys its poise upon the truck throwing it off with terrific force. By the plan of Col. Miller, any platform is in the first place so near the next that no person can possibly fall between them, and next in case of a collision neither will break any quicker than the sills of the cars themselves. Nor can any telescoping take place for the platforms are not in such a position as to permit it. One cannot slide upon or below the other.

There is another incidental protection to passengers obtained by the plan we have thus far endeavored to describe. Not only does the brakeman by the turning of a small wheel and pinion instantly uncouple the cars, but it is also contrived in the simplest manner, that should an engine or a car run off or overturn; that act or motion of itself unfastens the coupling by throwing it into an angle which changes their connection or bearings on each other. So also the coupling is set free, at pleasure, by the form of its own head, which at any particular angle, also disengages itself. In passing a given curve with a known quantity of radius, the coupling may be adjusted so as to disconnect automatically whenever there is sufficient deviation from its line, and this adjustment can be arranged beforehand during the construction of the interlocker and be permanent.

It will thus be seen that Col. Miller's plans of interlocking and coupling, though both acting independently and yet harmoniously give every protection against the consequences of collision, absolutely prevent telescoping, or even the swaying of a train when in motion; facilitate the making up and dividing a train, prevent the possibility of accidents to attendants while engaged in yards or stations for that purpose, or accidents from falls between platforms when in motion, from broken rails, and in short, make railway traveling as safe as it is possible to be made.

All we have here said is supported by actual experiment. In the months of September and October last, cars were run on the Chicago and Northwestern Railroad, and the southern division of the Milwaukee and Prairie du Chien Railway, with Col. Miller's invention. This crucial experiment was tried under the rigid scrutiny of the most skilful railroad engineers, mechanics, conductors and directors connected with those roads. The result was a complete success, the proof of which is given under their own hands. So also the press of Wisconsin has added its testimonials in its favor, and Col. Miller advised by all these interests has come to this city to explain his plans and invite their adoption here, where the greatest amount of railroad influence is concentrated, and public attention may be quickest arrested.

His improvements are not costly, they can be manufactured in parts by themselves, and adjusted to cars new or old, and operate with cars having the old couplings as well, with the greatest readiness, and without regard to the difference in height of the cars themselves. It is to be hoped that this brief explanation will awaken the interest of the public in the subject, and that it will require our railway companies to look into them and adopt these important improvements.

All previous plans to interlock and couple cars have failed in rendering them secure, and the time has come, as the constant repetition of railway disasters admonishes us, that some absolute change shall be made in the particulars mentioned to restore confidence to travelers, now almost entirely forfeited.

In conclusion we would remark, that our opinions on the subject of Col. Miller's invention are not of sudden growth. The readers of the JOURNAL on turning back to its files will perceive that for more than two years past we have spoken favorably of his system of couplers and interlockers, describing them from time to time, as we understood the principle from general description, and giving him our good wishes for his success. What we have now said has been the result of a personal inspection of his models, his drawings, and his patent with the benefit of his own verbal explanations.

The New Territory of Wyoming.

Mr. Ashley's bill for the organization of the new territory of Wyoming, now pending in the House of Representatives, defines the boundaries of the proposed territory as follows: Beginning at the intersection of the twenty-fifth degree of longitude west from Washington with the forty-first degree of north latitude, thence west to the thirty-third degree of longitude and north to the crest of the Rocky Mountains, and running northwesterly along this crest to the intersection of the thirty-third degree of longitude with forty-four degrees thirty minutes north latitude; thence due west to the thirty-fourth degree of longitude; then due north to the forty-fifth degree of latitude, and then due east to the twenty-fifth degree of longitude, running south to the place of beginning. In other words, Wyoming is bounded on the north by Idaho and Dacotah; on the south by Colorado and Utah; on the east by Nebraska; on the west by Utah and Idaho. It is carved out of Idaho, Dacotah and Nebraska; Idaho losing a part of its southeasterly territory, Dacotah its southwesterly portion, and Nebraska a slice of its western half.

Nevada having become a State, Wyoming will form the tenth territory; the others being Arizona, Colorado, Dacotah, Idaho, Montana, Nebraska, New Mexico, Utah and Washington. Here are ten new States in process of formation, all of which will in a few years take their place in the Union.

☞ In the Maryland Legislature on the 26th ult. Mr. Smith, of Alleghany obtained leave to report a bill to authorize the Baltimore and Ohio Railroad Company to build a railroad from a point of its road within the State of Maryland between Knoxville and the Monocacy junction, through the counties of Frederick and Montgomery, to the boundary line of the District of Columbia, so as to make a direct connection with the city of Washington.

Pennsylvania Railroad.

The Eighteenth Annual meeting of the stockholders of this company was held in Philadelphia on the 21st ult., at which the following Report of the Directors, for the year ending December 31, 1864, was presented:

OFFICE PENNSYLVANIA RAILROAD CO.,
PHILADELPHIA, Feb. 18, 1865.

To the Stockholders of the Pennsylvania Railroad Company:

The following condensed statements will exhibit the earnings and expenses connected with the operation of the company's works during 1864:

EARNINGS.

From passengers, first class	$3,239,990 77
" emigrants "	94,904 37
" United States troops	511,773 88
" " mails	76,830 16
" expresses—under contract	75,900 00
" extra express freight	269,511 12
" general freight	10,361,999 32
" miscellaneous sources	128,148 04
Total earnings	$14,759,057 66

EXPENSES.

Conducting transportation:		
Ordinary expendit'es.	$2,624,816 58	
Erection of passenger and freight stations and extension of existing buildings	406,614 79	
		3,031,531 37
Motive power:		
Ordinary repairs and renewals, including nineteen new engines, costing $331,845 83, charged to this account to meet depreciation, &c., also erection of machine shops at West Philadelphia	$2,536,666 79	
Additional tools and shop machinery, chiefly outfit of Philadelphia & Erie Railroad	105,693 56	
Addit'nal locomotives purchased for Philadelphia and Erie Railroad, &c.	613,691 97	
		3,256,052 32
Maintenance of cars:		
Ordinary repairs and renewals, including erection of cars shops at West Philadelphia	$853,929 12	
Additional freight cars	928,792 07	
Additional pass. cars	222,271 85	
		2,004,993 04
Maintenance of road:		
Ordinary repairs of railway and renewal of structures.	$2,057,547 85	
Additional 2d track and sidings	191,220 28	
		2,248,768 13
General expenses		152,599 88
Total expenditures connected with the business of the Pennsylvania Railroad, including additions to the facilities for transportation on its own road and that of the railroads it operates		$10,693,944 19

RECAPITULATION.

Gross earnings		$14,759,057 65
Total ordinary exp.	$8,225,659 67	
Total extraordinary expenses	2,468,284 52	
		10,693,944 19
Leaving balance		$4,065,113 47

The gross revenues of the line for 1864 are equal to $41,226 per mile of main line of roads (358 miles,) and exceed in the aggregate those of 1863, $2,867,644 71.

This increase is $1,059,358 36 upon passengers and emigrants; $1,231 96 upon United States mails; $1,759,737 35 upon ordinary, and $82,282 30 on express freights.

A decrease occurs in miscellaneous receipts of $32,045 96, and in United States troops of $2,919 30.

The whole number of passengers carried over the road during the year was 2,366,213, and the average distance traveled by each passenger sixty-two miles.

The number of tons of freight moved (including 179,497 tons of fuel and other materials transported for the company) was 2,764,876, embracing 1,086,779 tons of coal.

The increase in the coal traffic is 183,580 tons, and the whole tonnage of the road exceeds that of last year 310,550 tons.

The ordinary expenditures for working and maintaining the company's roads were $8,225,659 67, which is equal to 55 7-10 per cent. of its revenues, or 72 4-10 per cent., including all the expenditures made for work done on its own line and the outfit of the Philadelphia and Erie Railroad.

The earnings of the company's canals were:

From Susquehanna Division	$253,787 57
" Juniata "	29,532 76
" Western "	12,174 72
" Miscellaneous sources	13,120 18
Total earnings	$308,615 23

—against $287,156 52 in 1863.

The cost of maintaining, enlarging and operating the canals was:

Susquehanna Division	$153,794 93	
Juniata "	126,560 02	
Western "	30,200 57	
		310,555 32
Showing a loss on the canals during 1864 of		$1,940 09

The loss upon the canals during the previous year was $75,217 80.

In consequence of the original faulty location and construction, and the neglect of these works by their original proprietor, they have not yielded results equal to our anticipation. It is believed, however, that they will become eventually a source of considerable net profit. The company has expended upon their maintenance and improvement, since they came into their possession (seven years and five months,) $1,606,365 22, and received $1,701,811 34 in tolls for their use.

The low charges necessarily maintained for coal upon the railway of the company has prevented the transfer of that commodity—the only one of importance available for its support to any material extent—to its canal, except when shipped to points not reached by the road or its connections.

The earnings of the Philadelphia and Erie Railroad in 1864 were:

From passengers	$479,822 44
" troops	31,389 18
" freights	545,037 45
" express matter	16,345 16
" mails	14,390 03
" miscellaneous sources	44,163 72
Total earnings	$1,131,147 98

The operating expenses during the same time were:

Conducting transp.	$217 245 96	
Motive power	234,698 75	
Maintenance of way	351,163 21	
Maintenance of cars	32,485 91	
Thirty per cent. due on lease to meet interest on bonds, taxes, &c.,	335,708 95	
		1,174,302 78
Showing a loss in operating the line of		$43,154 80

The line was not opened for business until the 17th of October last, the beginning of the inclement season of the mountainous region it traverses, and then with an incomplete track, insufficient sidings and shops to meet the wants of the transportation department; hence its operations have been conducted at much extra cost, and have necessarily been confined to the accommodation of its local traffic. The result of the year's business is therefore no evidence of what may be expected hereafter from this great work. The whole line is still incomplete, and very little of its superstructure is founded upon ballast, so essential to the maintenance of the track in good condition under a heavy transportation.

The whole revenues of the Pennsylvania Railroad Company for its several lines are as follows:

From the Pennsylvania Railroad and branches	$14,759,057 66
From the Pennsylvania Canal	308,615 23
" Philadelphia & Erie R.R.	1,131,147 98
Total	$16,198,820 87
Of the net profits of the company for the year there has been applied to the payment of two semi-annual dividends of five per cent	$1,523,637 00
To dividends to Harrisburg and Lancaster Railroad Co., and interest on the company's debt	1,113,024 03
Taxes upon dividends and coupons	323,609 90
Total	$2,960,270 93

The remainder, $1,104,842 54, has been appropriated to the construction of other roads, to represent which the company holds their bonds.

The semi-annual dividends, in order to afford time to make up the dividend books, will be paid hereafter on the 30th days of May and November, instead of the 15th, as heretofore.

The surplus net profits of the company mentioned in our last annual report as applicable to the railways, commenced under an expectation of receiving its financial aid, and considered necessary to the full development of the traffic of this company, have equalled anticipations, but the cost of these works, for reasons that are familiar to all, has largely exceeded the estimate then made. From an analysis of these expenditures it appears that it now requires about three dollars to perform the office of one dollar in 1861. The rate of wages has not increased in this ratio, but it seems to be a general principle that as the remuneration of labor is increased, its character and product decreases. This state of things could be met by increased charges upon transportation during their continuance as compensation for the depreciation of the currency, if the legal rates were not limited; but, under existing circumstances, the stoppage of all improvements that have not progressed to an extent that true economy will justify their early completion is the only remedy left. At the present prices for work, the prospective profits for the construction of new railways must be large to induce capital to enter into their construction.

The cash capital required to carry on the operations of the company, invested in materials for repairs of its road and machinery, and balances in the hands of Agents and Treasurer, amounted at the close of the year to the large sum of $2,878,847 57—$1,072,683 99 more than at the same time the previous year, which is chiefly due to the enhanced cost of everything entering into the construction of railways and their equipment.

The estimates of the Philadelphia and Erie Railroad Company for the expenditures on construction account in 1864, for the reasons already mentioned, have fallen much below the cost of the work undertaken, while the political condition of the country has prevented the sale of the sterling bonds received from that company for these outlays upon satisfactory terms. All of the dollar bonds purchased under the contract and lease of that road have been sold. Of the £600,000 sterling bonds purchased, £248,800 have been placed in the sinking fund in exchange for Pittsburg, Fort Wayne and Chicago Railway Company's bonds, since sold, and £40,200 have been disposed of, leaving on hand and in London £311,000. These bonds have the guarantee of this company, and in view of the unusually large basis upon which they are founded, constitute as safe an investment of capital as can be made.

The expenditures required upon the Philadelphia and Erie line to place it in a condition to accommodate a business sufficient to meet the expectations of the company are still very large. The advances for this work during the year, exclusive of rolling stock and shop machinery, have been:

Construction account	$1,806,800 29
Materials on hand for construction and repairs	468,764 09
	$2,275,564 38

which is in excess of the securities purchased by this company under its contract with the Philadelphia and Erie Railroad Company, $889,598 69, exclusive of material account ($468,764 09,) a portion of which will be applied to working the road.

To cover these expenditures, which are increasing monthly, and complete its line, that company is asking of the Legislature the privilege of increasing its mortgage indebtedness $3,000,000, all of which will be necessary for the completion of the requisite additional sidings, shops, wharves, passenger and freight stations, to meet the demands of its anticipated traffic.

Of the securities received from the Steubenville and Indiana Railroad Company, under its reorganization, for aid extended to that company, and for advances made towards the completion of the line east of Steubenville, there remains in the hands of the Treasurer, for sale, $1,305,000. These bonds are all first class securities, and will be disposed of, as the market will absorb them, to meet expenditures in 1865.

The investments made by this company in the stock and bonds of the Pittsburg, Fort Wayne and Chicago Railway Company to insure its completion have all been sold, except 1,200 shares of its stock and $200,000 of its third mortgage bonds, at a considerable advance upon their cost. The interest of the company in the Bedford Railroad and in the New Castle (Lawrence County) Railroad, received for aid extended towards the completion of these works, has also been disposed of upon satisfactory terms.

A shorter and an independent connection between the western terminus of the Pennsylvania Railroad and the metropolis of Ohio and its capital has always been deemed to be of the highest importance to this company. The several attempts to secure such a line have heretofore failed; on one route from a misdirection of the means provided for the object, and on the other from absence of legislation across the tongue of land accidentally thrown into a State interested in promoting the success of rival roads. These political impediments have finally yielded to the independence of Western Virginia, but too late to avail ourselves of the favorable condition of the labor market at the commencement of the existing war to enable the work to be pressed with vigor. Its construction has progressed steadily since the contracts have been recommenced, but at a largely increased cost upon the estimates heretofore submitted. The line will not be ready for use before the ensuing summer.

The delay in the progress of the work has also thrown its completion into a period when the negotiation of the securities applicable to it has become difficult, and the task of supplying the funds required to prevent the work from stopping has necessarily fallen upon this company, in addition to the heavy expenditures it had previously voluntarily assumed to secure so important a connection by extending its own road to the south side of the Monongahela River.

The financial condition of the Steubenville and Indiana Railroad Company, which was originally involved in embarrassment by a failure to complete the line between Pittsburg and Steubenville, has been successfully reorganized and its line ex-

tended from Newark to Columbus (thirty-three miles) by the purchase upon reasonable terms of a one half undivided interest in the Central Ohio Railroad and its property at and between those places, thus making the line complete between Steubenville and Columbus, and when the line across the State of West Virginia is opened it will form a continuous railway, operated under one control, from the latter city to Pittsburg—a distance of one hundred and ninety-six miles.

Of the securities received from the Steubenville and Indiana Railroad Company for assistance heretofore extended to that company, and to effect its reorganization, there remains in the hands of the Treasurer, for sale, $1,305,000 first mortgage bonds, of which $775,000 bear seven per cent. interest per annum. The Western Pennsylvania and the other commutation roads, except the Pittsburg and Steubenville, have been brought into productive use, and it is believed that they will all eventually pay interest upon the amounts contributed to their construction, which from reasons given in our last report has exceeded more than two-fold the requirements of the law.

The construction of the Connecting Railway, chartered to join the Pennsylvania Railway in West Philadelphia with the Philadelphia and Trenton Road at Frankford—a distance of seven miles—has been commenced, and will be pushed to completion as rapidly as circumstances will permit. The right of way—one of the chief elements of its cost—has been mostly secured. This connection will bring the line from New York to Harrisburg and the West, *via* Philadelphia, within 12 miles of the same distance as *via* Allentown, and will doubtless return to this end of our road much of the travel which the delays and obstructions in passing through this city have driven to other channels.

It is impossible, in the present condition of the currency and labor market, to estimate with any precision what the demands upon the Treasury may be for completing the lines already in progress under our auspices. The cost in currency has already exceeded the estimates upon which they were undertaken.

For the Philadelphia and Erie Road there will be required, during this year, to place it in a condition to earn an interest upon its debt, not less than $1,250,000, in addition to $889.598 69 standing upon our books against that Company on the first of January last, after exhausting its First Mortgage Bonds.

For the line between Pittsburgh and Steubenville the sum of $800,000, and to extend the Pennsylvania Railroad to the Delaware river to meet the demands of the oil trade, which will probably be excluded by law from the present Delaware terminus, the further sum of $250,000, to which must be added for additional outfit for the Philadelphia and Erie and our own road $1,200,000, making in all $3,500,000 which may be met, with but a small addition to our surplus earnings, if the result of the year's business should equal that of the past.

Notwithstanding our unremitting efforts to secure the best rails that are made, each succeeding year adds its testimony to those preceding it of the want of a better material than that now used. In addition to their rapid destruction from ordinary wear is added the risk to the trains from their frequent breakage. To obviate this our new rails have been increased in depth to an extent (4¼ inches) that will give them thirty per cent. additional vertical strength, which it is believed will, with increased care in the selection of ores and the manufacture of the rails, prevent further damage from this source. The steel rails introduced upon the road show no evidence of wear, but their great cost at present precludes their general introduction. The manufacture of rails with a steeled wearing surface, referred to in our last annual report, has not proved successful upon a scale that would render it of practical value.

The management of your railways for the last two years has been attended with unprecedented difficulties. A continually increasing business had to be met by a decreasing supply of experienced men to work them, to which, during the past year, there has been added an indiscriminate drain upon our forces to fill the armies and man the military railways of the Government. For a time it was impossible to procure for our trains even raw recruits in sufficient numbers.

The superintendence of long lines of railways having a large mixed business, involving as it does the safety of the traveler, is, in ordinary times, a trust of great delicacy and responsibility; but when added to the usual risks, there is the necessity of introducing into important posts untried men, and the frequent changes that this involves to secure those that are responsible, the strain upon the endurance of the officers and faithful employees of the Company becomes as harassing and unpleasant as it is destructive to the machinery of the road.

To the difficulties mentioned we have had also to encounter accidents arising from the inferior workmanship and materials that the great demand for locomotives and cars has introduced, which there is no practical means of obviating, when all that could be produced has heretofore been insufficient to meet the demands of the Government and the Railway Companies.

The Board, with a view to prevent the increased capital of the Company, from representing property acquired at the present inflated values, have charged the large additions made during 1862, 1863 and 1864 to the equipment of the road, to the length of double track, to the warehouses, passenger stations, shops and engine houses, since the suspension of specie payments, to the running expenses of the road. These have amounted in the aggregate to $5,337,866 65—a sum which, it is believed, will more than preserve the property of the Company represented upon its books at its specie value.

For information in greater detail in relation to the operations of the Company's works the shareholders are referred to the reports of Enoch Lewis, General Superintendent; W. H. Wilson, Chief Engineer; John P. Laird, Superintendent of Motive Power and Machinery on the Pennsylvania Railroad; Thomas T. Wierman, Chief Engineer of the Canals, and Joseph D. Potts, General Manager of the Philadelphia and Erie Railroad, and John A. Wilson, its Chief Engineer. These officers and their assistants, notwithstanding the unusual difficulties attending the operations of their respective Departments during the year, have fulfilled the duties confided to them in a manner entirely satisfactory to the Board of Directors.

By order of the Board.

J. Edgar Thomson.
President.

GENERAL ACCOUNTS.

Capital Stock, as authorized by resolution of the Board		$20,000,000 00
Less amount unissued		130,940 00
		$19,869,060 00
Bond Account ($16,684,840) viz:		
First Mort. 6 per cent. Dollar Bonds, payable in 1880		4,980,000 00
Second Mortgage 6 per cent. Dollar Bonds payable in 1875		2,621,000 00
Second Mortgage 6 per cent. Sterling Bonds, payable in 1875		2,283,840 00
Bonds due the State of Pennsylvania, bearing 5 per cent. interest		6,800,000 00
Mortgages and Ground Rents on Real Estate		144,284 32
Total Shareholders' Capital and Funded Debt of Company		$36,698,184 32
Accounts payable, including Pay Rolls for Dec., 1864.	$1,956,828 91	
Bills payable	408,335 71	
Dividend due to stockholders unpaid	28,296 00	
		2,393,460 62
Contingent fund		1,000,000 00
Balance		3,428,691 39
		$43,520,336 33

Cost of Road, including Engineering, Land Damages, Fencing, Machine Shops, Engine Houses, Station and Warehouses, Car Sheds, Water Stations, Foremen and Tool Houses, & Shop Machinery from Harrisburg to Pittsburg, and Station and Warehouses on the Philadelphia Division		$17,341,336 75
Less profits of Road, after paying interest to Stockholders up to November 1, 1855, credited to cost of construction, as required by charter		589,185 79
		$16,752,150 96
Amount paid State of Pennsylvania for Philadelphia and Columbia Railroad	$6,500,000 00	
Amount paid State of Penn. for Canals & Portage Railroad	1,000,000 00	
	$7,500,000 00	
The above division being made upon their presumed relative value.		
Less payment made of debt to State for purchase of Main Line and charged to profit and loss	700,000 00	
		6,800,000 00
Equipment of Road, consisting of Locomotives, Freight, Road and Passenger Cars		3,385,315 15
Cost of Real Estate of Company		2,769,706 52
Cost of Telegraph Line		45,264 28
Extension of Penn. R. R. to Steubenville and Pittsburg Railroad.		685,249 33
Extension of Penn. R. R. to Delaware River and Gas Works including Wharves and Grain Elevator.		587,205 14
Total cost of Company's Roads, Canals and their appendages		$31,024,891 38
Amount of First Mort. Bonds of the Pittsburg and Steubenville Railroad Company		353,000 00
1555 Sterling Bonds, of £200 Sterling each, of the Philadelphia and Erie Railroad Company, remaining on hand, exclusive of 1244 Bonds in Sink'g Fund, purchased under the stipulations of the lease of that road		1,334,901 11
8939 Shares of Stock of the Steubenville and Indiana Railroad Co.		130,696 00
530 Bonds of the Steubenville and Indiana R. R. Co., 6 per cent.		482,651 52
775 Bonds of the Steubenville and Indiana R. R. Co., 7 per cent.		775,000 00
Amount of other Bonds and Stocks of Municipal and Railroad Corporations		2,881,862 89
Amount of Bills and Accounts Receivable		1,850,976 55
Amount due from other Roads		192,054 52
Amount to debit of Sinking Fund.		1,615,754 79
Amount of Fuel and Materials on hand for Shops, Repairs to Locomotives and Cars, and Maintenance of Way		1,277,380 52
Amount advanced to purchase Materials and Fuel to construct and operate the Philadelphia and Erie Railroad		468,764 09
Balances in hands of Agents		762,075 98
Balance in hands of Treasurer, Dec. 31, 1864		370,626 98
		$43,520,336 33

Thos. T. Firth, Treasurer.

Philadelphia, December 31, 1864.

☞ On Thursday Gold was dull and lower, selling at 197½.

Quicksilver Mining Company.

The following is the financial statement of this company from 1st November, 1863, to 31st December, 1864:

	Paid in—Gold.	Currency.
To purchases of real estate, mining rights, and settlements of old claims	$671,867 16	$582,816 23
Prospecting and permanent improvements at mines	237,086 97	430 00
Mining expenses, pay rolls and materials	645,046 94	.....
General expenses	16,720 61	18,975 63
Freight and insurances	2,410 92	4,764 55
Interest, commissions and premiums	24,442 24	6,788 35
Interest on mortgage b'ds	34,825 00	23,095 80
Legal expenses	6,663 18	27,628 04
Taxes, California	8,113 49	.....
Taxes, Pennsylvania	.....	15,255 90
Balance due from California agencies, estimating quicksilver on hand 31st Dec., 1864	419,949 60	.....
Balance, cash in Treasurer's hands, 31st Jan., 1865	20,425 00	136,803 29
	$2,087,551 11	$816,557 79

	Received in—Gold.	Currency.
By 11,045 flasks quicksilver sold by Alsop & Co.	$435,122 12	$.....
4,513 flasks quicksilver sold by S. F. Butterworth	187,547 23	.....
3,606 flasks quicksilver sold for currency	.....	171,539 04
7,376 flasks quicksilver consigned through Alsop & Co	290,461 23	.....
17,903 flasks quicksilver, invoice value of other consignments	762,208 03	.....
2,493 flasks quicksilver on hand at San Francisco, $40	99,720 00	.....
	$1,775,058 61	$171,539 04
Proceeds of 745 gold mortgage bonds	144,000 00	595,018 75
Bills payable, (not matured,) given on account of contract for purchases of real estate & mining rights	100,012 50	50,000 00
Gold certificates, (given on account of old settlements,) maturing May 1, 1865	68,480 00	.....
	$2,087,551 11	$816,557 79

Working Account.

	Gold.	Currency.
Value of product, as per general financial statement	$1,775,058 61	$171,539 04
Current expenses, viz:		
Mining expenses and materials	$645,046 94	$.....
General exp., freight and insurance	19,131 53	23,740 18
Interest on bonds and general account	59,267 24	29,884 15
Legal expenses	6,663 18	27,628 04
Taxes, California and Pennsylvania	8,113 49	15,255 90
Total current expenses	$738,222 38	$96,508 27
Profits for 14 months	$1,036,836 23	$75,030 77

Finances of Missouri.

The following table, prepared by the committee on finance at the late Missouri State Convention, shows the financial condition of that State:

Bonds issued for State purposes		$602,000
State bonds issued to railroads (including guaranteed bonds)		23,701,000
Revenue bonds issued in 1861 (9 per cent.) now due		431,000
Interest due on bonds issued to railroads January 1, 1865		5,008,240
Money borrowed by Governor Gamble to purchase arms		150,000
Amount of defense warrants outstanding December 1st, 1864		244,279
Amount of Union military bonds outstanding December 1st, 1864		1,771,030
Amount due militia for active service estimated by Governor Hall		1,000,000
		$32,907,549
Issue to Hannibal and St. Joseph Railroad	$3,000,000	
Paid on bonds issued for State purposes	200,000	
		3,200,000
Total, with the above deduction to Hannibal and St. Joseph Railroad		$29,707,549

Of the above there is now due by the State on her own account:

Balance of bonds due issued for State purposes	$402,000
Revenue bonds issued in 1861	431,000
Money borrowed by Governor Gamble	150,000
Defense warrants	244,279
Union military bonds	1,771,030
Due militia for active service, estimated	1,000,000
Total, exclusive of interest	$3,998,309

The credit of $3,000,000 to the Hannibal and St. Joseph Railroad is a nominal credit, as the road has punctually paid the interest on the same, but the State's liability is yet $3,000,000.

California State Educational Report.

The following is an abstract of the Report of the State Superintendent of Public Instruction for the fiscal years ending August 31, 1863 and 1864:

Number of boys between 4 and 18 years of age	39,700	44,301
Number of girls between 4 and 18 years of age	38,335	42,527
Total number of white children between 4 and 18 years	78,055	86,831
White children under 4 years	39,081	41,323
Youths between 18 and 21 years	4,129	4,443
Whole number of children under 21 years	121,265	132,769
Number of children born in California under 21 years	74,835	80,714
Attending public schools	29,416	34,175
Attending private schools	9,158	11,359
Number between 6 and 18 years not attending any school	20,062	20,847

The balance on hand at the commencement of the past fiscal year was $104,889 42, which, together with funds received from the State, city and county taxes, rate bills (as reported by Trustees), and from miscellaneous sources, swelled the total amount of receipts for the year ending August 31st, to $756,999, showing an increase of $175,943 23 over the receipts of 1863. The disbursements for the same period reached $655,198 86, making an increase of $171,791 37 over those of 1863. The average amount collected from all sources for each school child was $8 70; in 1863 it was $7 44—showing a gain of $1 26. Whole number of teachers employed, 1,079. The total amount of teachers' salaries paid during the year was $44,101 01, being an increase of $82,762 99 over the previous year. The balance on hand on the 31st of September, 1864, was $101,800 14. Value of school houses, 937,371 73, being a gain of $388,899 73 over the same style of property of the year 1863. Number of schools: High schools, 5; Grammer, 44; Ungraded, 424; Intermediate, 39; Primary, 321. Total number August 31, 1864, 833; number August 31, 1863, 754; increase in 1864, 79.

Pacific Railroad Bill.

In the U. S. Senate, on the 1st inst., a bill in relation to the Pacific Railroad was taken up and passed. It provides as follows:

That section two of the Act of July, 1865, shall be modified and amended as to allow the Central Pacific Railroad Company and the Western Pacific Railroad Company of California, the Union Pacific Railroad Company, and all other companies provided for in said act, to issue their six per centum thirty years bonds the interest payable in lawful money of the United States, upon their separate roads, and the said companies are hereby authorized to issue respectively their bonds to the extent of one hundred millions of dollars in advance of a continuous completed line from Sacramento.

Sec. 2. That the assignment made by the Central Pacific Railroad Company of California to the Western Pacific Railroad Company of said State of their right to construct all that portion of said railroad and telegraph from San Jose to the City of Sacramento is hereby ratified and confirmed to the said Western Pacific Railroad Company, with all the privileges and benefits of the several Acts of Congress relating thereto and subject to all the conditions thereof; provided, that the time within which the said Western Pacific Railroad Company shall be required to construct the first 20 miles of their road, shall be one year from the 1st day of July, 1865, and that the entire road shall be completed from San Jose to Sacramento, connecting at the latter point with the said Central Pacific Railroad, within four years thereafter.

Personal.

At a meeting of the Board of Directors of the Atlantic and Great Western Railway Company of New York and Ohio, held at Meadville, on the 25th of January, S. S. L'Hommedieu, Esq., was elected President of said companies *vice* James Robb, Esq., resigned. Mr. L'Hommedieu was also constituted Chairman of the Central Board of Management of the Lines composing the Atlantic and Great Western Railway. At the same time D. McLaren, Esq., was appointed Superintendent of the entire Line, *vice* H. F. Sweetzer, Esq., resigned.

Mr. John S. Beggs has been appointed Superintendent of the Western Division of the Erie Railway, in place of Mr. H. G. Brooks, appointed Superintendent of Motive Power and Machinery.

Mr. L. H. Tupper has resigned the office of Superintendent of the Rensselaer and Saratoga Railroad, and Mr. Isaac V. Baker has been appointed to the place.

Messrs. Robinson & Ogden, bankers and agents of the 7-30 loan, have opened an office at No. 694 Broadway, where they will receive subscriptions for any amount from 9 A. M. to 9 P. M.

Troy and Greenfield Railroad.

A report was presented in the Massachusetts Legislature, on the 18th ult., from the committee of the last Legislature on the railroad and tunnel, with a statement of the condition and progress of the work upon the Hoosac tunnel and the means necessary for its further prosecution. Laid on the table and ordered to be printed.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca	200,000	5	----	1⅜c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S	20,000	----	----	----
Albany and Boston "	20,000	----	20	27
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	8½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4¾
Balt. and N. C ..... N. C	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3
Bay State ..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	120,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	2½	----
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	85c
Carp Lake ..... L. S	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	50
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	29
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	½	----
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	1½
Forest City ..... "	20,000	----	----	1
Forest Shepherd .. "	20,000	----	----	----
Franklin ..... L. S.	20,000	----	6½	49½
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	½	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	¾
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	44
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Hante	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	5
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	4½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	20
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	500,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	25
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake ... "	20,000	----	----	----
North State ..... "	20,000	----	3	20c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	21c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	2½	51½
Phila. & Boston... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	66
Pontiac ..... "	20,000	----	3½	2
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	94
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca	200,000	1	----	----
Rudsell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	7
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L.S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S	20,000	----	3	2
Springfield ..... Md.	----	5	----	90c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	5
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	7½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Tolfee ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	20,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	¾
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	5,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	1	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	1
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston... N. Y.	100,000	5	----	2½
Oawegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	78
Ashburton ..... "	50,000	50	----	14
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	22½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	75½
Cumberland (pref.) Md.	50,000	100	----	67
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	55
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	71½
George's Creek ..... Pa.	10,000	100	----	112
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	50
Lotberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	5,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	185
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	28
Princess Alex.... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	21
Schuylkill Valley... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	44½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	22,760	50	----	55

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)-N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) - "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.)	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	70
Isaac's Harbor (G.) N.S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	----	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	200,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Poutiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	80½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	8
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.)... A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Taecher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l'n single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	97½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,865	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,000	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	40
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,785	0,616	—	....	92
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	75,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	50
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	58½
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	60	—	Union (Transportation)	225,179	160,000	20,000	48,178	217,253	13,035	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,300	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,856	9	100	150
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	350,000	—	19,791	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	65,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	—	91	— Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	—	70	— 42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris's & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51.127	—	100	60
30 Sep. '63	8.37	—	—	—	40	25 Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,719,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,100	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6 000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19.183	—	50	—
31 Dec. '62	5.80	—	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	47
31 Oct. '63	8.13	—	—	126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct '63	4.12	—	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	15½
31 Oct. '63	16.74	—	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	57½
31 Oct. '63	8.40	—	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	25
31 Oct. '63	8.73	—	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	12½	—	30
31 Oct. '63	11.00	—	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	15½
31 Oct. '63	—	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,891	—	—	—	—
31 Oct. '63	10.57	0.52	57	19	3	—	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,000	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	13
31 Oct. '63	19.46	—	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	259,628	96,803	36	20	67
31 Oct. '63	5.62	—	—	60	—	15	17th & 19th st. (Phila.)	113,698	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	—	120	17	5	Spruce & Pine (Phil. & Gr'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	32
31 Oct. '63	7.65	1.51	175	36	3	—	10th & 11th st. (Citizens.)	171.776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	22
31 Oct. '63	9.31	—	—	233	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	—	Passenger (Cinc.)	69,857	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	—	St Louis	295,004	295,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	301,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	—
Brooklyn City:					
1st Mortgage	150,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1909	....
Green and Coates St.:					
1st Mortgage	52,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	80,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	—
Ninth Avenue:					
1st Mortgage	87,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J	1891	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1880	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	240,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	101
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " " ..... coupon		6	" "	1868	126
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		6	" "	1874	105
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		6	" "	1871	105
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,300	6	" "	1881	111
" " " ..... coupon		6	" "	1881	111
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	97
" " " " ..... coupon		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	110½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	76,606,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	----	98½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	----	----
Two Year's " " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	98,813,870	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	151
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	99½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	720,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	58
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,920,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1880	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63 '80	106
" —War bonds ..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling) ..... "	1,778,424	6	" "	1870	100
" — " " (dollar) ..... "	1 969,297	6	" "	1870	100
Indiana—State stock ..... registered	5,225,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,178	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	--	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic) ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	98
" — " " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----	d'm'd	60
" — " " (R. R. etc.) ..... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war Loan) ..... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'g) ..... coupon	816,000	5		1865	----
" — " " (st'g conv.) .. "	200,376	5		1865	----
" — " " (st'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.) .. "	2,400,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,108	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" " ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	128
" — " " (Eastern R. R.) "	560,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stock &c.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip ..... "	200,000	6	" "	'64-'66	----
" — " ..... "	247,000	6	June & Dec.	'68-'72	----
" — " ..... "	53,000	6	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	543,000	7	" "	1896	100
" —Redemption Fu (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	----	'41-'71
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " " "	199,000	6	" "	1868	68½
" —Capitol Loan of 1857	100,000	6	April & Oct	1868	----
" —Renewal Loan of 1853	40,000	6	Jan. & July	1868	----
" —R. R Loans: Pacific R. R. ... coupon	200,000	6	" "	1887	----
" — " " S. W. Branch ... "	7,000,000	6	" "	'72-'88	71
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	84
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	plens	----
" " " — " " Deficiency Loans ..	348,107	5	" "	pleas	----
" " " — " " " " ..	800,000	5	" "	1875	----
" " " — " " " " ..	442,961	5	May & Nov.	1868	107
" " " — " " " " ..	1,189,781	6	Jan. & July	pleas	----
" " " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " " — " " " " ..	700,000	7	" "	1870	112
" " " — " " Comptroller's f'nds	28,698	5	----	d'm'd	----
" " " — " " " " ..	11,050	5½	----	d'm'd.	----
" " " — " " " " ..	14,250	6	----	d'm'd.	----
" " " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " " — " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " " — " " " " ..	100,000	6	" "	1867	----
" " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " " — " " " " ..	15,889,025	6	" "	64-'76	117
" " " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " " (" ") ..... "	370,866	6	" "	1868	----
" — " " " (" ") ..... "	2,183,532	6	" "	1870	102
" — " " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " " (" ") ..... "	4,095,309	6	" "	1881	103
" — " " " (" ") ..... "	2,400,000	6	" "	1886	103
" — " " (domestic debt)	125,880	6	" "	1865	101
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	151,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. &. July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1894	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,866,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .... coupon	484,444	5	----	----	----
" " —Inscribed certificates	1,708,017	6	----	----	65-'90
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	58½
" — " " (internal impr.) "	2,063,606	5	----	Var.	48
" — " " (railroads) ... "	12,799,000	6	----	Var.	56
" — " " (capitol) ..... "	608,000	5	----	1890	56
" — " " (Hermitage) .. "	48,000	6	----	1890	56
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	22-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ..	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	75-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	84,857	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	122,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,503	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	279,464	244,378	2,661,346
1865	261,906	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	148,529	92,672	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,705	135,595	1,423,450
1863	140,024	130,225	122,512	126,798	144,995	170,987	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	305,187	2,886,425
1865	293,535	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,222	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,023	94,406	82,467	82,490	839,499
1861	85,239	76,915	85,663	90,324	65,302	63,137	52,269	60,285	84,649	95,528	85,401	105,253	965,369
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	145,836	155,920	1,579,509
1864	154,058	176,105	208,329	158,077	126,000	100,000	113,515	154,245	182,110	185,649	184,614	205,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	485,959	526,606	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	395,409	395,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,354	754,108	714,211	6,214,182
1862	699,097	661,556	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,156	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
1865	908,341	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,846	90,180	168,194	225,043	190,456	129,019	188,370	205,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,192,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	222,013	1,883,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	189,761	150 805	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,085	403,571	2,922,970
1863	468,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,292	251,742	192,322	2,126,066
1860	185,257	185,926	209,991	183,758	219,890	188,060	193,931	248,971	259,643	221,049	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	149,280	228,952	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	406,595	445,320	421,457	414,731	497,223	494,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,087	46,452	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,059	76,764	68,863	710,225
1864	56,540	77,374	90,755	73,215	53,964	75,055	89 533	94 375	96,062	90,576	97,047	92,772	1,017,768
1865	98,112	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,990	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,133,734
1863	67,131	76,132	44,925	88,177	106,967	111,261	71,587	69,352	155,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,193	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,559	2,647,833
1863	248,784	230,508	257,227	268,613	264,925	241,236	169,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	284,818	311,717	279,129	355,264	398,330	404,563	444,523	398,091	4,077,744
1865	356,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	228,077	181,617	132,940	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,353	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	406,510	376,470	3,969,010
1865	306,324	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	389,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,764	6,303,701
1860	587,128	402,530	561,078	585,141	551,700	495,943	541,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	852,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,028	1,105,864	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,059	215,475	225,464	230,377	248,862	241,695	264,622	285,648	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,506	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,268	252,154	263,917	270,051	289,987	285,358	234,456	276,209	291,763	278,219	2,905,826
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,954	463,873	466,557	454,826	4,088,837
1863	286,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	595,009	6,324,983
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,235,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,558	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
1865	684,260	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,096	92,674	1,172,100
1862	82,235	47,142	56,000	83,582	106,845	113,578	115,214	168,219	170,880	172,870	147,548	129,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,555	165,554	116,379	120,595	151,062	134,563	111,339	1,439,798
1864	79,735	96,542	132,996	123,987	127,009	156,338	139,626	244,114	243,940	221,569	220,208	222,851	2,007,315
1865	144,000	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1867	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1900	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	Jan. & July.	"	1880	103
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1892	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	106
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1869	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	790,000	6	"	"	1870	106½
" " $875,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	98
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		104½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	96½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	115
" " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	100½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	90
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1873	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,025	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'70	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	750	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	107
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1856	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'55–'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	89½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	95
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	113
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	364,000	10	" "	----------	----------	118
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	63
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1981	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----------	----
1st Mortgage	260,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	460,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	99½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,785,000	†	----------	----------	----------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	91
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----------	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,840,000	6	----------	----------	----------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	118
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	118
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1850	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1541	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	----------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	100
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	----------	50
2d Land Grant	650,000	---	----------	" "	----------	----
Income bonds	511,000	---	----------	----------	----------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1870	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,860	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,235,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	101
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	666,000	8	----------	----------	1880	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	102
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	108
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	103
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	" "	" "	1883	100
Bonds of Aug. 1859, Convertible	804,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	103½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	100
5th Mortgage	1,739,500	7	June & Dec.	" "	1885	100
Buffalo Branch	200,000	7	Jan. & July.	----------	1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	103
Consolidated	1,000,000	7	Feb. & Aug.	"	----------	100
3d Mortgage	950,500	7	Jan. & July.	----------	1867	97
New York and New Haven :						
Plain Bonds, Coupon	512,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	78-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	100,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	105
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,986,000	5	Jan. & July	Philadelphia.	1880	106½
2d Mortgage	2,621,000	5	April & Oct.	"	1875	103
2d Mortgage Sterling	2,283,340	5	" "	London.	1875	----
State Works Bonds	6,300,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norristh'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	6	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	610,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1865	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April	" "	1912	89
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1885	----
"	89,420	8	May & Nov.	"	1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	----
Quincy and Chicago:						
1st Mortgage	1,500,000	---	----	----	1873	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond. Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1902	93
2d Mortgage	937,500	7	" "	"	1893	23½
3d Mortgage	440,000	7	" "	"	1893	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1886	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1565	----
Sterling	183,333	6	----	----	1562	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	------	----
2d Mortgage	450,000	---	----	----	------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Interest Bonds	151,820	7	----	----	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	88
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1854	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	101½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1885	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1861	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	——	-----	50.0	----	----	-----	*Alabama and Florida*	1,451,736	*	——	877,953	500,500	105,255	1,515,704	54.0	----------	101,102	27,896	——	----
28 Feb. '59	30 3	——	-----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,931	——	335,010	109,500	21,63[illegible]	518,965	30.3	----------	55,791	31,852	——	----
31 May '60	109.6	——	-----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,476,023	109.6	----------	207,626	111,232	——	----
30 Jun. '59	57.0	——	-----	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	——	----------	----------	----------	----------	57.0	236,791	76,773	21,006	——	----
1 May, '61	469.3	13.5	-----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	——	----------	----------	----------	----------	----	----------	1,402,858	695,370	——	----
29 Feb. '60	88.5	28.4	-----	——	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	——	-----	107.5	----	----	-----	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	----	----------	----------	----------	——	----
								CALIFORNIA.													
30 Dec. '60	22.5	——	-----	——	----	----	-----	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	----------	230,251	104,594	——	----
								CONNECTICUT.													
31 July '63	23.8	——	1.9	——	4	7	45	Danbury and Norwalk	347,940	66,483	——	397,060	100,000	——	422,290	23.8	46,938	65,279	36,666	5	----
31 Jan. '64	122.4	——	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	——	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,710	154,337	——	----
31 Aug '64	61.6	11.2	66.2	——	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	——	4,280, 09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	——	8.9	——	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,[illegible]00	2,645,438	124.0	203,[illegible]2	428,518	150,792	——	----
31 Dec. '63	57.0	——	1.3	——	7	15	177	Naugatuck	1,460,198	*	——	1,031,800	305,050	28,084	1,480,193	62.0	129,574	265,387	13,965	8	----
29 Feb '64	64.0	——	2 6	——	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	——	738,538	750,000	156 429	1,644,967	62.0	172,1[illegible]	212,553	----------	——	117[illegible]
30 Nov. '63	8.48	5.8	9 3	——	3	3	——	New Haven and Northampton	2,205,204	28,748	——	1,010,000	650,000	——	2,383,942	----	----------	155[illegible]63	78,6[illegible]1	8[illegible]	----
31 Dec. '64	66.0	——	5.0	——	8	12	84	New London Northern	724 336	*	——	658,805	51,000	——	810 982	66 0	211 [illegible]36	270,572	54,299	8	90
31 Mar. '64	61.3	1.0	65.1	——	29	75	405	New York and New Haven	4,721,932	764,877	——	3,572 860	2,000,000	——	6,612 3[illegible]7	117 4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	——	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	507,841	432,559	180,339	6[illegible]	101
								DELAWARE.													
31 Oct. '60	84.3	——	19.7	——	——	——	——	Delaware	1,552,257	——	——	----------	----------	----------	----------	----	----------	----------	----------	——	----
31 Oct. '62	16.2	——	-----	——	——	——	——	Newcastle and Frenchtown	704,860	——	18,535	744,520	——	5,024	749,544	5.0	----------	27,285	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	——	-----	150	----	----	-----	*Florida*	----------	----------	——	----------	----------	----------	----------	----	----------	----------	----------	——	----
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	——	191,485	195,000	75,894	619,112	32.0	----------	7,857	3,535	——	----
-- -- '62	59.9	——	5.0	——	----	----	-----	*Flo., Atlantic and Gulf Central*	----------	----------	——	----------	----------	----------	----------	----	----------	----------	----------	——	----
-- -- '62	100.0	3.9	10.0	153.5	----	----	-----	*Pensacola and Georgia*	----------	----------	——	----------	----------	----------	----------	29.4	----------	----------	----------	——	----
								GEORGIA.													
30 Jun. '60	58.7	——	-----	——	16	7	124	Atlanta and West Point	1,192,339	*	——	1,250,000	128,000	——	1,597,385	58.7	----------	418,036	265,827	8	125
-- -- '62	92.6	——	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----------	----------	——	----------	----------	----------	----------	30.0	----------	----------	----------	——	----
31 Dec. '60	53.0	——	-----	——	----	----	-----	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	----------	53.0	----------	168,988	95,612	——	----
30 Apr. '60	43.5	——	23.7	——	----	----	-----	Brunswick and Florida	755,000	*	——	151,847	----------	----------	----------	21.0	----------	----------	----------	——	----
30 Nov. '60	191.0	——	-----	——	55	62	807	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	----------	----------	6,590,173	229 0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	-----	——	----	----	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	8,123,343	232.0	----------	1,159,188	528,043	8	100
30 Nov. '60	102.5	——	-----	——	13	16	171	Macon and Western	1,500,000	*	——	1,500,000	----------	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	——	-----	——	7	5	107	Muscogee	774,244	162,534	——	669,950	249,000	——	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	——	-----	——	5	4	32	Savannah, Albany and Gulf	1,386,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	----------	----------	----------	——	----
31 July '60	106.1	100.8	16.2	——	18	22	201	South Western	3,770,425	*	——	2,921,900	396,500	19,913	3,822,913	98.8	----------	----------	388,856	13	----
30 Sep. '59	138.0	——	-----	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	——	138.0	----------	832 343	454,541	——	----
								ILLINOIS.													
31 Dec. '63	220.0	——	-----	——	52	112	846	Chicago and Alton	8,280,639	*	——	4,205,939	4,085,000	——	9,392,415	261.0	1,002,440	1,673,706	701,866	2[illegible]	92
30 Apr. '64	240.0	096.0	47.0	——	98	60	1,776	Chic., Burlington and Quincy	11,749,270	2,178,055	——	6,571,140	6,128,021	——	14,837,539	394.0	1,955,519	3,090,211	1,350,499	8	117[illegible]
1 Apr. '63	242.0	——	29.0	——	56	23	705	Chicago and Northwestern	12,325,889	510,983	——	3,731,316	8,325,000	226,641	13,147,13[illegible]	242.0	----------	1,083,054	448,503	——	34
31 Mar. '64	181.8	——	-----	——	61	70	1,195	Chicago and Rock Island	7,429,633	*	——	6,000,000	1,402,748	——	8,380,57[illegible]	228.4	1,162,850	2,143,875	1,103,414	6	95[illegible]
31 Dec. '63	121.0	138.7	50.0	——	74	51	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,025,400	3,506,000	——	10,962,115	141.7	1 484,06	2,291,451	1,279,40	6	----
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4 039,561	*	——	1,648,561	2,350,000	——	4,214,342	180 0	----------	742,097	377,47[illegible]	——	65[illegible]
31 Dec. '63	454.8	252.5	-----	——	110	101	2,978	*Illinois Central*	28,610,229	*	——	19,015,970	17,320,000	——	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	119[illegible]
-- -- --	148.0	——	-----	——	——	——	——	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	——	----------	148.0	----------	----------	----------	——	----
31 Dec. '63	196.0	14	12.2	——	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----------	——	3,900,000	6,700,000	——	10,600,000	209.0	18 mos.	2,202,415	704,650	——	40
								INDIANA.													
-- -- --	108.0	——	-----	——	----	----	-----	Cincinnati and Chicago	2,090,438	*	----------	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	——	----
31 Aug. '57	109.0	——	-----	——	----	----	-----	Evansville and Crawfordsville	2,283,413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	----------	249,867	119,342	——	----
31 Dec. '62	72.4	——	-----	——	19	17	256	Indiana Central	1,667,039	274,081	26,641	611,0[illegible]	1,254 500	15,900	2,102 761	109.0	----------	442,893	158,541	——	72
1 Dec. '58	82.5	20.2	-----	——	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,089	1,689,900	1,361,284	140,689	3,158,10[illegible]	110 0	----------	448 858	230,834	9	100
1 Dec. '63	84.0	——	-----	——	----	----	-----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,573	993,000	11,036	2,491,3[illegible]	84.0	355,887	598,09[illegible]	330 525	——	----
1 Dec. '62	78.0	——	11.0	——	15	14	201	Jeffersonville	1,549,51[illegible]	*	278,334	1,015,907	621,000	——	2,175,223	108.0	312,859	[illegible]27,863	268,156	——	----
31 Mar. '64	86.0	46.0	3.0	——	17	10	263	Indianapolis and Madison	1,464,347	*	——	819,900	640,000	——	1,538,748	132 0	----------	315,172	117,941	6	100
-- -- '58	288.0	——	-----	——	----	----	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	——	36[illegible]
30 Nov. '64	73.0	——	-----	——	21	23	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	——	3,063,108	73 0	370,565	1,007,973	521,254	18	15[illegible]
								IOWA.													
1 Jun. '58	75.5	——	-----	201.5	----	----	-----	*Burlington and Missouri*	1,514,257	*	——	762,733	665,000	92,663	1,542,768	50.0	----------	----------	----------	——	----
31 Dec. '59	86.0	——	-----	——	----	----	-----	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	362,044	----------	86 0	7 mo's.	85,239	46,771	——	----
31 Dec. '63	100.0	——	-----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,961	——	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	——	----
1 Jun. '58	38.5	——	-----	101.3	4	1	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	——	921,449	570,000	----------	----------	78.5	11 mo's.	458,821	21,356	——	----
-- -- '62	136.0	95.0	-----	312.0	----	----	-----	Mississippi and Missouri	4,198,000	*	——	2,700,000	4,600,000	15,000	----------	230.0	----------	----------	----------	——	35
								KENTUCKY.													
31 Oct. '59	80.0	——	-----	——	----	----	-----	Covington and Lexington	3,743,971	276.024	——	1,582,169	2,930,000	337,532	4,375,992	111.8	----------	426,408	227,534	——	----
30 Jun. '63	29.0	——	-----	——	}	}	}	Lexington and Frankfort	597,950	52,300	——	514,573	106,000	——	741,051	29 0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	——	-----	——	13	5	150	Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	——	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	38.5	52	47	529	Louisville and Nashville	9 730,101	*	——	5,605,834	3,930,500	235,670	11,856,430	300 0	841,559	3,261,860	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	——	-----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	——	3,242,318	566,000	239,297	5,355,320	90.0	190,294	481,922	223,649	——	----
31 Mar. '61	266.0	——	-----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	——	----------	2,665,000	1,150,717	----------	266.0	----------	1,232,824	555 434	——	----
31 Aug '60	52.7	——	-----	155.3	----	----	——	*Vicksburgh, Shreveport & Texas*	1,662,691	*	——	1,253,015	248,969	108,434	1,710,819	85.7	----------	----------	----------	——	----
								MICHIGAN.													
30 Sep. '62	57.0	——	-----	——	----	----	-----	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----	----------	----------	----------	——	----
30 Jun. '62	188.0	——	-----	——	----	----	-----	*Detroit and Milwaukee*	8,270,623	647,596	——	2,950,000	4,250,000	----------	9,008,389	188.0	----------	249,898	----------	——	----
31 May '64	284.5	——	28.4	——	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	----------	15,066,822	329.3	1,558 2[illegible]7	3,417,1[illegible]5	1,697,060	12	111
31 Mar. '64	246.0	281.0	-----	——	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,256	----------	18[illegible]407,656	527.0	2,171,477	3,384,294	1,630,777	——	66
								MINNESOTA.													
31 Dec. '62	14.5	——	——	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	——	——	----------	1,550,000	----------	----------	----	----------	----------	----------	——	----
31 Dec. '62	——	——	——	190.0	——	——	——	*Southern Minnesota*	----------	----------	——	----------	675,000	----------	----------	----	----------	----------	----------	——	----
31 Dec. '62	——	——	——	114.0	——	——	——	*Minneapolis and Cedar Valley*	----------	----------	——	----------	600,000	----------	----------	----	----------	----------	----------	——	----
31 Dec. '62	——	——	——	268.0	——	——	——	*Minnesota Transit*	----------	----------	——	----------	300,000	----------	----------	----	----------	----------	----------	——	----
								MISSISSIPPI.													
30 Apr. '60	256.0	——	-----	——	25	22	336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	895,992	6,331,896	236.0	----------	584,342	328,092	——	----
31 Oct. '59	71.4	——	-----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,060	1,974,444	59.7	----------	176,462	116,453	——	----
31 Dec. '55	83.2	——	-----	60.4	----	----	-----	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	----------	----------	83.2	----------	260,047	121,659	——	----
								MISSOURI.													
31 Aug. '63	66.5	——	13.2	——	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	——	7,153,836	7,177,600	----------	----------	206.8	579,324	1,047,567	420,026	——	[illegible]
21 Dec. '62	268.8	——	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	——	2,459,207	4,350,000	----------	----------	168.8	----------	444,460	182,895	——	----
31 Dec. '62	152 0	——	11.0	-----	----	----	-----	*Platte County*	1,200,000	*	——	500,000	700,000	----------	----------	52.0	----------	----------	----------	——	----
30 Feb. '63	186.0	——	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	——	3,486,916	7,000,000	137,019	20,456,420	196.7	507,040	679,966	227,898	——	----
28 Feb '63	77.0	——	5.0	200.0	----	----	——	*South-Western Branch*	4,[illegible]86	116,883	——	71,513	4,500,000	----------	----------	114.0	98,271	241,492	123,686	——	----
30 Sep. '62	88.5	5.0	5.2	——	16	13	219	*St. Louis and Iron Mountain*	[illegible]	244,166	——	1,971,127	3,501,000	57,561	5,966,877	90.1	254,961	255,396	80,220	——	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. roads leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	36.5	76,344	79,751	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,038,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,996	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,580	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	106
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '61	279.6	7.2	.....	—	168	100	3,000	Baltimore and Ohio	21,319,873	3,621,755	3,847,519	13,118,902	10,781,833	3,426,221	31,628,934	236.8	2,571,428	3,211,426	1,820,331	6	110
30 Sep. '61	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,031,394	30.0	231,235	448,140	321,724	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,207,448	620,581	—	54
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,029	2,275,629	70.9	372,053	503,718	167,051	6	109
30 Nov. '63	74.8	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,015,326	482,656	8	118
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	686,727	397,729	8	130
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,962,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	133
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,769	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,658	69,191	6½	75
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,563	—	1,591,100	250,000	—	1,943,286	52.4	169,361	344,194	168,008	6	105½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,600	1,837,600	56,500	4,894,100	89.0	477,752	812,556	390,594	6	100½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	115½
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,385	30,275	—	200,000	75,000	3,961	367,426	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,384	—	600,000	—	—	704,336	71.0	107,154	223,794	69,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,169	52,518	14,000	500,000	285,000	—	785,500	36.7	41,998	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,156	662,900	206,502	1,245,566	33.0	67,883	55,233	—	—	10½
30 Nov. '63	79.5	7.8	26.6	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,068	411,544	7	110⅝
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,192	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	32,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	.....	.....	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,567	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,615	140,136	—	40
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,148	1,096,712	—	5,150,000	6,267,520	—	4,748,504	218.0	1,275,926	2,439,83	1,234,851	10	140
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,900	—	1,141,000	103,700	39,391	1,373,159	45.7	188,647	261,021	132,153	6	95
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	13	16	246	Cheshire	2,475,846	322,266	—	2,086,925	635,400	—	2,969,932	53.6	338,025	382,183	150,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	424	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	110
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	82½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,450,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,046,148	1,728,548	10	138
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,356	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	84.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,557	103,845	7	116
31 Dec. '63	53.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	53.8	.....	1,286,600	694,914	10	158
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,795	438,798	21.2	.....	90,61	(29,692	—	170
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,460,417	*	—	1,203,553	1,250,000	143,606	2,597,161	—	(2 mos.	10,588	(24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,998	6½	103
31 Dec. '62	88.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,923	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,998	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	307.0	5,858 687	10,469,481	3,511,414	7½	70½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,324	148.0	1,084,886	3,681,713	1,844,287	7	111½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,002	360,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	111½
30 Sep. '63	180.7	2	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,349,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411.399	573,512	153,969	—	1½
30 Sep. '63	85.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	169.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,890	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	84,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,553	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— —	'58	221.0	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	465,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	118,147	2,500,000	1,634,000	—	4,999,266	202.0	.....	1,083,828	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,180	2 151,943	1,216,257	31	150
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	40
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	.....	1,436,317	552,900	—	77½
31 May '64	102.7	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,286	823,714	8	112
31 Dec. '63	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,633	*	—	362,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	—
31 Dec. '63	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,887	ope	r. w. Lit.	Miami.	256,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,259	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	188.0	1,002,647	1,948,778	791,562	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	117.0	3.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,496,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,336,156	*	—	862,671	1,299,100	127,118	2,684,694	125.0	220,717	272,202	92,283	—	.....
31 Dec. '63	242.4	—	—	—	47	18	923	Toledo & Wabash	9,905,636	*	25,000	3,314,776	6,061,200	38,272	10,152,632	260.0	1,279,950	1,430,798	540,921	—	66

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	——	360,215	171,286	——	——
31 Dec. '63	24.5	——	24.9	——	19	2	1,303	Beaver Meadow	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,390	3,852,380	146.0	326,613	308,567	11,465	——	12
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	292.0	1,469,494	1,757,083	828,143	9	199
31 Oct. '63	35.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	180,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northn	Cen.	196,907	384,790	110,368	——	——	30
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	460,000	——	1,000,000	18.6	141,871	423,358	169,268	10	——
31 Oct. '63	36.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,185,560	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	30
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	——	50
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	3,622,008	889,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	74
31 Oct. '63	28.3	5.5	8.0	——	10	...	61	Little Schuylkill	1,371,868	*	——	2,046,100	960,000	62,227	3,668,327	(Phila. & Reading		(R. R.)		7	38½
31 Oct. '63	24.5	106.0	63.3	——	31	...	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4 132,935	130.9	319,162	868 367	89 991	8	57½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,784	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,896	273,891	——	29
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,[illegible]88,315	5,604,810	19,860,260	16,644,540	——	41,520,356	356.9	5,848,778	14,759 017	4 005,112	10	62½
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norrist'n	1,131,079	200,489	——	1,267,200	406,000	——	1,673,200	24.0	244 425	[illegible]58	178,595	9	58
31 Oct. '63	230.0	——	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	——	——	——	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,500	188,486	7½	24½
30 Nov. '63	147.4	51.1	211.3	——	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	26,613,828	443.0	2,721,684	6,252,992	3,706,900	7	56
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	699,822	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	95.9	——	51.4	——	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,480,000	1,017,500	——	8,477 500	200 6	647,020	2,540 248	1,602,119	10	68½
31 Dec. '64	59.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,436	163,004	——	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,509	——	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,934,741	468.3	3,472,914	5,132,934	2,106,623	——	93½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,924	——	500,000	791,597	Lease'd to Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	——	3.1	——	5	4	196	Tioga	730,967	106,553	——	367,300	396,500	65,205	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	266,900	——	——	62.0	297,700	421,756	199,135	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,229	——	437,417	8,500	——	——	13.6	24,916	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	——	164.5	——	341,190	125,871	——	——
23 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	985,748	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	52	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	605,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,306	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	873,597	——	——
1850	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	564,949	518,518	——	59.4	69,870	177,256	90,629	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,394	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,960	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).												
— —	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz.& Col'rado	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— —	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— —	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	175,000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	182,846	196,568	——	——
— —	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	——	3,036,338	90.7	139,877	306,850	167,430	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.8	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,065	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	——	1
31 May '63	47.0	6.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	——	oper. by Vt. Central			——	8	104
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	1,201,886	23.7	48,995	64,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	oper. r.b. Troy		& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,003	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,656	2,517,500	590,056	——	167.7	270,846	460,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,200	1,851,500	292,842	4,745,256	133.4	——	410,166	201,544	——	——
30 Sep. '59	59.2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	——	74
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,763,685	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,528	——	78.6	159,961	279,945	145,385	7	77
30 Sep. '59	22.2	7.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	80
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	864,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	888,475	2,400	3,452,813	3,265,000	571,956	10,233,271	214.9	490,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25.000	——	55.6	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	59	22	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,754	414,741	——	42½
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	236 796	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	11
30 Jun. '63	1,096	137.0	——	78.0	204	130	2,199	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	——	4,368,510	1,154,855	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435	——	28,084,180	357.0	——	3,011,860	1,649,510	1½	——
31 Dec. '64	94.5	1.6	——	——	18	20	337	Northern (O. S. & H.)	5,456,615	*	——	——	4,909,960	769,959	5,678,929	96.1	402,670	467,266	191,133	——	——
								NEW BRUNSWICK.													
1 Oct. '62	103.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,620	20,005	——	——
1 July, '61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,338	——	1,380,000	13,100	136,000	1,709,232	60 0	——	132,455	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	——	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	97.0	158,416	139,107	37,181	——	——
								NEW GRANADA.													
31 Dec. '63	48.7	——	——	——	11	22	120	Panama	8,000,000	*	615,251	8,000,000	8,876,000	——	10,763,798	48.7	.....	3 027,639	1,338 994	15	268

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$80,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	70½
Boston, Concord & Montreal (pref.)	800,000	6	---	----
" " " (new pref.)	554,000	6	---	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	21
Camden & Atlantic (preferred)	620,800	7	7	30½
Catawissa (preferred)	1,150,000	7	---	----
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	50½
Cheshire (preferred)	2,017,825	7	---	92
Chicago & Alton (preferred)	2,422,596	7	7	63½
Chicago & Northwestern (pref.)	2,400,000	7	5½	----
Cochecho (preferred)	177,750	8	---	70½
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	----
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	72
Dubuque & Sioux City (preferred)	1,987,614	7	3½	----
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	49½
Elmira & Williamsport (preferred)	500,000	---	---	90
Erie (preferred)	8,535,700	7	7	41
Hannibal & St. Joseph (preferred)	5,253,856	7	---	----
Harrisburg & Lancaster (guar.)	1,182,100	7	7	104
Housatonic (preferred)	1,180,000	8	8	----
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,168	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,235,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	---	70
Toledo & Wabash (preferred)	982,900	7	7	89
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,057,343	6	J. & J		1886	90
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18..	----
Bonds guar. by Virginia	200,000	6			18..	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	99
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	300,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	2,786,682	6	M. & S.		1870	98
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	100½
2d Mortgage	294,750	6				97
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	90
2d Mortgage	3,980,670	6	J. & J.		1882	80½
Improvement	568,500	6	M. & N.		1876	84
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	55
Preferred Interest b'ds.	227,589	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1881	94
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	460,000	6	J. & J.		1878	78
Wyoming Valley.						
1 t Mortgage	669,000	6	J. & J.		1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	104
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	66
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100	----	—	----
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	27
" " (preferred)	50	2,722,607	—	34½
Susquehanna and Tide Water	50	2,048,280	—	14½
Union (preferred)	50	2,750,000	—	5½
West Branch and Susquehanna	100	1,000,000	6	126
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 56 — @ 57 —
Pig, American, No. 1 52 — @ 54 —
Bar, Swedes, assorted sizes (in gold) @ 92 50
Bar, English, Refined 155 — @ — —
Bar, English, common 145 — @ — —
Band, English 190 — @ — —
Horse Shoe 180 — @185 —
Rods, English 160 — @240 —
Hoop, English, 195 — @290 —
Nail Rod per lb. — 14½ @ — 16
Sheet, Russia per lb. — 28½ @ — 30
Sheet, English, Single, Double and Treble — 9 @ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 27 @ — 33
English Spring (1st & 2d qlty.) — 14 @ — 18
English Blister (1st & 2d qlty.) — 18 @ — 28
English Machinery — 19 @ — 22
American, Blister — 16 @ — 20
American, Cast, Hammered — 30 @ — 34
American, Cast, Rolled — 19 @ — 23
American Spring — 15 @ — 20
German — 19 @ — 21
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 65
Sheathing, &c. Old (cash) — 41 @ — 42
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 65
Braziers' — — @ — 65
American Ingot (cash) — 43 @ — 44½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 14 — @ 14 50
Spanish 13 — @ 13 25
German Refined 13 — @ 13 25
English 13 — @ 13 25
Bar per lb. — — @ — 17
Pipe and Sheet — — @ — 21

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 68
Straits — — @ — 67
English — — @ — 68
Plates, Charcoal I. C per box 17 75 @ 18 50
Plates, I. C. Coke 14 50 @ 16 —
Terne, Coke 14 — @ 14 25
Terne, Charcoal 17 — @ 17 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb. 8 50 @ — —
Clinch (cash) 9 50 @ 10 —
Horse Shoe, Forged (cash) per lb. — 36 @ — 38
Wrought, English (cash) — — @ — 70
Ausable Horse, Norway Iron, Forged — — @ — 50
Zinc Nails (6 mos.) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. — — @ 1 15
Para, Coarse and Medium — — @ — —
Carthagena, &c — 72 @ — 75
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — — @ — 42
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 88 @ — 89
Refi'd, in bd, L.S. to pr. Wh. (110@120 test) — 67 @ — 68
Naptha, Redined, (60@63 gravity) — 35 @ — 36½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 1.
American Coal Co.	78	77	----	----	----	78
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	100	101	----	100	100	100
California 7s	155	----	----	151	----	----
Canton Co.	39½	37½	38½	38½	39	37½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	92	91½	94	91½	92	----
" " pref.	----	----	----	94	----	----
" " 1 M.	105	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	118	118	118	118	----	118
" " " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	34½	34½	34	34½	34½	34
" " pref.	64½	64½	63½	64½	65½	63½
" " 1st M.	85	85	----	85	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	100½	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	90
Chicago & Rock Isl.	97½	97½	96½	97½	98½	96½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	150	150
Clev. and Pittsburg	84½	84	83½	83½	82½	79½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	114	----	----	114	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	73	72	68½	74½	79	74
Del. & Hudson Canal	172	----	----	170	----	----
Del., Lack. & West	200	----	----	----	----	199
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	75½	75½	74½	74½	75	73½
" pref.	92½	92	93	93	92	90
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	109	----	----	----	----	----
" 3 M. 7 p.c. '83	109½	109½	109½	----	----	----
" 4 M. 7 p.c. '80	----	----	101	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	25	----	----	----	----	----
" " pref.	----	----	41	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	116½	116½	115	116	116½	115
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	100½	----	----
" 2M. S.F.	----	----	109	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119½	119½	----	119½	119½	118½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	14	15½	16	15	15½
Michigan Central	112½	113	112	112	115	112½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	69	68½	68½	68½	67
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	104	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	45	45	43½	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	100	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	68½	68½	68	68	66½	66
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	75	----	74	----	73	----
New York Central	116½	115	114½	116½	115½	114½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	118	----	----	----	----	----
" " 6s, S.F. '83	102½	----	103	103½	----	102
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27	26	28½	30	31½	30½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	320
Panama	----	----	----	260	----	----
Penn'a Coal Co.	185	----	----	----	----	----
Phila. and Reading	116	114½	114½	115	117	114½
Pitts. Ft. W. & Chicago	96½	97½	96½	96½	97½	95½
" " 1M.	110	----	----	----	105	----
" " 2M.	----	----	98½	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	86½	----	86½	86½	86	83
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	70	----	----	----	----	----
" " 1M.	----	----	----	----	98	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	75	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	58½	58½	----
Toledo & Wabash	----	----	----	----	60	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	90½	----	----	----
" " 2M.	80	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	102	102¼	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¼	102⅜	102⅜	102⅜	102⅜	102⅜
U. S. 5s, 10-40s, reg.	98	----	----	----	----	----
U. S. 6s, 1881, reg.	111	----	----	111	----	----
U. S. 6s, 1881, con.	111	110¾	----	110¾	110¾	110¾
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	130¼	----	134	----	131	----
U. S. 6s, 1868, reg.	----	----	----	125	125	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	98⅜	98⅜	98⅛	98⅛
U. S. 6s, 5-20s, coupon	111¼	111¼	----	111¼	111¼	111
U. S. 6s, 5-20s, new	110½	110¼	----	110½	110½	110½
U. S. 6s, " reg.	110	110	111¼	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	115	115¼	----	----	----	114
American Gold	199	199¼	193¼	199¼	----	199¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	W.22	Th.23.	F.24	Sat.25.	M.27.	Tu.28.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	12	----	----
" preferred	----	30¾	30	30½	30¾	----
Camden & Amboy	----	140	140	----	138	138
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	104½	104½	----	----
Ches. & Del. Canal 6s '89	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	100	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	66	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	38½	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	90	----	----	----	----
Minehill	----	----	----	57½	----	57½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	120½	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	90	90	----	90	----
" " 10s	----	----	----	----	----	112½
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	----	62¾	62¾	62½	62⅝	62½
" 1st m.	----	106½	----	----	106½	----
" 2d m.	----	----	103	----	----	103
Penn. State, 5s	----	90	90	----	89½	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. Is.	----	100½	----	----	----	100
Philadelphia City, 6s	----	92⅝	92½	92⅝	92⅝	92⅝
" " new	----	95	95⅜	95⅝	95½	95½
Philad., Germ. & Nor.	----	----	----	58	----	----
Phila. & Reading	----	57½	57	57	57½	58½
" " 6s, '86	----	----	----	----	114½	----
" " 6s, '70	----	----	----	----	98	----
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	26	----	----	----	27
" " pref.	----	33½	----	33	----	34½
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	13¼	13⅜	----	14	14½
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	24
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	15½	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	30	----	----	----
Race and Vine, "	----	10	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	32

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	W.22	Th.23.	F.24	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	----	----	103¼	----	----	102
" " 1886	----	----	----	101½	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	104	----	----	103½
Balt. and Ohio	----	110	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	104	----	91	----	----	----
Northern Central	----	----	54	----	----	----
" " b'ds, '85	----	91	----	----	----	91
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.1.
Boston and Lowell	109	----	109	----	----	----
Boston and Maine	120	119	120½	118	----	----
Boston and Providence	130	----	130	----	----	----
Boston and Worcest	----	----	134	----	133	133
Cheshire, pref.	51	51	51	----	50¾	----
Concord	----	65	65	----	----	----
Connecticut River	----	----	105½	----	----	----
Eastern, Mass.	101	101	101	101½	----	100½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	115	115½	114½	114½	114½
Manchester & Lawrence	----	110	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	84	83½	83½	83	83	82½
Old Colony and Fall R.	110½	----	----	----	110⅝	110⅝
Ph., Wil. & Baltimore	68	----	67¼	68	----	68½
Portl'd, Saco & Ports.	----	----	----	----	106	----
Vermont & Canada	----	----	----	----	104	----
Vermont & Mass.	----	40	----	40	40	40
Western	138	----	140½	140	----	140
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	98	98	97½
Metropolitan "	----	49½	48½	49½	----	50
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	49½	49⅝	----	49¼	49¼
Isle Royale "	----	----	----	----	15	----
National "	----	----	----	----	----	25
Minnesota "	----	----	----	----	----	----
Pewabic "	51	51½	----	51½	51½	51½
Pittsburg "	66	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th of February:

Maryland 6s	60	to	65
United States 6s, 1881	50	"	51
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	65	"	67
Do., 2d mort., 1881	63	"	65
Pennsylvania, 1st mort., 1877	67	"	69
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	32	"	33
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1885	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, March 4, 1865.

Stock Exchange and Money Market.

There is an effort making in certain quarters to impress the theory on the public mind, that a sudden fall in the premium on gold will be injurious to the country. A leading journal, and the circular of a well known Banking and Stock house, have both united in inculcating or rather attempting to inculcate this idea. We confess we consider this attempt injurious and unjust. The great masses of the people are seriously affected by the prices they are compelled to pay for the necessaries of life. When meat is sold at 300 per cent. above gold prices, or prices as they were before the war, it is not very agreeable to them to be told, when gold is but 100 per cent. above par, that they must continue to pay 800 per cent for food lest somebody else may be hurt.

We cannot admit that the buyers and sellers of merchandize must be protected by a continuance of high prices, while the public are continually suffering. There can be no change too sudden which brings back an equality of right between consumer and producer, nor the return from a depreciated to a sound currency. Yet the theory and the attempt alluded to, find a strong support in many quarters, especially among speculators of all descriptions, who find in the unsettled character of paper money, chances of profit they never had before. It is a singular circumstance that for a considerable time after the war had been going on, the prices of goods were quite honestly ganged by the rise and fall of the premium. But now that the fall has for some months been established, prices for a large number of necessary articles have actually advanced, and there seems no intention of reducing them on the part of the holders. On the contrary these very persons are found sustaining the gold market for their own purposes, and it is their interest in fact to keep up the premium and to submit to occasional losses at the Board, when they can make them up by asking the same for their goods as they did six months ago when the premium was 50 per cent higher. Beyond all doubt this system of tactics prevails to a much greater extent than is generally supposed.

Our readers may have noticed that we have on some former occasions alluded to a singular discrepancy in the prices of commodities as affected by the increase of our paper currency; that some have not been at all increased, holding abou the same range as ever, while others enormously have been. We have several times named the articles themselves. This condition of things could not and cannot be well explained by the mere fact of the large issue of paper money.

Mr. Tooke the British author of the History of prices, a very high and universally admitted authority in political economy, combatted the idea. Mr. Craik to whom we owe a most valuable account of British Commerce, in commenting upon the opinions of Mr. Tooke on this subject, says "no demonstration in economical science can be more complete than that which has been given in the admirable work to which we so often have had occasion to refer, of the groundlessness of the notion so clamorously maintained by a certain set of politicians or political economists that the great rise of prices experienced throughout a portion of this space (alluding to the specie suspension for twenty four years in England) was the effect of the state of circulation. He has shown there was no parallelism whatever between the amount of the issues of the Bank during the suspension, and the course of prices, which they were supposed to have affected or determined. Prices sometimes fell under this state of currency, *while the Bank was extending its issues*, and at other times rose while it was *contracting* them. But what is still more decisive is the fact, that for the most part, *neither the rise nor fall* of prices was general, but while one class of commodities became dearer, another class at the same time became cheaper. Nor was there in point of fact either generally or in any particular region of prices, such a rise or *steadily maintained elevation* as the theory assumes to have produced by the increase of the Bank issues. The fact appears to be that it is only a certain amount of currency, whatever be its de-

scription, *whether it be in specie or in paper*, which a country can be made to maintain at any particular time; money in whatever form is merely a commodity of which the community at any particular moment wants only so much, and will not be forced to employ or absorb, or as we should say in the case of any other commodity, to consume a larger quantity." This is the opinion of some of our ablest writers on this subject, and if we recollect that the rate of interest has ruled, and still rules as high as it did before the war, that many valuable securities are sold in the market at prices lower than at the beginning of the war, and that real estate and houses, outside of our great commercial centres where speculation is in full career are as low as they were in 1860, we find the opinions of Mr. Tooke and Mr. Craik are not very far from the truth. We see that legal tenders have been always favorites with the public, that they have been hoarded, that they often have been at a premium, and so scarce even with our Banks that they have been refused even on the checks of the very depositors who had flattered themselves, that they were always subject to their draft. In this view of well known facts we may see that this inflation of our own currency, is not only not the cause of many of our inconveniences, but is much more within practical control than some persons would like to make us believe; that the clamor against it ignores the necessity of our condition as it did in England, and may be replied to in the same way and with as much if not more reason. We see therefore no reason to charge more upon our present system than it deserves, nor is it fair to attribute more evils to its existence than truth requires. On the contrary here as in England we may look to many other causes for the movements in the gold market, the condition of foreign exchange, and the great discrepancies in the prices, and variations in prices of other commodities.

If England was not ruined by 24 years of suspended specie payments, we do not think we shall be by four or five.

At any rate our theory is that the approaching close of the war will give immediate opportunity for the retirement of the legal tenders, the return to specie payments by the National Banks and others, and the sooner the better for all but speculators. These fortunately are not the majority of the people, or we should soon cease to be a producing and industrial nation.

It is a curious circumstance in connection with this part of our subject, that a recent pamphlet from the pen of the Hon. Isaac Buchanan late President of the Colonial Executive Council of Canada, contains some remarkable passages in relation to the point we have been considering. He says:

"I have no doubt that, taught by experience, the Americans will retain paper money, and value it as their finest, as most patriotic institution, and as of itself ample remuneration to American Industry for all the blood and treasure spent in the war."

Again he remarks: "In the excessive issues of paper money in the United States, I see no more argument against paper money than there would be against eating bread in moderation, because some man had injured himself by eating too much of this good thing. And when on this subject I would state my firm conviction that it is not the excessive issues of greenbacks to which much of the depreciation of these as compared to gold is owing. I have all along seen that there is a cause for the *appreciation of gold*, altogether apart from the *depreciation of the paper money*."

This last statement precisely accords with the recorded experience of the British writers already quoted.

A curious revelation has recently been made in Boston in relation to the present condition, and value of the fancy stock companies of that city. It appears from official statements that the total amount of capital stock sworn to have been paid in, in 56 different enterprises, for mining gold, copper and coal was $17,380,000. In November last the cash value had depreciated to the sum of $1,624,400. Seven of the Companies have lost all their capital, and nine alone out of the remainder paid taxes, amounting to but $5,268 62. This is suggestive to prudent people to avoid a line of speculation in certain fancies no matter how promising may be the programme.

The Money Market has been easy during the week at the usual rates. Government securities have been firm and in good demand. Gold has been kept at near 200 under the influence of rumors of probable disaster to Gen. Sherman, the efforts of a certain portion of the press to prevent a decline, and a thorough combination even among small dealers to keep up the price even at an occasional loss.

In the meantime the receipts of gold at the Sub-Treasury are ample and in excess of any demand upon it. It is supposed that even the May dividends on the 5-20's will be paid in advance. The receipts of coin in February at the Custom House were as much as 4½ millions. It is no wonder in view of this ample ability of the Treasury, and the continuation of our splendid military successes, there is an increasing confidence in Government securities. Indeed the 5-20's of the old issue readily bring 111½, and the 6s of 1867 130 to 133. The 10-40s are also above par 2⅛, and the new issues of the 5-20s 110 and rising We can congratulate our numerous readers on the continent of Europe, (for the JOURNAL has a circulation among the largest and most influential Banking Houses there) on the handsome profits they have made by their investments in American Governments, and their intelligent confidence in the spirit of our people, and the stability of their resources. They will see that our assurances and predictions were worthy of all credit, and those who have acted under our advice will have made princely gains on their investments.

Exchange has got down to 7 and a fraction per cent., and but little in demand. Our exports are very large and act as exchanges, and if the supposed laws of trade were infallible, and as arbitrary as some writers maintain, we do not see why at the present rate of exchange specie does not flow in upon us at once, for it is worth more here than it is in Europe. The amount of these exports for the week ending 28th February at this port was $2,919,574, and the specie almost nothing.

The balance in the Sub-Treasury in this city on Tuesday, was $30,040,657.

The railway market was stronger the last week. Money is easy.

The general opinion prevails, that Mr. McCullough is to be the new Secretary of the Treasury, as it is well known that he is for limiting the use of paper money to its real sphere and functions, we may expect to see an immediate adoption of measures, in which retrenchment and reduction in the currency will be prominent.

We observe that one at least of our leading journals favors the idea of paying off the National debt by a popular subscription.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul 1st mort., 80; Little Miami 1st mort., 100; McGregor Western 1st mort., 70; Illinois coupon 6s, 1879, 99; Ohio 6s, 1875, 101; Connecticut 6s, 100½; Indiana War Loan, 98; Louisiana 6s, 60; Mariposa 1st mort., 66; Central Coal, 50@58; Wyoming Valley Coal, 55@59¼; Ashburton Coal, 14; Consolidated Coal Co. of Md., 50@45; Fontinac Lead, 60¾; Copake Iron, 3½; Smith and Parmalee Gold, 70; Manhattan Gas, 190; Metropolitan Bank, 125@129; Shoe and Leather Bank, 108@110; Central National Bank, 105; Ocean Bank 90; Bank of Commonwealth, 105½; 1st National Bank, 205; Fulton Bank, 175; St. Nicholas Bank, 103; Irving Bank, 106; Am. Ex. Bank, 122@124; Bank of Commerce, 110; Bank of America, 140; 4th National Bank, 98; Buchanan Farm Oil, 175 @180; Everett, 9; Excelsior, 9; Germania, 88c.; Highgate 88c.; Knickerbocker, 88c.@90c.; Manhattan, 75c.; Rynd Farm, 6.25@6.60; Oceanic, 4.15@4.25; Tack, 2.90; United States, 27.50; Noble Well, 2.50; Webster, 1.60; Northern Light, 5.25.

Philadelphia.—Allegheny Co. coupon 5s, 75½; Pittsburg 6s, 90; Broad Top 1st mort., 100; Swatara Coal, 6¾; Clinton Coal, 1; Fulton Coal, 6⅜; Big Mt., 5¾; Con. Mut. Coal, 11¼; Locust Mt. Coal, 50; Green Mt. Coal, 4; Union Canal, 1½; Keystone Zinc, 2½; Lehigh Zinc, 40; Bank of North America, 196; Commercial Bank, 62; Girard Bank, 52¼; Philadelphia Bank, 140; Kensington Bank, 87½; Manuf. and Mech. Bank, 31½; Corn Exchange Bank, 59; Bank of Penn Township, 45; Atlas Oil, 1⅝; Adamantine, 10; Alcon, 1; Bull Creek, 5; Bruner, 1½; Briggs, 4; Big Tank, 2⅝; Crescent City, 2; Curtin, 14; Corn Pl., 6; Caldwell, 7; Cow Creek, 1.69; Cherry Run, 40⅛; Continental, 2½; Dalzell, 9½; Duncard, 94; Densmore, 5½; Eureka, 1.69; Egbert, 3½; Eagle Rock, 5⅝; Excelsior, 1⅝; Eldorado, 1⅞; Franklin, 8; Globe, 1½; Germania, 1; Great Basin, 2¼; Howe's Eddy, 1¼; Hibbard, 2⅛; Hoge Island, 2; Hyde Farm, 4½; Irwin, 9; Junction, 4⅜; Krotzer, 1½; Logan, 56; Maple Shade, 24¾; McClintock, 6¼; McKean and E. L., 17½; Mingo, 3¾; McElheny, 5⅝; Maple Farm, 1; McElrath, 3½; McCrea and C. R., 1½; Mineral, 2⅛; Noble and Delamater, 7; Oil Creek, 7¼; Oil Creek and C. R., 5¾; Organic, 1; Pope Farm, 1; Pearson, 2; Phila. and Oil Creek, 1⅛; Royal, 2⅛; Rathbone, 1¾; Ross, 2; Sugar Dale, 5¾; Sugar Creek, 15; Slippery Run, 10; St. Nicholas, 4.81; Story Farm, 2½; Story Centre, 7; Sherman, 1.56; Sutley, 1¾; Sunbury, ⅝; Schuylkill and Oil Creek, 2¾; Tionesta, 3½; Two Mile Run, 1; Tarr Home, 5⅜; Union, 1.81; Upper Economy, 1; Upper Island, 3½; Venango, 1; Wm. Penn., 5; Walnut, 2¾; Winfield, 1⅞; Wash. and Walnut Bend 2¼. The latest quotations are: City 6s, 92⅛@92¼; do., new, 95½@95¾; State 5s, 88@89; do., coupon, 6s, 93@93; do., W. L., 100@100; Phila., Wil. and Balt., 68¼; Reading, 56⅛@56⅝; do., 6s, 1870, 97¾@98¼; do.,

bonds, 97½@98½; Camden and Amboy, 135@139; Penn. R. R., 62@62¼; do., 1st mort., 106@107; do., 2d mort., 103½@103; Little Schuylkill R. R., 36@35¾; Morris Canal, 85@90; do., pref., 126@128; do., bonds, 95@100; Wyoming Valley Canal, 65@65½; do., 6s, 95@97; Susquehanna Canal, 14@14; do., 6s, 54@56; Sch. Nav., 27⅛@30; do., pref., 33@34½; do., 6s, 1882, 80@80½; Union Canal bonds, 23½@24; Delaware Div. Canal 34¼@35; do., bonds, 90@95; Elmira and Williamsport, 30@35; do., pref., 45@50; do., 7s, 1873, 99¼@100; do., Chattle 10s, 74@74; Long Island R. R., 44¾@48; Lehigh Coal and Navigation, 65@67; North Pennsylvania, 27¼@28; do., 6s, 90@92; do., 10s, 112@113; Philadelphia and Erie, 22@24; do., 6s, 99½@100; Minehill, 57¾@57¾; Catawissa, 11¼@11½; do., pref., 30½@31; Lehigh Valley, 70@72; do., bonds, 98@99; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 64½@65; Race and Vine, 9¾@10½; West Philadelphia, 69@69; Spruce and Pine, 28@32; Green and Coates, 30@34; Chestnut and Walnut, 44½@45; Arch, 15@15½; Thirteenth and Fifteenth, 22@24; Girard College, 24@25; Tenth and Eleventh, 42@45; Norristown, 58¼@60.

Boston.—Rutland and Burlington 1st mort., 63; Boston and New York Air Line 6s, 55@52½; Vermont and Massachusetts 6s, 98; Cheshire R. R. 6s, 1877, 96½; Eastern R. R. 6s, 1874, 99¼; Vermont Central, 1st mort., 72; Boston, Hartford and Erie, 7s, 77½; Northern (Ogdensburg) 2d mort., 24½; Mad River and Lake Erie R. R. 6s, 1900, 63; Troy and Greenbush, guar., 52½; Cape Cod Branch, 75; Stonybrook R. R., 95; Worcester and Nashua R. R., 95; Vermont 6s, 1876, 96¼; Maine 6s, 1889, 96; Massachusetts 6s, 1876, 119½; Roxbury City, 6s, 94¾; Chicago 7s, 104¼; Boston 5s, 1875, 118½; Essex Co., 98½; Boston Water Power Co., 43¾; Cary Imp., 12¾; East Boston Co., 13½; Boston and Lackawanna Coal 25; Mt. Pleasant Coal, 35½; Glenville Coal, 30¼; Short Mt. Coal, 44½; Belmont Coal, 9; Bear Valley, etc., coal, 22¼; Mammoth Vein Coal, 27; Lorberry Coal, 40⅛; Locust Dale Coal, 33½; Gilberton Coal, 71½; Potomac Coal, 8¼; Fall River Gold, 62½c.; Macomb Lead, 1¼; Buckingham Plumbago, 3; Fuller Farm Oil, 3¾; Great Basin Oil, 2½; Pittsburg and Bostou Oil, 50c.; Boston Gas, 790; East Boston Gas, 25; Roxbury Gas, 145; Malden and Melrose Gas, 67½; Fisher Iron Co., 12; Mt. Vernon Bank, 110; Blackstone National Bank, 112¼; Pawners' Bank, 96½; Atlantic Bank, 110½; Bank of Republic, 109¼; Traders' Bank, 96½; Merchants' Bank, 118; Maverick Bank, 106; Suffolk National Bank, 118; Tremont National Bank, 112¾; do., Rights, 86½; Bunker Bank, Charlestown, 140½; Revere Bank, 127; National Bank of Republic, 109¼; Fanuel Hall Bank, 169; Market National Bank, 103; North National Bank, 100½; do., rights, 14½, 2d National Bank, 125¼; Waltham Bank, 60½; Bank of Commerce, 116; Webster Bank, 111¼; State Bank, 80½; Acton Mining Co., 93¾c.; Albany and Boston, 27; Boston, 2⅞; Black River, 10c.; Bay State, 20; Copper Falls, 29; Canada, 85c.; French Creek, 75c.; Hancock, 10½; Huron, 44; Humbolt, 6; Manhattan, 5; Mesnard, 4¾; Ottawa, 21c.; Phœnix, 20; Superior, 7½; Star, 5; Winthrop, 1.

Baltimore.—City 5s, 87; Western Md. bonds, 84; Springfield Mining Co., 0.90; Bare Hill, 3; North State, 0.20; Maryland Copper, 0.75; Mineral Hill, 1.60; Santa Clara, 21; Laurel Cannel Coal and Oil Co., 5.90; Penn. Oil, 2.05; Chesapeake Oil, 4; Atlantic Coal, 1.35; Am. Gas Coal, 1.85; George's Creek, 112; Md. Anthracite, 63@28; Virginia Coal, 11; Baltimore Chrome, 2.35; Canton Co., 38; Franklin Bank, 13; Farmers' and Merchants Bank, 43½; Citizens Bank, 12; Union Bank, 70¼; Bank of Commerce, 25; Farmers Planters Bank, 32¼; Bank of Baltimore 105. The latest quotations are: Balt. and Ohio, 109½@110; do., 6s, 1867, 99@100; do., 1875, 100@105; do., 1880, 100@104; do., 1885, 101@104; Northern Central, 52@54; do., bonds, 1885, 91@92; N. W. Va., 00@05; do., 1st mort., 97@100; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 90@90¼; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 84@84; do., guar., 100½@102; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 95@100½; do., 1873, 100@101; do., 1875, 103½@104; do., 1886, 101½@102; do., 1890, 104@104; do., coupon, 104@104; do., 5s, 1838-'70, 86@90; City Passenger R. R., 16@17; Canton Co. 38@38½; Gardner, 0.50@0.90, Gas Coal, 1.75@1.85; Maryland, 0.65@0.70; North State, .20@.20; Springfield, 0.90@0.90; George's Creek, 112@112; Santa Clara, 21@21; Balt. Chrome, 2.35@2.35; Bare Hill, 3.00@3.00; Atlantic Coal, 1.35@1.35; Mineral Hill, 1.60@1.60; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co. 5.85@5.90.

Robinson & Ogden.

The adveriement of this Banking house, which appears on the last page of the JOURNAL, will we trust attract the attention of all those persons who have occasion to buy or sell Government, State and other securities, or wish to invest in Railway shares or bonds.

The business of Messrs. ROBINSON & OGDEN, has rapidly increased, as we from the first believed it would. Indeed they have been compelled to enlarge their office facilities at No. 4 Broad street, to meet that increase, which by their personal attention, their assiduity, promptness and regard for the interests of their customers, all based on the possession of ample means, has taken the largest magnitude in range and amount.

Baltimore City Passenger Railway.

The Senate of the State of Maryland has passed a bill unanimously to amend the charter of the Baltimore City Passenger Railway Company. This gives permission to the company to establish a general centre in Holiday street, and to charge a general fare of 6 cents, until specie payments are resumed by the Baltimore Banks, when it is to be reduced to 5 cents. This bill is a just concession, in view of the fact, that the company is accommodating the public at a large annual loss. In one branch of the Baltimore City Council it was also resolved to ask of the Legislature to defer the disposition of the 1 cent park tax on each passenger, to the Council itself. This fund was intended to be applied to the purchase and establishment of a public park in Baltimore. The bill before the Legislature continues the collection and retains the application of the fund in its original force, but the City Council seems disposed to yield this point also.

American Watch Company.

We give in another column the advertisement of this Company, which manufactures a large variety of watches, that are rapidly and deservedly taking the place of the French and Swiss, being equal in workmanship, and superior as time-keepers. The prices of these articles are extremely moderate, and there is no branch of American industry more *in time* or more deserving of commendation.

Air-Line Road to Washington,

The Baltimore and Ohio Railroad Co., though their President, John W. Garrett, Esq., has addressed a long and able remonstrance to the House of Representatives against the bill now before it, authorizing the Northern Railway Company and its assigns to construct a road from a point in its line between the Borough of York and the city of Baltimore to the city of Washington, and shows how much better the facility desired of communicatiou between the northwest and west, and the capital, might be obtained by the withdrawal of the opposition of the Pennsylvania Railroad Company, to the exercise of its rights by the Pittsburg and Connellsville Railroad Company. We regret we cannot find place for this valuable document. This project is what is called the "Air-Line," intended in fact to open direct communication between Washington and New York, but it is believed the near approach of the end of the Session of Congress will prevent its adoption.

Another Central Railroad.

We learn from the Utica papers, that a proposition has been brought before the Common Council of that city, asking for its consent to the use of its streets by a new railway organization which intends a road north from Utica to Syracuse, there to connect with the railroad to Oswego; also a road from Utica to Schenectady, there to connect with the road now being constructed thence to Athens. The Utica *Herald* says the companies are organized, have filed their articles of association, maps, &c., and have already numerous applications for stock in advance of the opening of the books. It claims that the distance between Utica and Syracuse will be shortened 7 miles, between Utica and Schenectady 2 miles, and between Schenectady and New York many more. The petition was granted. The principal Directors are: E. M. Gilbert, D. N. Crouse, N. F. Vedder, Jas. K. Hitchcock, Ward Hunt, Daniel Crouse, Isaac Maynard, A. E. Culver, Thomas Foster, Geo. Westcott, L. A. Warnick. E. M. Gilbert, Esq., of Utica, is President of the Schenectady and Utica Company, and C. T. Longstreet, Esq., of the Utica and Syracuse Company.

☞ The following gentlemen have been elected directors of the New Almaden Mining Company for the ensuing year: S. G. Arnold, S. L. M. Barlow, William Bond, John A. Collier, R. H. Crittenden, James Eldridge, John Elliott, George J. Forrest, Thomas A. Scott, Howell L. Williams, and E. Waller. The statement of the profits of the company for 1864, (and November, 1863, when they came into possession,) is given in another column.

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the 3d week of Feb., were $125,248 76
Corresponding week of 1864 ..... 67,376 55

Increase 85.89 per cent..... $57,872 21

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1865 ..... $65,523 00
Corresponding week of previous year.. 64,584 00

Increase $939 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in February, 1865, were $52,937 00
Corresponding week of previous year.. 36,663 00

Increase..... $16,274 00

The earnings of the Grand Trunk Railway for the week ending Feb. 18, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$22,983 00
Express, freight, mails and sundries .	3,124 00
Freight and live stock	64,319 00
Total	$90,426 00
Corresponding week, 1864	80,216 00
Decrease	$10,210 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in February:

	1865.	1864.
Passengers	$11,298 40	$7,044 43
Freight	9,503 51	9,261 74
Mail, express & telegraph	1,194 33	937 58
Total	$21,996 24	$17,243 75
Total this month to date .	$60,094 70	$51,781 82
Total for the fiscal year, commencing 1st Jan...	158,206 90	116,588 22

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending February 23, 1865, were:

	1865.	1864.
Passengers.....	$2,727 39	$2,021 27
Freight	6,488 12	5,477 76
Express	162 80	104 16
Mails.....	296 58	296 58
Total.....	$9,674 89	$7,899 77

Receipts from January 1 to Feb. 21:

1865	$71,993 74
1864	54,527 38
Increase.....	$17,466 36

Interest and Dividends.

The coupons of the second mortgage bonds of the Cleveland and Pittsburg Railroad Company, due March 1st, 1865, will be paid at the American National Bank, No. 74 Broadway.

The coupons on the bonds of the Peninsula Railroad Company, due March 1, will be paid at the transfer office of the Chicago and Northwestern Railroad Company, No. 8 Wall street.

The Locust Dale Coal Company have declared a second semi-annual dividend of 5 per cent.

The Eagle Hill Mutual Coal Company, Boston, has declared a monthly dividend of 2 per cent., payable March 1.

The Stout Coal Company will pay, March 15th, a quarterly dividend of six per cent.

☞ Mr. George Francis Train has taken out patents for horse railways in Russia, Sweden, Denmark, Prussia, Austria, France and Spain. The Geneva and Copenhagen lines are reported to be a great success.

Journal of Railroad Law.

PUBLIC NUISANCE.—FOOTWAY CANAL.—CONSTRUCTION OF STATUTE.

The late case of Binks, administrator &c., against The South Yorkshire Railway and River Dun Company, was an action by the plaintiff, as father and administrator of Benjamin Binks. The complaint alleged that the defendants were possessed of land near to and adjoining an ancient common and public footway, and had made and constructed and were possessed of a certain hole, ditch, cut and canal in and upon the said land, and adjoining and close to and by the side of the said ancient and common and public footway, and being wholly unfenced, unguarded and unlighted by day or by night, and then containing a large quantity of water; that the existence of the said hole, ditch, cut and canal so being in and upon the land so adjoining the said ancient and common and public footway, and so being wholly unfenced, unguarded and unlighted by day or by night, and so containing a large quantity of water, was dangerous to any person passing along the footway, either by night or day, even if ordinary care were employed by such person, and was a nuisance to the said ancient, and common and public footway, and to all persons using the same, and the defendants, by reason of the premises and of their possession of the said land, ought to have sufficiently guarded, fenced off, railed in and lighted the said hole, ditch, cut and canal, so as to prevent damage or injury to person or persons lawfully passing in and along the footway; yet the defendants while they were so possessed of the land, and of the hole, ditch, cut and canal as aforesaid, wrongfully and contrary to their duty in that behalf, permitted and suffered the land and the hole, ditch, cut and canal to be and continue, and the same were before and at the time of the death of said Benjamin Binks, so wholly unguarded, not fenced off or railed in, and without any light, that by reason of the premises, and by reason of the existence of the hole, ditch, cut and canal in and upon the land and adjoining the ancient and common and public footway, so wholly unfenced, unguarded and unlighted as aforesaid by day or by night, and containing a large quantity of water as aforesaid and by reason of the want of proper and sufficient guarding, fencing off and raling in and lighting of the hole, ditch, cut and canal as aforesaid, the said Benjamin Binks, who was lawfully passing in and upon the footway, lost his way, missed his path, slipped and fell into the hole, ditch, cut and canal, and was thereby killed, &c.

The defendants, after pleading a general denial, alleged that they were not possessed of the land near to or adjoining the ancient common and public footway; that the defendants had not made and constructed, nor were they possessed of, the hole, ditch, cut and canal in or upon the land of the defendants, adjoining or close to or by the side of the ancient, common and public footway, that the existence of the hole, ditch, cut and canal so being on their land was not dangerous to any person passing along the footway, either by night or by day, nor was it a nuisance to the ancient and common and public footway, nor to all persons using the same; that it was not the duty of the defendants to have so sufficiently guarded, fenced off, railed in and lighted the hole, ditch, cut and canal as to prevent damage or injury to any person or persons lawfully passing along the same.

On the trial it appeared that the deceased was 16 years old, earning 6s. a week as an apprentice, and was also employed by a tradesman to go errands, for which he received from 2s. 6d. to 4s. a week. On the 6th of March, 1861, he was sent on one of these errands to "The Holmes." He started by the 7 o'clock train from the Rotherham, but through some mistake, instead of getting out at "The Holmes," he went on to Brightside, and, not having sufficient money, to pay his fare back, he set off to walk to "The Holmes" along a footpath, the night being wet and dark. The deceased had reached "Jordan cottages," by the side of a canal of which the defendants were proprietors, and, after resting there a short time he resumed his journey, and had proceeded along the footpath mentioned in the pleadings but shortly afterwards fell into the canal and was drowned. This footpath is an ancient footpath from Sheffield to Rotherham. From Jordan Dam to half way towards the "The Holmes" it follows the margin of a goit or ditch, as to which there was no evidence when it was made. There was a slight breadth of grass beyond the footpath and the goit or ditch. The defendants constructed their canal in 1834, under the powers of an act of Parliament, and afterwards made a towing path about eight feet wide. In the first instance there was grass land between the footpath and the towing path all the way from Jordan Dam to "The Holmes," the width of the grass varying from nothing to four o five yards. Soon after the canal was opened the tenant of the land beyond Jordan Dam asked permission to cart up the bank along the canal or strip of land between the towing path and footpath; this was conceded by the defendants upon a payment of 2s. 6d. a year, and they also received 1d. for every cart belonging to other persons who used the road. This use of the road destroyed the grass between the footpath and the towing path; and the defendants for the purpose of repairing the road and footpath, had covered the surface of both with ashes or cinders. At the place where the body of the deceased was found, the footpath was close to the goit or ditch. The whole space between the goit or ditch and the canal was about 22 or 24 feet wide, the towing path being 6 feet wide, the footpath 3 or 4 feet wide, and the remaining space about 14 or 15 feet wide, being between the footpath and the towing path; the surface of that space was the same, so that the footpath was undistinguishable from the road. The canal was unfenced and unprotected.

By consent, a verdict was entered for the plaintiff, with 60*l.* damages, leave being reserved to the defendants to move to enter a nonsuit, if the court should be of opinion that there was no evidence on which the jury could properly find a verdict for the plaintiff.

The defendants' counsel obtained a rule accordingly, which was afterwards argued, and judgment given.

The plaintiffs counsel showed cause and the defendants' counsel were heard in support of the rule.

WIGHTMAN, J.—I am of opinion that this rule should be made absolute. Here the canal is said to be adjoining a common and public footway. In truth it was not, it was at the distance of several

feet—about 24. It is true that there was no fence, properly so called, between the public highway and the canal, to prevent persons passing from the former to the latter, and it seems that from circumstances, the distinction between the pathway and the intermediate space has become obliterated.

Now I adopt the view taken by the Court of Common Pleas in Hounsell *vs.* Smyth, 7 C. B. N. S. 731, and in particular that part of the judgment of Keating J., in which he says, "To throw upon the owners the obligation of fencing this excavation in their waste land adjoining the roads, it ought to be shown that the excavation was so near to the roads as to be dangerous to persons lawfully using them." And Williams, J., observes, "No right is alleged: it is merely stated that the owners allowed all persons who choose to do so for recreation or for business, to go upon the waste without complaint, that they were not churlish enough to interfere with any person who went there. One who thus uses the waste has no right to complain of an excavation he finds there. He must take the permission with its concomitant conditions, and, it may be, perils."

There can be no question that here the public have been permitted without objection, to pass over the intermediate space between the road and this dangerous canal; but no right in them to pass over it is alleged, they have at most only a mere permission, and those who take that permission, must take it with all chances of meeting with accidents. The defendants were not under any obligation to fence the highway against the canal, which was not shown to be so near as to be dangerous to a person using the road in the regular line.

Blackburn, J.—I am of the same opinion. Hardcastle *vs.* The South Yorkshire Railway and River Dun Company, 4 H. & N. 67, is an authority in point, where it was held, in considered judgment of the court, that an excavation into which a party falls must be adjoining to a public way, in order to render the owner of the land liable for the mischief. The Lord Chief Baron, in delivering judgment says, "When an excavation is made adjoining to a public way, so that a person walking upon it might by making a false step, or being affected with sudden giddiness, or, in the case of a horse or carriage way, might, by the sudden starting of a horse, be thrown into the excavation, it is reasonable that the person making such excavation should be liable for the consequences. * * * We think that the proper and true test of legal liability is, whether the excavation be *substantially* adjoining the way, and it would be very dangerous if it were otherwise, if in every case it was to be left as a fact to the jury, whether the excavation were sufficiently near to the highway to be dangerous."

I do not say whether that decision is right or wrong: in either event we are bound by it in this Court; and it is not a question for the jury, but for the judge, was the excavation substantially adjoining the way. I do not think it is possible, on the evidence here, to say that this canal was adjoining the highway originally. There was an intervening breadth of towing path, of about 9 feet, and a strip of grass which was agreed to be a marked and real distinction.

In order to distinguish this case from that to which I have referred, it was argued that such alterations had been made in the towing path that they obliterated the distinction between it and the footway, and so rendered it not noticeable, especially at night, and consequently dangerous. But I do not think that that amounts to making the canal adjoin the footway, if it did not do so before.

There may possibly be cases where the owner of land adjoining a way, may by his acts, induce the public to go near to an excavation in his land so as to get into danger; in which case it would be the same thing whether the way were a highway or not. But that should be distinctly proved, whereas the only evidence adduced here amounts to nothing of the kind.

Mellor, J.—Hardcastle *vs.* The South Yorkshire Railway and River Dun Company, explaining as it does Barnes *vs.* Ward, 9, C. B. 392, is rightly decided, and I think the only difference between that case and the present is, that the judgment there assumes that the going off the towing path would be a trespass, here perhaps trespass would not be maintainable. The persons here who say that they are not trespassers by going out of the footway, must take their licence with its dangers.

There was therefore no evidence to go to the jury, and this rule must be made absolute.

Rule absolute.

Wealth and Resources of Nevada.

This the last newly admitted territory into the fraternity of the United States, lies between California and Utah, containing 54,690,560 acres of land, and 60,000 inhabitants. In square miles the area is 85,454. In 1860 the population was but 6,857. It has thus increased from natural causes much more than the Mormon Territory alongside of it, to populate which emissaries for almost 20 years have been busy all over Europe and the United States, offering inducements to emigrants, of a character condemned by the moral sense of all Christian nations.

Nevada in 1860 was divided into three principal counties, Carson City, Humboldt, and St. Mary's, afterwards increased to nine. Its sudden growth is entirely owing to the extent of its mineral wealth, which is being developed on an enormous scale. In the erection of quartz crushing mills capital to the extent of $5,000,000 has been expended, five millions more in opening the mines themselves, and five millions more in the construction of wagon roads, which last have paid on the sum invested from 40 to 80 per cent. per annum. In 1863 the tolls on a part were more than $200,000. The freight itself on goods and merchandise from California reached the enormous sum the same year of three millions of dollars, requiring the use of 3,000 teams of oxen and horses, besides pack mules and trains. To show the enterprise of the people, we have only to state that in the convention called to frame the State constitution, it was agreed to lend its credit to the Pacific Union Railroad to the extent of three millions of dollars.

The principal mines of Nevada are the Esmeralda 100 miles S. E. of Virginia City; the Humboldt 160 miles N. E., the Silver Mountain 60 miles S., the Peavine 30 miles N., the Reese River 170 miles E. N. E., the Cortes 70 miles N., and the San Antonio 100 miles S. of Austin in the Reese River region. There are also numerous other places where great mineral wealth has been discovered. But in the production of silver Nevada excels all the other States and territories, being equal in productive power to Mexico itself.

There are 100 quartz mills in full operation in Nevada, of from 5 to 40 stamps, costing from $10 to $100,000 each. The Gould & Curry mill and its appurtenances have cost $1,200,000, and it is a very remunerating property, its shares or interests being represented in feet, in which way it is sold in the market bringing an enormous price. Each stamper will crush a ton of rock in 24 hours, and it is estimated that 1,000 tons are thus daily crushed. The ore producing at least $50 per ton, gives a result of $50,000 daily, and this again for the year, would be upwards of fifteen millions of dollars.

As this mining industry is constantly increasing, it is expected that in a few years Nevada will lead California in the production of her mines. There are 20 chief places of which the best known in the East are Carson City, the capital, with a population in 1860 of 2,500, Washoe City, Ophir, Humboldt City and Virginia, the most populous and advanced of them all. In 1860 it had a population of 3,000, and is now said to contain 20,000! It has already the comforts and conveniences of an old settled city, streets well paved and lighted, churches, public institutions of various kinds, water, and daily newspapers.

Nothing can be more in contrast than the American mining towns, when compared with those of Mexico. The latter remain in the rudest condition, while the former at once give early evidence of enterprise, wealth and refinement. We cannot as yet foresee what Nevada will be, when the Pacific Railroad traverses it from East to West, and gives its outlet to the Pacific and Atlantic. The silver yet to be brought to light, and pass into the currency of the Nation, or into plate and articles of luxury cannot yet be computed in value, but there is no doubt that a population of some millions will in the course of less time than a generation, be fully sustained in crushing these silver rocks of Nevada and turning them into coin.

In this respect we may safely say Nevada will be without a parallel, either in history, or geology, in ancient or modern times. The great diversity of our States in climate and products is very remarkable, and very advantageous. Other countries have their peculiarities, but none so marked or so wonderful as our own. Nevada may be considered as the Silver State, destined hereafter to furnish the world with its second most precious metal, and in quantities which throw all other mining countries in this respect entirely in the shade.

Hoosac Tunnel Bonds.

An interesting trial has recently come off in the Supreme Judicial Court of Massachusetts, in which the following point was at issue. The Treasurer of the State, in issuing bonds for work done on the Troy and Greenfield Railroad at the Hoosac Tunnel to the contractor Col. Haupt, by mistake calculated the value of the pound sterling in the bonds at $4.44, instead of $4.84, the latter being the established value. This gave Mr. Haupt an advantage. For on receiving £114,500 in bonds on his contract, it was charged to him as only $508,888 in U. S. currency. Whereas it was

claimed the real equivalent of sterling was much greater, being in fact $4.91, and the bonds should have been charged at $562,195, making in fact an over payment of $53,307, which with interest amounted in January, 1865, to $58,251. The decision in the case was, that the pound sterling should have been calculated at $4.84, and that therefore there had been an over payment of $45,-292, without interest. The opinion of Judge Hoar was a learned one, embracing the whole principle of the currencies, exchange and mistakes in calculations and payments of money on contracts, which we have not room for.

California Quicksilver.

The receipts of the Almaden Mine (the only one worked to any extent) during the year 1864 was 42,820 flasks.

The exports of quicksilver to the different countries in the years named have been as follows:

	1861.	1862.	1863.	1864.
N. Y. & Boston	600	2,265	95	1,495
Great Britain	2,500	1,500	1,062	1,609
Mexico	12,061	14,778	11,590	7,483
China	13,788	8,725	8,889	18,908
Peru	2,804	3,439	3,376	4,300
Chile	2,059	1,746	500	2,674
Central America	110	40	40	30
Japan	50	25	—	262
Australia	1,850	800	300	109
Panama	57	424	120	45
Victoria, V. I	116	5	42	21
Total—flasks	35,995	33,747	26,014	36,918

The exports from 1853 to 1864 have been as follows:

	Flasks.		Flasks.
1853	18,800	1859	3,399
1854	20,963	1860	9,448
1855	27,165	1861	35,995
1856	23,740	1862	33,747
1857	27,262	1863	26,014
1858	24,142	1864	36,918

Petroleum as an Illuminator.

As regards the economy of petroleum in preference to other illuminating agents, there is no question. These can be appreciated by comparing it with those in common use, and for this purpose Prof. Weethee has prepared the following table which illustrates the intensity of light emitted by each and the cost of the various burners—thus:

	Intensity of light.	Quantity of light from an equal measure.	Cost of an equal quantity of light.
Coal oil (petroleum	13.70	2.60	$4 00
Camphene	5.00	1.30	4 95
Whale oil	2.40	.85	12 00
Sperm oil	2.00	.95	26 00
Lard oil	1.50	.74	17 00
Burning fluid	.75	.30	29 34

Railroad from Monroe to Dubuque.

The business men of Milwaukee are turning their attention to the necessity and advantage of a direct connection between their city and Dunleith, or some other point on the Mississippi opposite Dubuque, *via* Monroe, the present terminus of the Southern line of the Milwaukee and Prairie du Chien Railway from Janesville West. The idea is favored by the fact that four lines have been projected through the State of Iowa, from east to west, and they are already partially completed. The most northern of these bisects the northern half of the State, and when completed will connect Dubuque with Sioux City on the Missouri river. It is now completed to Cedar Falls, 100 miles from Dubuque. From Cedar Falls a road is projected northward to intersect the McGregor Western Railway, at Austin, in Minnesota, and so on to Minneapolis. At Farley, 22 miles from Dubuque, the Dubuque and Southwestern Railroad branches off in a southwesterly direction, and is completed to within four miles of Cedar Rapids, a distance of 52 miles from Farley, or 74 miles from Dubuque. "It will be seen," says the Milwaukee *Wisconsin*, from which the above is obtained, "that with these roads completed, Dubuque will command the greater portion of the trade of Northwestern Iowa. The value of this trade, within a few years hence, can scarcely be estimated. Even now upon the short lines of road, above mentioned, there are nearly 1,000,000 bushels of grain awaiting shipment, exclusive of that which is yet in the hands of farmers, on the route, and exclusive of some 200,000 bushels in the warehouses of Dubuque. This blockade of grain is a serious clog upon the business of that city; hence her business men are clamorous for a better outlet to the lakes than they now have. They are also equally clamorous that that outlet should be opened up by railroad connection with Milwaukee. As the most of our readers are aware, this connection can be accomplished by constructing some sixty or seventy miles of road from Monroe to the river opposite Dubuque. This road is already chartered, and its completion has long been promised. By its speedy completion, Milwaukee would secure almost a monopoly of the trade of Northern Iowa; for this would be the most direct route to the lakes. But this is not all; the opening of this road would be of vast benefit to the southwestern portion of the state, give an outlet to the mineral region, which has long been needed. The lead trade would then in the main come to our city."

☞ The lease of the McGregor Western Railway to the Milwaukee and Prairie du Chien Railway Company, has been assented to by a majority of each class of stockholders in the latter company, and by the bondholders of the McGregor Western. The lease will be executed this week. This arrangement is greatly for the benefit of both roads, and will enable the Prairie du Chien, by controlling the business of the McGregor Western over its own line, to add very largely to its earnings.

☞ The *Globe* states that the Cobourg and Peterboro' Railway, which has been unused for the past two years, is about to be revived, the stock and bondholders having succeeded in electing a Board of Directors who have the interest of the road at heart.

☞ A new railroad to the oil regions of Pennsylvania is in contemplation. It is projected, if a charter can be obtained, to construct a track from Titusville, in Crawford County, to Union direct.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, Feb. 14, 1865.

THE ANNUAL MEETING OF THE STOCK and Bondholders of this company for election of Directors and such other business as may come before it, will be held at the office of the said company, in the City of Pittsburg, on the THIRD WEDNESDAY (15th) of MARCH, A.D., 1865, at 10 o'clock A. M.

The Stock and Bond Transfer Books of the company, at their office, in the City of Pittsburg, and at the office of the Transfer Agency, in the City of New York, will be closed until the 17th day of March thereafter.

W. H. BARNES, Secretary.

Clark, Dodge & Co.,

BANKERS AND AGENTS

FOR THE UNITED STATES 7.30 LOAN

NO. 51 WALL STREET,

Have all denominations of 7-30 Notes on hand for immediate delivery. 3m-9

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES

AND AUTHORIZED AGENT OF THE TREASURY.

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This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

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Collections made through all parts of the country on the most favorable terms.

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C. N. JORDAN, Cashier. 3m-8

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3m-3

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, March 11, 1865.

Wealth and Resources of Idaho,

On the 13th of March, 1863, by act of Congress the territory of Idaho was created. The boundaries were fixed as follows:

"Beginning at a point in the middle channel of the Snake River, where the northern boundary of Oregon intersects the same; then follow down said channel of Snake River to a point opposite the mouth of the Kooskooskia, or Clear Water River; thence due north to the forty-ninth parallel of latitude; thence east along said parallel to the twenty-seventh degree of longitude west of Washington, thence south along said degree of longitude to the northern boundary of Colorado Territory; thence west along said boundary to the thirty-third degree of longitude west of Washington; thence north along said degree to the forty-second parallel of latitude; thence west along said boundary to place of beginning."

It contains 62,525,828 acres of land, and in 1864 it had a population of 20,000 inhabitants. It is shaped like a triangle, its hypothenuse, its Eastern line being an irregular curve. Its northern boundary is British Columbia, its western, Oregon and Washington, its eastern, Montana and Dakotah, and its southern, Nevada and Utah.

...e having been published as yet no statistical accounts of it since it became a territory, we are unable to give with any minuteness or perhaps accuracy such details as we have hitherto furnished of the other territories we have noticed in the JOURNAL. We therefore adopt a general description as recently given by a traveler in a letter to a cotemporary. Mining is the principal pursuit of the inhabitants. Agriculture is, however, sure to follow.

Though a goodly portion of the territory is said to have been explored by miners in quest of the "color," only a very small portion has been worked, and these take two grand divisional heads, under the designations of Bois and Beaver Head mines. Fort Bois is almost close to the western boundary of the territory, and has a cluster of diggings within a circuit of forty miles, respectively:—Bois City, Placerville, Centreville, Pioneer and Bannock City, on the north branches of the Bois River. Bannock City is the chief place of business—*i. e.*, it is the largest in dimensions at the present time; but, as cities grow up nearly as quickly as did the historical gourd of Jonah of Nineveh, this may be no landmark in a very few months more. Its latitude is about forty-three degrees thirty minutes north, the longitude one hundred and fifteen degrees west. The distance direct from the Pacific Ocean is three hundred and fifty miles, but twice that distance as traveled along the Snake and Columbia Rivers to the Pacific shore. Lewiston, a little west and about four hundred miles north of Bannock City, has been selected by Governor Wallace as the chief city or federal city of the territory.

Mining is profitable generally speaking; a day's work producing according to circumstances from $7 to $50 per day. The best results obtained by a gang of 8 men has been $1,000 per day.

Away east by north some three hundred miles from the Bois mines another clustering of diggings is to be seen, under the general classification of the Beaver Head mines. At the first discovery of gold in that region the general public heard of Bannock City frequently; but, as Bois has a Bannock City also, the Beaver Head mines has been accepted as the name the least likely to be confounded with its more western neighbors. The cities here are Nevada, Virginia, Centreville and Bannock; Fort Owen, in Bitter Root Valley, Deer Lodge and other small trading posts are in that neighborhood. The development of this mining country seems to extend in a northeasterly direction to the junction of the three forks of the Missouri at Gallatin. A hundred and eighty miles further, the mountaineer reaches Fort Benton, "where the mighty Missouri rolls down to the sea." Up to this point, boats of light draught have been able to bring goods from St. Louis, in seasons when the water was plentiful, and no doubt before another rush of immigrants the enterprising merchants will be prepared to send up the river an immense amount of everything necessary to develop and build up a new country. There are fortunes in that business beyond anything picked up in the diggings, save to the fortunate few who, in a streak of luck, make fortunes in a day.

Two expresses run between Salt Lake City and the mines at Bois and Beaver Head every week. The distance to the former is four hundred and eighty miles, and to the latter four hundred miles. When they have got everything in order and the nearest routes explored, bridged, &c., a hundred miles will be deducted from the present Bois route. The Post Office Department offered to put on weekly mail service, from the 1st of January, 1864, between Salt Lake and Fort Benton, passing through the Beaver Head mines, or if accepted at the contract office, from Fort Bridger to Fort Benton. The route will be unquestionably between Salt Lake City and Beaver Head. The stages are daily crowded with passengers for California, and from the Washoe mines; and the general excitement has been as great at Reese River as the highest pitch of California in 1849.

Up to our last accounts the supplies for the miners were principally obtained from Utah.

Common Schools of Maine.

From the recent report of the Superintendent, it appears that the number of school children in the State at the close of 1864, was 235,249, being an increase of 474 over the year previous; the number of school districts, 4,120; of school houses, 4,035; of houses built within the year, 77, at a cost of $111,385. The aggregate expenditure for school purposes was $887,100.

Baltimore and Ohio Railroad.

The only reports published by this company, in relation to its affairs since the outbreak of the rebellion are those having reference to the fiscal years 1861 and 1862; and these were not presented to the stockholders until the annual meetings in November 1863 and 1864, in both instances two years later than is usual. We are thus, and yet two years behind the time in all relating to this important thoroughfare, and probably shall have to be satisfied with delayed reports so long as the war continues to be waged.

The cause of this delay in making the usual annual statements of the transactions of the company, and the results as to money return, is obvious. For a greater part of the time elapsed since the war was inaugurated the road has been either partially or wholly in possession of the enemy, and after each raid or occupation the repairs of the damages perpetrated have occupied still longer periods. The transactions growing out of these exigencies, and other matters which the reports explain could not be accounted for as in ordinary years, and created the necessity of delaying the proper statements until full returns could be obtained. Under these circumstances we cannot wonder that two years are requisite to clear up the affairs of the next previous one.

It is a matter of congratulation, however, that the company amid so much to discourage and so much interruption of business should have been able to declare the usual dividends to the stockholders, and fulfill all its engagements to the sinking funds for the redemption of its bonds. These duties it has nobly done, and in this has shown what the results of years, when peace again visits the land, will be to those whose fortunes are invested in the property.

The President's reports, being a general resume of the year's business we have already published in the pages of the JOURNAL—that for 1861, in the number for Nov. 21, 1863, and that for 1862 in the number for Dec. 3, 1864; and to these we refer our readers for the history of the two years. These reports however, contain no details such as are found in the department returns, and of course were unsatisfactory to parties desirous of detailed information. Having lately received the full reports for the two years heretofore spoken of, we propose again to go over the ground occupied by them, and give the figures which until lately were not in our possession.

The road operated by the company comprises three distinct parts, the main stem or the Baltimore and Ohio Railroad proper; the Washington Branch Railroad, two-thirds of the stock of which is owned by the Baltimore and Ohio Company, and the Northwestern Virginia Railroad which at the date of these reports was under lease to the Baltimore and Ohio Company, and in which it possessed large financial interests.

The length of these several lines is as follows:

Baltimore and Ohio Railroad	397.6 miles.
Washington Branch Railroad	80.0 "
Northwestern Virginia Railroad	103.5 "
Total length of road	513.1 "

Previous to the rebellion the stock of engines and cars on the roads was ample. During its progress, however, the distruction of these by the enemy has been immense, and our own government has in several instances further reduced the number by impressing them for service on other lines. Nevertheless the energies of the company have been employed successfully in replacing these drawbacks, and in refurnishing the road to meet the heavy demands on its capacity.

The stock of engines on hand at the end of the fiscal year 1862 numbered 221, of which 33 were passenger engines, 145 coal and tonnage, and 43 ballasting, etc. Of this number 123 had been rebuilt or repaired in the two years, and the places of those destroyed or withdrawn had been supplied by new engines.

The number of passenger, freight and coal cars is in proportion with the number of engines and ample for present necessities.

The mileage of engines in 1861 and 1862, on the lines severally was as follows;

	1861.	1862.
Main Stem	2,571,438	1,953,769
Washington Branch	231,295	525,129
Northwestern Virginia R.R.	345,675	314,322
Total	3,148,408	2,793,220

The reports give no returns of the number of passengers carried, and very incomplete reports of the tonnage. The through tonnage on the main stem which in 1860 amounted to 222,538 tons, decreased in 1861 to 135,680, and in 1862 to 65,018 tons.

The aggregate quantity of coal transported by the company in 1860 was 427,793 tons; in 1861 the quantity was reduced to 213,984 tons, and in 1862 to 160,705 tons. This very important branch of the company's business, which before the war was being rapidly developed, fell in 1862 to two-fifths of its maximum amount.

The tonnage of live stock for 1860 was 36,359 tons, 1861 18,969, and for 1862 only 11, 788 tons.

The flour trade fell off from 619,419 barrels in 1861 to 390,839 barrels in 1862; and the lumber trade which in 1860 amounted to 23,321 tons, was in 1861 only 13,880, and in 1862 only 6,063 tons.

But notwithstanding this great falling off in tonnage the revenues of 1862, show a better return than those of 1861. The principal increase has been in the passenger business and transportation of troops. The following tables give the results of the last three years those for 1860 being inserted as a measure for comparison:

	Passengers.	Tonnage.	Total.
Main Stem—			
1860..	$697,735 44	$3,224,467 50	$3,922,202 94
1861..	889,159 05	2,324,266 65	3,211,425 70
1862..	1,769,497 13	2,712,361 85	4,481,858 98
Washington Branch—			
1860..	$361,026 57	$101 853 87	$462,880 44
1861..	327,879 03	110,260 66	438,139 69
1862..	444,262 30	334,154 37	778,416 67
N. W. Va. R R.—			
1860..	$111,357 20	$227,845 92	$289,203 12
1861..	134,386 14	216,145 59	350 531 73
1862..	125,780 09	238,242 10	364,022 19
Aggregate—			
1860..	$1,100,119 11	$3,554,167 29	$4,654,286 50
1861..	1,349,424 22	2,650,672 90	4,000 097 12
1862..	2,339,539 52	3,284,758 32	5,624,297 84

The aggregate gross earnings of the lines separately give the following amounts:

	1860.	1861.	1862.
Main Stem	$3,922,202 94	$3,211,425 70	$4,481,858 98
N. W Virginia	289,203 12	350,531 73	364,022 19
Washington Br.	462,850 44	438,139 69	778,416 67
Total	$4,654,286 50	$4,000,097 12	$5,624,297 84

The expenses of operating and repairs were as follows:

	1860.	1861.	1862.
Main Stem	$1,616,615 61	$1,391,094 91	$1,427,205 83
N. W. Virginia	194,566 65	3 9,922 14	266,670 77
Washington Br.	173,042 33	116,415 34	153,827 75
Total	$1,984,244 59	$1,517,432 39	$1,847,704 49

And the revenue after deducting the cost of operating and repairs as follows:

	1860.	1861.	1862.
Main Stem	$2,305,587 33	$1,820,330 79	$3,054,653 15
N. W. Vir R R.	94,636 47	40,609 59	97 351 42
Washington Br.	289,808 11	321,721 35	624,588 92
Total	$2,670,041 91	$2,182,661 73	$3,776,593 49

Reducing the expenses to proportion we find their relation to earnings to be thus:

	1860.	1861.	1862.
Main Stem	41.21	43.31	31.84
N. W. Virginia Railroad	72.28	88.41	73.25
Washington Branch	37.38	26.57	19.76
Total	42.63	45.43	32.85

The general results of the operations of the several lines are given in the profit and loss accounts, and their financial condition in the general ledger. The following statements present complete abstracts:

MAIN STEM.

Earnings:	1861.	1862.
Passenger	$887,159 05	$1,769,497 13
Tonnage	2,324,266 65	2,712,361 85
Total	$3,211,425 70	$4,481,858 98
Working expenses:		
Transportation exp.	$416,837 97	$436,650 22
General expenses	20,743 40	21,001 00
Losses by accid'ts etc.	6,790 99	4,659 64
Repairs of railway	465 074 19	311,134 10
" locomotiv's	138 005 79	157,017 63
" burden cars	77,496 38	124,530 42
" pass. cars.	25,601 14	28,222 25
" dump cars.	1,407 90	2,715 14
" stationary machinery	17,456 01	11,901 92
" depots	26,964 86	30,903 83
" water stat's	3,918 16	14,728 89
" bridges	42,612 53	140,031 53
" telegraphs.	2,595 73	4,759 24
Fuel & preparing etc.	81,448 43	88,205 98
Clean'g engines & cars	23,238 00	18,752 13
Pumping water	7,601 92	5,488 84
Watching cuts, tunnels and bridges	31,994 55	24,677 95
Contingent exp. of Machinery Dept.	1,306 96	1,825 62
Total	$1,391,094 91	$1,427,205 83
Net earnings	$1,820,330 79	$3,054,653 15

Statement of profit and loss for the year ending September 30:

Cr.	1861.	1862.
Bal. from previous yr.	$3,741,146 36	$4,312,977 43
Net earnings	1,820,330 79	3,054,653 15
Div. of 9 per ct. upon 18 168 shares of Washington Br. st'k owned by Co.	91,512 00	91,512 00
Increment of $5,000,000 Loan Skg. F'd.	50,236 09	49,580 27
Increment of mort. debts Skg. F'd.	60,146 66	74,815 87
Increment of ground rent Skg. F'd	2,078 84	10,622 67
Use of shops at Mt. Clare, W. Br.	12,126 67	
House rent	3,243 11	740 51
Differences—Machine Department.	34,451 50	32,463 00
Div. 4½ pr. ct. W. Br. stock Sept. 30, 1862 (usually included in next year's account)		45,756 00
Total	$5,815,278 52	$7,673,021 10

Dr.		
Div. 6 p. c. on stock ..	$606,783 00	$624,530 00
Interest on bonds	869,972 81	886,773 04
Ground rents	25,540 78	26,454 51
Williamsburg and W. Newton plank R. Co.	.....	6,050 00
Bal. carried to next yr.	4,312,977 43	6,109,213 55
Total	$5,815,273 52	$7,673,021 10

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, Sept. 20, 1861 and 1862:

Liabilities:	1861.	1862.
Stock	$10,118,200 00	$13,037,700 00
Stock scrip not fund'd	5,702 00	5,402 00
Certificat's of indebtedness, being dividend declar'd Dec. 7, 1864, & convertible unto stock June 1, 1862.....	3,033,060 00	105,410 00
Scrip issued for fractional certificates..	.....	3,450 00
Preferred stock (State 6 p. c Stg. bonds).	3,000,000 00	3,000,000 00
Loan rede'mable 1867	1,000,000 00	1,000,000 00
Mort. bonds given for iron held by mort. debts sinking fund.	453,333 32	453,333 32
Loan of 1875	1,128,500 00	1,128,500 00
" 1880	700,000 00	700,000 00
" 1885	2,500,000 00	2,500,000 00
City loan.	5,000,000 00	5,000,000 00
Open accounts	1,353 17	23,855 73
Unclaimed dues.	21,002 61	24,437 70
Wash. Br. road	869,805 80	582,261 90
Profit and loss	4,312,977 43	6,109,213 55
Total.....	$31,638,934 33	$33,673,564 20

Assets:		
Cost of road	$18,515,666 08	$18,515,666 08
" second track.	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	3,621,755 03
" real estate...	1,252,968 59	1,257,968 59
Property	$24,941,627 76	$24,946,627 76
Bonds of Central Ohio R. R. Co.....	400,000 00	400,000 00
Central Ohio R R. Co.	41,371 48	41,371 48
Stock of Pittsburg & Connellsville R. R. Co.	43,550 00	43,550 00
Northwestern Virginia R. R. Co.....	2,339,747 41	2,488,532 25
Wellersburg and W. Newton R. R. Co..	6,050 00	.....
Stock of Washington Br. R. R. Co.....	1,016,800 00	1,016,800 00
S. F. $5,000,000 loan.	763,084 45	812,664 72
" mort. debts....	686,055 06	933,698 33
" ground rents on Camden station...	81,469 93	101,191 66
Bills receivable	34,548 19	32,427 70
Cash, dues and uncollected revenue....	981,394 04	2,501,739 17
Machinery dept. materials.....	95,412 01	171,033 27
Road dept. materials, iron, &c.....	177,258 80	162,746 00
Balance after paying $165,000 for int. on bonds due Oct. 1...	80,565 20	21,181 86
Total.....	$31,638,934 33	$33,673,564 20

Northwestern Virginia Railroad.

Statement of the earnings and expenses for the year ending September 30:

Earnings:	1861.	1862.
Passenger.....	$134,386 14	$125,780 09
Tonnage	216,145 59	238,242 10
Total	$350,351 73	$364,022 19

Expenses:		
Transportation	$63,568 52	$55,411 91
Repairs of road	83,709 01	59,014 37
" water stat'ons	593 70	461 84
" telegraph ...	268 85	308 95
" station'ry machinery ...	2,076 35	1,225 59
" locomotives .	60,156 33	68 388 84
" burden cars .	40,817 30	40,841 92
" pass. cars ...	5,647 10	5,758 92
" dump cars ..	456 17	1,280 55
" bridges	10,880 55	6,413 73
" depots	972 48	1,789 98
Pumping water.....	2,060 00	1,890 00
Losses by accidents	4,891 30	.....
Fuel and preparation ...	18 860 35	14,822 68
General expenses	12,087 68	6,108 05
Cleaning engines & cars.	2,586 09	2,560 63
Cont. exp. mach. dept...	340 31	293 31
Total	$309,922 14	$266,670 77
Net earnings	$40,609 59	$97,351 42

The profit and loss and general ledger account are not given in the report, the Baltimore and Ohio Company not having charge of the books.

Washington Branch.

Statement of earnings and expenses for the year ending September 30:

Earnings:	1861.	1862.
Passenger.....	$327,879 03	$444,262 30
Tonnage.....	110,260 66	334,154 37
Total.....	$438,139 69	$778,416 67

Expenses:		
Repairs of Roadway & improvements	$40,805 91	$137,352 09
Repairs of depots	1,181 65	8,213 73
" water stations.	1,156 50	5,353 32
" bridges	54 66	130 68
Pumping water.....	1,249 82	2,877 98
Watching bridges	537 60	.....
Exp. of Trans... (from October 1, 1860 to March 31, 1861.)	46,213 81	.....
Losses by accid.	107 64	.....
General exp....	4,629 88	.....
Repairs of locomotives & cars	11,243 70	.....
Cleaning engines and cars	1,369 93	.....
Fuel and its preparation, etc..	7,486 16	.....
Rep'rs of stationary machinery	360 86	.....
Contingent exp. mach. dept...	67 11	.....
Total expenses.....	$116,415 34	$153,827 75
Net earnings.....	$321,724 35	$624,588 92

The above table will require a word of explanation. On the 1st April, 1861, a system was adopted by which the "earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the company in Baltimore, to be paid by the Main Stem—the expenses of the road department alone being charged to the Branch line." During 1861 -'62, large expenditures were made, (which are embraced in the statement of that year,) for the construction of additional tracks and sidings, etc. The increased business upon the line required further extensive permanent improvements, which the board had determined to prosecute as rapidly as labor and materials could be obtained. These are now in progress, or probably completed or nearly so.

Statement of profit and loss for the year ending September 30:

Cr.	1861.	1862.
Bal. from previous year.	$225,533 50	$356,394 92
Net earnings	321,724 35	624 588 92
Total	$547,257 85	$980,983 84
Dr.		
Dividends on stock	$148,500 00	$222 750 00
State tax on passengers.	40,926 77	199,701 94
Ground rents	20 00	20 00
On account of annuity..	1,250 00	1,250 00
Southern connections ...	166 16	.....
Bal. carried to next year	356,394 92	557,261 90
Total	$547,257 85	$980 983 84

In the year 1862 three dividends of 4½ per cent. each are included. In former years it has been usual to include the dividend declared Sept. 30, in the succeeding year's account. To correspond with the balance of 1861, there should be added to that of 1862—for dividends $74,250, and for State tax $80,565 92, making it $712,077 82.

Statement of the liabilities and assets of the Branch Company Sept. 30, 1861 and 1862:

Liabilities:	1861.	1862.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal) .	25,000 00	25,000 00
Profit and loss.....	356,394 92	557,261 90
Total	$2,031,394 92	$2,232,261 90

Assets:		
Road from Washington Junction to Washington City, with real estate, equipments, etc...	$1,650,000 00	$1,650,000 00
Amount due by the Balt. and Ohio R.R. Company	369,805 80	582,251 90
Iron and cross ties on hand	11,589 12	.....
Total	$2,031,394 92	$2,232,261 90

Chicago and Great Eastern Railway.

The first regular trains of the Chicago and Great Eastern Railway passed over the entire road from Chicago to Richmond, Indiana, (223 miles,) on the 6th inst., the route being now opened for through traffic to the Atlantic cities. The connection is made at Richmond, *via* the Little Miami and Central Ohio Railroads to Bellaire, and thence over the Baltimore and Ohio Railroad to Baltimore; or over the Steubenville road *via* Pittsburg to Philadelphia and New York. It opens a fourth trunk line from Chicago to the East, and is the most important connection for the Western roads centering at Chicago which has been completed for many years.

Interest and Dividends.

The Marietta and Cincinnati Railroad Company have declared a dividend of three per cent. for the six months ending the 31st December, 1864, on the 1st and 2 l preference shares of the company, payable in kind on the 10th of March inst. The dividends due on the stock registered on the New York books, will be paid at the Farmers' Loan and Trust Company in New York City.

The Hudson River Railroad Company has declared a dividend of five per cent. less Government tax, payable April 10th.

The Suffolk Coal Company has declared a dividend of 3 per cent., payable on the 15th inst.

The Savage, Yellow Jacket, and Gould and Curry Silver Mining Companies have each declared a dividend of $75, gold, per foot; and the Imperial Silver Mining Company $8, gold, per share, payable on demand.

Railroads and Canals of Pennsylvania.

Abstract of the State Report for the year ending 30th of October, 1854.

Corporate Titles of Companies.	Capital Account. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Length of Road. M.	Gross Earnings. Pass'ger.	Freight.	Miscel.	Total.	Operating and Repairs.	Earnings less Exp'ses.	Dividends. Amount.	Rate
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Allegheny Valley	1,947,600	571,000	.....	2,518,600	1,828,781	43.91	126,564	115,272	3,183	245,019	177,638	67,381	.....	.....
Atlantic and Great Western	5,970,557	3,985,900	40,879	9,947,336	10,000,000	117.50	202,131	608,509	.....	810,640	669,253	141,387	.....	.....
Bald Eagle Valley	550,000	500,000	.....	1,050,000	1,050,000	53.00	(Included in Pennsylvania R. R.)						.....	.....
Barclay	232,350	143,500	14,691	390,541	400,000	16.00	839	1,363	3,357	5,559	18,265	.....	.....	.....
Beaver Meadow	(Consolidated in Lehigh Valley Railroad.)													
Bedford	(Consolidated in Huntingdon and Broad Top Mountain Railroad.)													
Bellefontaine and Snow Shoe	600,000	94,000	.....	694,000	371,263	22.25	6,509	38,704	883	46,096	29,161	16,935	.....	.....
Buffalo, Bradford and Pittsburg	1,100,000	1,100,000	.....	2,200,000	1,100,000	22.75	(No return.)			.....	.....	.....	.....	.....
Catasauqua and Fogelsville	332,275	.....	.....	332,275	332,275	12,00	(Not separated.)			45,013	34,809	10,204	.....	.....
Catawissa	3,350,000	284,000	.....	3,634,000	3,634,000	67.00	106,429	230,358	43,702	380,489	231,476	149,013	.....	.....
Chartiers Valley	434,168	169,000	188,700	791,868	341,639	....	(Construction suspended.)						.....	.....
Chester Valley	871,900	500,000	315,600	1,687,500	1,371,900	21.50	(Leased to Phila. and Reading.)						.....	.....
Chestnut Hill	120,650	.....	.....	120,650	120,650	4.13	(Operated by Phila. Germantown and Norristown.)					22,937	16,891	14
Cleveland, Painesville and Ashtabula	4,000,000	1,501,000	.....	5,501,000	4,703,845	95.50	834,255	1,283,994	306,049	2,424,298	809,787	1,614,501	975,815	26
Cumberland Valley	956,900	378,600	.....	1,335,500	1,131,037	52.00	185,646	154,604	54,702	396,952	201,052	193,900	76,552	8
Delaware and Hudson Canal and Railroad	(See Delaware and Hudson Canal.)				1,921,361	32.00	21,261	14,867	.....	36,128	237,887	.....	.....	.....
Delaware, Lackawanna and Western	6,832,950	3,491,509	606,321	10,930,771	9,620,385	113.00	185,232	1,788,658	.....	1,984,948	1,304,308	680,640	341,647	5
East Brandywine and Waynesburg	89,800	168,000	2,000	259,800	259,000	17.50	(Included in Pennsylvania R. R.)						.....	.....
East Mahanoy	380,550	.....	13,000	393,550	380,550	8.00	(Included in Phila. and Reading R. R.						22,833	6
East Pennsylvania	604,190	598,400	8,299	1,210,889	1,392,110	37.67	115,056	211,164	7,340	333,560	133,101	200,459	.....	.....
Ebensburg and Cresson	(No return.)						(Included in Penna. Railroad.)							
Elmira and Williamsport	1,000,000	1,570,000	.....	2,570,000	2,570,000	78.00	182,140	269,697	200,313	652,150	586,436	66,714	60,000	6
Erie and North East	600,000	400,000	.....	1,100,000	700,000	18.50	197,518	285,108	4,162	486,788	307,781	179,007	60,000	10
Erie and Pittsburg	256,500	900,000	637,886	1,794,386	1,781,386	81.00	57,883	105,004	574	163,501	109,207	54,294	.....	.....
Fayette County	107,400	.....	.....	107,400	130,000	12.69	(Included in Pittsburg and Connellsville.)						3,866	3½
Franklin	360,000	200,000	10,353	570,353	223,127	22.00	(Included in Cumberland Valley Railroad.)						.....	.....
Gettysburg	(No return.)				274,481	17.12	.....	.....	.....	.....	.....	.....	.....	.....
Hanover Branch	116,850	.....	2,000	118,850	227,889	12.20	18,436	20,843	15,673	54,952	34,293	20,659	4,674	4
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	54.00	(Included in Pennsylvania Railroad.)						82,778	7
Hazleton	1,615,000	150,000	.....	1,765,000	360,000	18.00	(Coal carriers only—profits from general business.)						193,800	12
Hempfield	1,809,565	1,000,000	100,000	2,909,565	1,657,800	32.00	22,664	23,258	4,181	50,103	42,136	7,967	.....	.....
Huntingdon and Broad Top Mountain	685,383	1,383,427	268,280	2,337,090	2,012,243	58.00	29,116	295,972	10,191	335,279	193,873	141,406	4,189	3½
Ironton	400,000	.....	9,200	409,200	261,876	9.68	.....	34,541	35,628	70,169	23,283	46,886	17,280	4
Jamestown and Franklin	350,000	70,000	.....	420,000	420,000	18.00	(Not in operation at date.)						.....	.....
Junction	26,250	450,000	.....	476,250	471,047	4.62	8,649	7,662	.....	16,311	3,190	13,121	.....	.....
Lackawanna and Bloomsburg	1,335,000	2,024,578	149,014	3,508,592	3,625,809	82.00	137,702	552,839	8,054	698,595	407,404	291,191	.....	.....
Lehigh and Mahanoy	1,349,625	.....	.....	1,349,625	1,349,625	46.50	(Not fully in operation.)						.....	3¾
Lehigh Luzerne	312,350	.....	.....	312,350	322,566	11.50	.....	51,375	.....	37,375	15,997	35,378	35,479	12
Lehigh and Lackawanna	(Under construction—length Bethlehem to Stroudsburg 35 miles.)													
Lehigh and Susquehanna	(See Lehigh Navigation.)				1,894,988	21.50	15,754	80,366	.....	96,120	64,760	31,360	.....	.....
Lehigh Valley	6,627,050	1,477,000	17,532	8,121,582	9,173,116	87.50	206,772	265,114	1,808,376	2,280,262	752,932	1,527,330	717,521	20
Little Schuylkill	2,646,100	960,000	61,152	3,667,252	1,371,868	33.00	(Included in Phila. and Reading Railroad.)						158,766	6
Little Saw Mill Run	83,562	78,167	420	162,149	83,044	3.00	.....	38,870	5,455	44,325	31,193	13,132	.....	.....
Littlestown	(No return.)				76,000	7.25	(Operated by Hanover Branch Railroad.)						.....	.....
Locust Gap	(No return.)				.....	0.88	(Is an improvement company.)						.....	.....
Lorberry Creek	52,050	30,000	.....	82,050	82,050	5.50	(Included in Phila. and Reading Railroad.)						.....	.....
Lykens Valley	600,000	.....	.....	600,000	600,000	16.00	3,488	70,359	571	74,418	44,273	30,145	39,000	6½
McCauley Mountain and Black Creek	75,000	75,000	10,500	160,500	160,500	5.25	.....	.....	.....	.....	.....	.....	.....	.....
Mahanoy and Broad Mountain	704,915	250,000	.....	954,915	948,789	42.50	(Included in Phila. and Reading Railroad.)						.....	.....
Mauch Chunk and Summit Hill	Consolidated in the Lehigh Valley Railroad.)													
Mifflin and Centre County	(Incomplete.)					12.50	(Leased to Pennsylvania Railroad.)						.....	.....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	323,375	16.80	(Included in Phila. and Reading Railroad.)					32,337	32,337	10
Mine Hill and Schuylkill Haven	3,700,000	.....	.....	3,700,000	3,700,060	130.50	(Included in Phila. and Reading Railroad.)					296 000	286,750	7¾
Mount Carbon	200,000	.....	.....	200,000	203,257	7.76	(Included in Phila. and Reading Railroad.)					14,000	12,000	6
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	282,350	8.83	(Included in Phila. and Reading Railroad.)					.....	33,882	12
Nanticoke	40,050	47,000	.....	87,050	80,000	5.00	(Included in Lehigh Navigation.)					.....	.....	.....
Nesquehoning Valley	43,890	.....	.....	43,890	36,117	....	(Under construction.)					.....	.....	.....
Newcastle and Beaver Valley	100,005	240,000	5,000	345,005	374,000	14.91	38 130	12,589	.....	50,719	.....	.....	.....	.....
Northern Central	3,343,860	4,850,000	.....	8,194,860	9,022,829	138.40	712,706	1,442,596	376,967	2,532,269	1,953,044	579,225	220,072	7
North Lebanon	300,000	106,250	.....	406,250	306,706	7.51	.....	83,532	5,418	88,950	33,373	54,577	29,940	13

North Pennsylvania	3,150,150	3,105,705	.....	6,255,855	6,067,793	69.80	296,881	435,203	9,893	741,977	396,276	345,701	.....	....
Oil Creek	627,650	540,000	55,538	1,223,188	1,241,763	35.00	91,829	447,625	8,942	548,396	230,568	317,828	118,275	25
Penn Haven and White Haven					(Consolidated in the Lehigh Valley Railroad.)									
Pennsylvania	18,029,260	9,884,840	771,029	28,685,129	22,813,610	345.40	3,125,163	9,883,548	1,308,299	14,317,010	7,239,335	7,077,675	1,598,895	....
Pennsylvania Coal	3,200,000	597,500	375,000	4,172,500	2,000,000	62.87			(Used for own coal carriage—no return.)				600,000	30
Philadelphia and Baltimore Central	218,100	800,000	.....	1,018,100	978,167	31.00	51,201	58,672	2.129	112,002	73,501	38,501	.....	....
Philadelphia and Erie	5,013,054	9,940,000	10,500	14,963,554	15,760,623	287.60	455,229	510,886	65,494	1,031,609	1,026,752	4,757	.....	....
Philadelphia and Reading	20,072,323	7,271,879	.....	27,344,202	24,734,756	147.00	909,881	8,157,551	201,909	9,269,341	4,870,192	4,399,149	2,618,129	15
Philadelphia, Germantown and Norristown	1,358,100	315,000	.....	1,673,100	1,401,478	20.00	304,089	117,983	6,175	428,147	244,471	183,676	106,344	8
Philadelphia and Trenton	999,200	250,000	.....	1,249,200	960,404	28.20	770,261	3,895	49,850	824,006	351,521	472,485	99,920	10
Philadelphia, Wilmington and Baltimore	8,657,300	692,000	.....	9,349,300	9,349,300	95.95	2,423,089	697,229	85,241	3,205,559	1,840,360	2,365,199	154,600	10
Pittsburg and Connellsville	1,770,414	1,500,000	69,233	3,339,647	2,272,100	58.40	145,411	149,827	32,343	327,581	216,212	111,369	.....	....
Pittsburg, Fort Wayne and Chicago	8,108,600	12,657,000	.....	20,765,600	20,500,347	468.50	2,135,997	3,922,348	306,430	6,364,765	3,568,002	2,796,763	535,782	7½
Reading and Columbia	501,890	907,600	5,575	1,415,065	1,392,796	40.00	20,385	22,083	33	42,501	36,009	6,492	.....	....
Schuylkill and Susquehanna	1,269,150	97,000	79,805	1,445,955	1,308,686	54.00	15,986	105,377	8,139	129,502	163,105	.....	.....	....
Schuylkill Valley	576,000	.....	.....	576,000	576,000	24.50			(Included in Phila. and Reading R. R.)			28,800	28,800	5
Shamokin Valley and Pottsville	869,450	700,000	.....	1,569,450	1,569,450	28.00	9,574	180,254	18,244	208,072	105,644	102,428	26,083	3
Shawmut and Ridgeway	150,000	100,000	.....	250,000	250,000	12.00	.....	.....	.....	.....	7,500	.....	.....	....
Tioga	391,800	372,000	1,343	765,143	968,137	29.61	15,895	135 539	121,904	293,338	84,264	209,074	32,133	8
Trevorton	990,000	900,000	.....	1,890,000	1,890,000	15.30	528	149	325	1,002	44,372	.....	.....	....
Tyrone and Clearfield	111,900	310,000	67,407	489,307	458,931	24.50			(Included in Pennsylvania R. R.)				.....	....
Westchester	165,000	13,333	6,500	184,833	184,833	9.00			(Not separated.)		10,044	.....	.....	....
Westchester and Philadelphia	684,036	1,009,095	162,311	1,855,442	1,416,506	26.38	164,228	54,541	54,463	273,232	124,531	148,701	.....	....
Western Pennsylvania	822,450	800,000	.....	1,622,450	664,319	32.06			(Under construction.)				.....	....
Wrightsville, York and Gettysburg	317,050	52,000	24,180	393,230	393,230	13.00			(Included in Northern Central R. R.)				6,341	2
City Passenger Railroads.														
Citizens' (Philadelphia)	192,750	.....	.....	192,750	176,049	7.00	159,033	.....	3,334	162,367	101,188	61,179	41,825	21⅔
Citizens' (Pittsburg)	100,000	57,900	19,957	177,857	185,913	5.58	94,843	.....	5,538	100,381	80,345	20,036	3,680	4
Delaware County	23,780	6,500	3,033	33,313	30,729	4.00	5,881	.....	995	6,876	5,403	1,473	.....	...
Fairmount and Arch street	200,000	.....	27,895	227,895	194,618	3.38	76,759	.....	774	77,533	71,632	5,901	15,000	7½
Fairmount & Exchange, Race & Vine street	180,000	125,000	.....	305,000	305,000	6.00	85,991	.....	9,345	95,336	93,918	1,418	.....	...
Frankford and Southwark	490,530	200,000	18,500	709,030	759,261	12.33	249,108	.....	2,789	251,897	170,868	81,029	39,224	8
Germantown	112,245	250,000	.....	362,245	377,824	18.97	174,909	.....	1,631	176,540	135,006	41,534	.....	....
Girard College	160,000	.....	.....	160,000	81,612	5.40	102,861	.....	.....	102,861	78,153	24,708	20,000	12½
Green and Coates street	150,000	98,000	.....	248,000	232,954	4.50	146,572	.....	20,204	166,776	114,282	51,494	31,084	21
Hestonville, Mantua and Fairmount		(Not known by present company.)				9.50	57,689	.....	1,784	59,473	55,544	3,929	.....	....
Lombard and South street	90,000	62,500	24,000	176,500	127,217	4.51	53,203	.....	838	54,041	47,721	6,320	.....	...
Oakland (Pittsburg)	29,500	.....	.....	29,500	29,500	7.00	37,822	.....	83	37,905	39,396	.....	.....	....
Philadelphia City	100,000	135,000	.....	235,000	235,421	3.92	124,339	.....	4,422	128,761	78,822	50,439	45,696	45
Philadelphia and Darby	100,000	17,000	.....	117,000	86,447	5.04	31,278	.....	1,171	32,449	26,152	6,297	2,000	2
Philadelphia and Gray's Ferry	159,812	15,500	.....	174,812	175,610	6.88	75,718	.....	3,952	79,670	58,373	21,297	9,011	8
Pittsburg and Birmingham	48,000	22,600	5,368	75,968	65,355	2.60	57,541	.....	465	58,006	42,022	15,984	2,000	4
Pittsburg, Allegheny and Manchester	75,000	35,000	4,964	114,964	93,921	3.75	67,704	.....	226	67,930	61,834	6,096	.....	...
Ridge Avenue and Manyunk	120,000	65,108	.....	185,108	179,635	4.50	39,334	.....	.....	39,334	31,221	8,113	.....	....
Second and Third street	203,757	172,000	.....	375,757	478,202	18.90	352,393	.....	3,381	355,774	256,911	98,863	56,990	27½
Seventeenth and Nineteenth street	120,000	.....	.....	120,000	114,368	5.62	40,672	.....	597	41,269	31,851	9,418	6,009	5
Thirteenth and Fifteenth street	200,000	.....	2,000	202,000	102,000	6.25	116,912	.....	.....	116,912	92,081	24,831	25,000	12½
Union (Philadelphia)	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	....
West Philadelphia	249,100	100,000	10,000	359,100	337,879	6.00	216,689	.....	3,983	220,672	204,439	16,233	19,334	20
Canals and Navigations.														
Delaware and Hudson	8,750,000	1,200,000	.....	9,950,000	6,252,009	108.00	.....	1,030,891	44,555	1,075,446	371,748	703,698	1,500,000	20
Delaware Division	1,633,350	800,000	.....	2,433,350	2,433,350	60.00	.....	284,576	2,416	286,992	48,617	188,375	49,000	3
Erie	64,000	860,000	440,985	1,364,985	1,364,985	161.00	.....	123,075	.....	123,075	67,727	55,248	.....	....
Junction	398,910	30,500	.....	429,410	530,636	18.00			(Operated by North Branch Canal.)			21,000	.....	....
Lancaster and Susquehanna	200,000	29,115	1,971	232,086	200,000	18.00	.....	3,617	.....	3,617	4,808	.....	.....	....
Lehigh Navigation	4,282,950	2,786,182	271,888	7,341,020	4,455,000	48.00	.....	510,400	.....	510,400	126,982	383,418	200,655	6
Muncy	2,625	.....	.....	2,625	4,085	0.75	.....	200	.....	200	82	118	157	6
North Branch	138,086	590,000	60,000	788,086	853,086	105.00	.....	148,994	1,110	150,104	91,414	58,690	.....	....
Pennsylvania		(Included in Pennsylvania R. R.)			1,000,000	243.00	.....	331,649	.....	331,649	303,386	28,263	.....	....
Schuylkill Navigation	4,797,185	7,231,517	124,467	12,153,169	12,051,921	109.23	.....	1,557,166	.....	1,557,166	491,059	1,066,107	115,552	4
Susquehanna and Tide Water	2,050,070	2,527,626	213,401	4,791,097	4,671,002	45.00	.....	216,523	.....	216,523	64,661	151,862	.....	....
Union	2,787,000	3,000,000	.....	5,787,000	5,787,000	99.64	.....	85,490	9,188	94,678	93,912	766	.....	....
West Branch and Susquehanna	1,000,000	450,000	.....	1,450,000	1,450,000	121.00	.....	215,391	667	216,558	81,792	134,766	107,217	11
Wyoming	700,000	650,000	.....	1,350,000	2,000,000	64.00	.....	208,557	.....	208,557	62,026	146,531	103,622	16

No returns are given for the Bald Eagle and Spring Creek, Monongahela, or Youghiogeny Navigations, nor for the Pennsylvania, and Ohio, or Wiconisco Canals.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	75c
Acton Vale..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	27
Algomah..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	8½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis..... Md.	50,000	10	----	----
Arizona..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C.....N. C	2,000	5	----	20c
Baro Hill ..... "	----	----	----	3
Bay State..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	120,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian..... L. S.	20,000	----	1½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	2½
B. and Corinth ..... Vt	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Brome ..... Ca	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	6
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt	100,000	1	----	75c
Carp Lake..... L. S.	20,000	----	----	1½
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	50
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	100,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester..... "	20,000	1	----	12c
Cheticamp..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland..... Ca	100,000	5	----	----
Cliff..... L. S	20,000	----	----	----
Clifton..... "	20,000	----	----	1
Collin..... "	20,000	----	½	----
Columbian..... "	20,000	----	4½	9
Consolidated..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	27½
Copper Harbor..... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	----
Copperas Hill..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River.....N. C	----	5	----	20c
Delaware ..... L. S	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S	20,000	----	½	3
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	100,000	5	----	25c
Eagle River..... L. S	20,000	----	3½	3
El Dorado (silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel..... "	20,000	----	----	13
Forest City..... "	20,000	----	2	1
Forest Shepherd.. "	20,000	----	6	----
Franklin ..... L. S	20,000	----	6½	49
French Creek..... Pa	100,000	5	----	75c
Gardner City .....L. S	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western.....L. S.	80,000	----	2	1
Green Mountain... Vt.	20,000	10	----	4½
Guilford ..... L. S	20,000	----	5	2½
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	½	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7½	6½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Holbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	6
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	6
Iuvermess ..... "	200,000	2½	----	----
Isle Haute..... "	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Leuoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	5	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	5
Marquette ..... "	20,000	----	----	2½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	6½	4½
Michigan..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota..... L. S.	20,000	----	3½	20
Mississquoi..... Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	25½
Native ..... "	20,000	----	3	2½c
Naumkeag ..... "	20,000	----	1	3
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver).. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake .. "	20,000	----	----	----
North State ..... "	20,000	----	3	22c
North Sutton..... Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	1½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	10c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	2½	5½
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	70
Pittsburg & Boston "	20,000	----	5½	70
Pontiac ..... "	20,000	----	2½	2
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	80½
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Rocoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	55
St. Clair..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	3
Salem..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	20c
Southampton..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side..... L. S.	20,000	----	3	2
Springfield..... Md.	----	5	----	----
Stadecona ..... Ca.	100,000	5	----	60c
Star..... L. S.	20,000	----	½	5
Stark..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	6½
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	55
Toltec..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan .....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	½	1½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	----	8
East River..... "	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant.....Pa.	10,000	50	----	----
Teal Lake..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	6½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County .....Pa.	----	----	----	½
Canada ..... Ca.	60,000	5	----	2½
Clute ..... "	----	----	----	½
Crystal Lake..... "	----	----	----	----
Erie ..... "	----	----	----	21
Gay's River..... "	100,000	2	----	----
Hampton ..... "	100,000	5	----	----
Keystone..... Pa.	----	----	----	2½
Lancaster..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point..... "	100,000	5	----	½
Mount Hope .....N. Y.	80,000	5	2½	----
National..... "	200,000	1	----	----
New Jersey .....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay.....N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union ..... "	100,000	5	----	87c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	78
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C ..Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Benr Valley..... "	40,000	12½	----	21½
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain .....Pa.	----	----	----	3
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton. "	60,000	5	----	----
Bridgeport .....Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton..... N. S.	200,000	2½	----	----
Carbondale..... Pa.	----	----	----	3
Central..... "	----	----	----	65
Clinton ..... "	----	----	----	1
Coal Br ok ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	75½
Cumberland (pref.)Md.	50,000	100	----	70
Daniel Webster	5,000	100	----	----
East Mahanoy.....Pa.	----	----	----	----
Everhart ..... "	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	59
Fulton..... "	60,000	5	----	6½
Gilbertson ..... "	5,000	100	----	70
George's Creek....Pa.	10,000	----	----	112
Grand Tunnel ..... "	4,000	100	----	50
Green Mountain...Pa.	----	----	----	3½
Hampton & Balt..Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay..... "	3,000	100	----	----
International .....N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	48½
Loiberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	2	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	9
Milford ..... "	2,500	20	----	----
Mill Creek..... Pa.	----	----	----	----
Mulgrave ..... "	2,000	----	----	----
Narragansett .....R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn..... "	100,000	50	----	185
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	20	----	----
Port Hood..... "	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston..... "	----	----	----	28
Princess Alex....N. S.	5,000	100	----	----
Ridgeway..... "	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut ..... "	6,000	50	----	----
Short Mountain ...Pa.	16,000	50	----	44
Stafford..... "	----	----	----	----
Suffolk ..... "	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4
Tamaqua ..... "	----	----	----	----
Vandermark ..... "	20,000	50	----	----
Wyoming Valley...Pa.	22,760	50	----	55

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer..... A. T.	----	----	----	----
Arizona (Silver).. "	----	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	16	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	300,000	2	----	----
Benton (G.)..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	10	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	50c
Central (G.)..... Col.	60,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	50c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	80,000	10	----	1
Consol. Gregy (G.)Col.	50,000	100	----	25
Copalinahe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)..... Cal.	----	----	----	----
Excelsior (G.)..... Col.	30,000	10	----	14
Frankfort (G.) ..... "	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ..... Co.	100,000	5	----	1½
Gold ..... "	100,000	5	----	8½
Gold Field..... "	50,000	10	----	----
Gold Hill ..... "	50,000	10	----	----
Gold River..... "	100,000	3	----	----
Gould & Curry(G.&S.)N.	----	----	----	----
Gunnell (G.)..... Col.	500,000	10	----	1½
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	45c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.)..... Ca.	10,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	16½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.)Ne.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	100,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Pieacho (S.) ..... A. T.	60,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	50
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	----	----	----	8
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita..... Ariz. T.	----	----	----	----
Scottie (S.)..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	2½
Stewart (G.) ..... Ca.	100,000	5	4	75c
Taecher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	60,000	2	----	----
Waverly (G.) ..... "	100,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	39
30 Nov. '63	4.18	—	101	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	97½
30 Nov. '63	0.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,433	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	2,230	88,685	0,516	—	....	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.48	—	782	125	--	Metropolitan (Boston)	621,002	639,300	—	297,509	388,616	65,539	10	....	51½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,785	174,422	32,618	8	....	52
30 Nov. '63	5.69	—	62	9	--	Quincy	75,525	53,000	50,932	16,660	25,857	6,012	—	....	....
30 Nov. '63	5.84	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	--	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	91	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,07	42,780	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.5	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40 558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,162	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,00	.....	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	105,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	8 4,870	492,150	327,150	41,778	146,218	7,216	—	....	45
30 Sep. '63	56.18	1.90	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	512,641	132,836	9	100	150
30 Sep. '6	10.50	4.25	....	53	—	Brooklyn City and Newtown	281,765	346,000	1 6,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	52,500	—	—	—	—	—	....	....
30 Sep. '6	—	....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16 00	14.00	—	23	1	Central Pk, N. & E. Riv. (N.Y.)	994,655	44 073	550.000	.....	19,79	7,008	—	....	....
30 Sep. '6	17.50	—	—	—	—	Coney Island and Brooklyn	543,637	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '6	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	....	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	358,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	--	42d st., & Grand st., Ferry	728,361	600,000	127,100	4,000	.....	.....	—	....	....
30 Sep. '6	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '6	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	8	—	....	....
30 Sep. '6	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	12.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	22,479	—	100	....
30 Sep. '6	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,434	3 97	—	....	....
30 Sep. '63	14.00	—	....	....	--	Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	2 0,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '6	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '6	16.50	—	....	117	3	Third Avenue (N. Y.)	1,319,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,150	7,080	—	—	1,693	310	—	....	....
30 Sep. '6	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	800,000	6,000	5,150	4,582	782	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	62,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17 00	—	—	150	22	— Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.50	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	47
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,850	89,867	30,168	20	....	....
31 Oct '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	15½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	55
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	25
31 Oct. '63	8.73	—	136	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,510	50,470	19½	....	30
31 Oct. '63	11.00	—	....	....	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	—	....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	....	....	--	North Philadelphia	300,000	200,000	100,000	—	.....	.....	—	....	....
31 Oct. '63	12.09	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,791	—	—	....	....
31 Oct. '63	10.17	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,975	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	6,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	..	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	....	....	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	293,757	172,100	—	210,628	93,803	36	50	64½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,694	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8 38	—	120	17	5	Spruce & Pine (Phil. & Gr's F.)	173,010	150,312	15,500	—	75,066	18,417	17½	....	30
31 Oct. '63	7.65	1.51	175	34	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	50	44
31 Oct '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	22
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	69½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,053	—	....	16
						OHIO.									
31 Dec. '62	5.00	—	....	....	..	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	....	....	..	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	....	....	..	Passenger (Cinc.)	69,537	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.61	—	....	....	..	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	..	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	8.33	—	....	....	..	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	....	....	..	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov '62	10.20	—	....	....	—	St Louis	298,004	298,004	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	30 1,250	7	J. & D.	1870	....
Real Estate	22,000	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	47,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1360	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1889	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guaranteed	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1882	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1888	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	100
2d Mortgage	50,880	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1886	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 25, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	130½
Loan of March 31, 1848 ..... registered	8,909,242	6	" "	1868	125
" " " ..... coupon		6	" "	1868	127
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	105
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	104
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	111
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	97
" " " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	110½
" " " " ..... coupon		6	" "	1884	110½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug	1867	114½
Debt Certificates	236,373,000	6	At maturity.	.....	98½
One Year Treasury Notes (legal tender)	43,585,000	6	" "	.....	.....
Two Year's " " "	15,748,000	6	" "	.....	.....
Two Year's Treasury Notes (coupon)	61,186,710	6	June & Dec.	1865	.....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	.....
" " " " " of '64	83,813,370	6	"	1867	.....
State Loans.					
Alabama—State bonds ..... ccupon	3,423,000	5	Jan. & July.	1877	.....
Arkansas—State bonds (R. R. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	.....
" — " " (B'k of State) "	610,000	6		1868	.....
" — " " (") "	38,000	5		1868	.....
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	147
" — " " 1860 ..... "	198,500	7	" "	1880	.....
" — War bonds ..... "	610,001	7	" "	1872	.....
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	.....
" — " " ..... "		6	" "	'81-'82	99½
" — " " ..... "	1,000,000	6	" "	1887	.....
Florida—State bonds ..... coupon	143,000	7	.....	.....	.....
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	.....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	58
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	.....
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1880	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'83-'90	105
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	..	.....	d'm'd.	.....
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	55
" " " special stock "	1,216,737	5	" "	.....	.....
" — " Deferred stock ..... "	1,243,000	5	" "	.....	.....
" — " special stock "	479,545	5	" "	.....	.....
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1863	.....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	.....
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	.....
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	.....
" — " " ..... "	54,000	7	May & Nov.	1878	.....
" — " " (domestic) ..... "	66,000	6	July.	1883	.....
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'66-'75	.....
" — " " ..... "		6	" "	'81-'91	.....
" — " " ..... "		6	" "	'91-'96	.....
" — " " (bank) ..... "	600,000	5	" "	1891	.....
" — " " ..... "	67,500	6	" "	'91-'96	98
" — " " (war loan) .. "	2,000,000	5	" "	1871	.....
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	60
" — " (R. R. etc.) ..... "	3,902,000	6	.....	'67-'99	.....
" — " " (banks) ..... "	5,298,533	6	.....	.....	.....
" — " " (war loan) ..... "	670,000	6	.....	.....	.....
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'62-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	.....
" — " " (st'l'g conv.) ... "	200,376	5		1865	.....
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	105
" — " " (dollar) ..... inscribed	500,000	5		1890	.....
" — " " (") ..... "	10 ,000	4½		1888	.....
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	.....
" — " " (") ..... "	399,408	5		1880	.....
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	.....
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	5		1885	.....
" — " " (") ..... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,095,555	6	April & Oct.	'68-'71	.....
" — " " (T. & G. R. R.) ... "	503,380	5	" "	'88 '90	.....
" — " " (" ") .. dollar	416,500	5	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	128½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	.....
" — " " (Cons. St'k &c.) "	150,000	6	" "	1870	.....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	.....
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	.....
" — " " (" ") "	91,000	5	Jan. & July.	1874	.....
" — scrip	200,000	6	" "	'64-'66	.....
" —	347,000	6	June & Dec.	'68-'72	.....
—	55,000	5	" "	'68-'72	.....

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	.....
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	.....
" —War Loan ..... (" ") "	547,000	7	" "	18-6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'65-'83	.....
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1857	100
" — " " (Indian war) "	100,000	7	" "	1871	.....
" — " " (Railroads) ... "	2,275,000	7	" "	1883	.....
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	.....
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	.....
" — " " " "	199,000	6	" "	1865	67
" — " " " "	100,000	6	April & Oct	1863	.....
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	.....
" —Renewal Loan of 1853	200,000	6	" "	1883	.....
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	70
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	.....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	.....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	.....
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	.....
" — " " Platte Co. .... "	700,000	6	" "	1889	.....
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	.....
" —State Defense warrants	780,000	.....	.....	.....	.....
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " " —Notes	200,000	6	.....	.....	.....
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	.....
" " " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	.....
" — " " (" ") "	200,000	6	" "	1871	.....
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	.....
" " " — " " Deficiency Loans ..	348,107	5	" "	pleas	.....
" " " — " " " " ..	900,000	5	" "	1875	.....
" " " — " " " " ..	442,961	5	May & Nov.	1868	107
" " " — " " " " ..	1,189,781	6	Jan. & July	pleas.	.....
" " " — " " " " ..	1,200,000	6	" "	'68-'78	119
" " " — " " " " ..	700,000	7	" "	1870	112
" " " — " " Comptroller's b'nds	25,698	5	.....	d'm'd	.....
" " " — " " " " ..	11,050	5½	.....	d'm'd.	.....
" " " — " " " " ..	14,230	6	.....	d'm'd.	.....
" " " — " " " " ..	421,000	6	Jan. & July.	'66-'67	.....
" " " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1874	.....
" " " — " " " " ..	6,000	5	Feb. & Aug.	1876	.....
" " " — " " " " ..	28,000	5½	J., A., J., & O.	1865	.....
" " " — " " " " ..	320,000	5½	Jan. & July.	1865	.....
" " " — " " " " ..	100,000	6	" "	1867	.....
" " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " " — " " " " ..	15,889,025	6	" "	64-'76	117
" " " — " " " " ..	1,200,000	7	" "	1854	.....
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	55
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	370,666	6	" "	1868	.....
" — " " (" ") ..... "	2,183,532	6	" "	1870	102
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	102
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1853	108
" — " " (war loan) ..... coupon	1,500	...	" "	1866	.....
" — " " (" ") ..... "	279,313	...	" "	1868	.....
" —Irredeemible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	.....
Oregon—State scrip	55,372	.....	.....	.....	.....
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	.....
" — " "	10,780,095	5	Jan. & July.	due.	68
" — " "	3,886,000	5	Feb. & Aug.	due.	.....
" — " "	3,690,614	5	Mar. & Sept.	due.	.....
" — " "	3,241,898	5	June & Dec.	due.	.....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	.....
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1852	.....
" —State Stock Loans	1,177,890	5	" "	1864	.....
" — " " "	675,029	5	Feb. & Aug.	1864	.....
" — " " "	1,045,629	5	June & Dec.	1854	.....
" — " " "	1,558,673	5	Jan. & July.	1865	.....
" — " " "	2,277,755	5	" "	1868	.....
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	.....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	.....
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	100
" —Bank Charter Loans	360,937	5	.....	.....	.....
" —Relief Notes in circulation ...	97,360	.....	.....	.....	.....
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	.....
" " —Inscribed certificates ...	1,708,017	6	.....	'65-'90	.....
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	.....
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	57½
" — " " (interl. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	54
" — " " (capitol) ..... "	608,000	5	.....	1890	56
" — " " (Hermitage) . "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	.....	.....	.....	.....
Vermont—Inscribed certificates	175,000	6	.....	.....	.....
" —State bonds (war loan) ..... coupon	58,000	6	.....	'63-'64	.....
" — " " (" ") ..... "	751,000	6	.....	'62-'63	.....
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July	1870	103½
" " " (railroad) ...	18,264,642	5	Various.	Var.	.....
" —State bonds (railroad) ..... coupon	12,624,500	6	Jan. & July.	'83-'93	50
" — " " (sterling) ..... "	1,865,000	6	" "	'85-'93	.....
" — " " ..... "		5	" "	1892	.....
West Virginia—No information	.....	.....	.....	.....	.....
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	.....
" — " " (domestic) ... "	100,000	6	" "	1877	.....
" — " " (") ... "	1,100,000	6	" "	78-'88	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,258	75,250	62,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,400	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	279,464	244,378	2,661,345
1865	261,903	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,403	89,170	104,272	100,403	82,895	129,049	134,500	145,539	92,872	75,457	1,181,008
1861	88,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,783	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,705	135,505	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,452	243,150	175,388	188,565	205,866	195,163	271,141	331,494	312,049	319,816	308,187	2,885,426
1865	293,585	236,949	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	105,956	99,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,092	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,899
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,509	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,281	1,942,983
Erie:													
1859	304,703	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,295	465,950	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	547,242	561,448	412,723	5,235,424
1861	404,507	391,932	468,560	547,174	505,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,003	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,324
1863	845,695	839,949	950,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,637	914,133	1,094,508	1,079,508	1,052,493	1,021,976	974,317	1,085,361	1,291,006	1,202,569	1,204,908	1,267,414	13,172,933
1865	908,341	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	161,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,600	193,951	169,549	229,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,063	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,160	302,174	295,750	454,500	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	350,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,502	139,102	151,612	248,829	245,892	250,742	192,322	2,126,666
1860	185,257	185,926	200,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	288,962	284,020	243,249	224,401	2,899,612
1862	160,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,865	359,163	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,422	437,679	424,531	4,571,028
1864	327,900	406,595	445,320	421,457	414,781	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	61,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,803	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89,553	94 375	96,062	90,576	97,047	92,772	1,017,788
1865	98,112	86,626	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,728	177,879	130,184	67,920	1,153,407
1862	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,131	76,132	44,925	83,177	106,967	111,261	71,587	69,352	1 6,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	96,183	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,161	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	305,105	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	444,523	398,091	4,077,744
1865	356,784	279,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,265	210,837	226,077	181,617	132,940	1,756,416
1860	110,712	107,749	160,311	166,741	158,510	123,085	128,291	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,030	174,002	172,189	216,624	285,956	322,369	307,474	258,621	2,650,702
1863	242,073	245,858	226,432	238,495	250,453	206,221	193,328	218,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	406,866	405,510	376,470	3,969,010
1865	306,324	279,137	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	745,566	709,671	637,792	520,596	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,726	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,989	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	341,695	284,022	283,648	288,619	245,977	2,735,398
1860	163,561	171,841	257,410	248,110	265,011	278 270	314,806	347,495	339,911	298,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,548	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,573	466,567	454,826	4,088,857
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	520,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,082	205,353	245,933	286,844	231,258	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	262,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	490,200	467,642	5,132,084
1864	290,676	456,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,761	------	------
1865	684,260	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	62,551	68,748	71,854	112,384	93,766	67,721	55,359	95,969	118,887	129,166	135,610	1,117,867
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	130,878	183,470	144,758	143,746	102,921	1,554,918
1864	100,872	147,435	160,496	157,785	149,856	155,730	144,942	218,235	224,134	203,441	202,966	204,776	2,090,717
1865	170,078	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	166,100	125,027	77,599	51,296	926,736
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	158,722	142,527	162,925	187,686	94,574	1,172,100
1862	82,235	47,142	56,006	83,562	106,545	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,595	105,554	116,879	120,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	146,538	129,026	244,114	243,940	221,509	220,208	232,851	2,007,815
1865	144,000	139,171	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	853,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1764	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	900,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18 2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87½
2d Mortgage		7	Jan. & July.	" "	1854	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	985,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1835	3,000,000	5	Ja Ap. Ju Oc.	London.	1885	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104
" " " 1850	700,000	6	Jan. & July.	"	1890	103
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1866	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	100
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	764,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	103½
" " $300,000	790,600	6	"	"	1870	104½
" " $375,000	675,000	6	"	"	1875	98
" " $1,700,000	1,700,000	6	"	"	1883	96½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000						104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	91½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
1st Mortgage (S. F.)	950,000	7	" "	" "	1885	55
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	96½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1858	115
" " " inconvertible	316,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1866	781,000	7	March & Sept	" "	1890	
2d Mortgage, Inconvertible	940,500	4½	July.	Frankfort & M	1880	
Chicago and Aurora 1st Mort.	149,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	69,000	8	May & Nov.	" "	1958	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	1 0
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (J. & M.) conv		7	May & Nov	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1884	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1886	84
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1886	90
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1896	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	835,000	7	Feb. & Aug.	New York.	1872	107
2d Mortgage	244,200	7	March & Sept.	" "	1864	110
3d Mortgage	658,200	8	" "	" "	1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	97
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1900	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	900,000	7	Feb. & Aug.	New York.	1900	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,069,02-	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	205,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	98
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	105
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	107
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	108
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	100
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'64-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1891	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	112½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1856	----
2d Mortgage	364,000	10	" "	----------	----------	118
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	88
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	----------	----
1st Mortgage	260,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	99
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	905,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,785,000	†	----------	----------	----------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	99
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	----------	----
1st Mortgage	1,800,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----

Description.	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----------	----
Michigan Central:						
1st Mortgage Sterling	467,459	6	Jan. & July.	London.	1872	99
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1870	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	118
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	118
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1865	81
Jackson Branch	77,000	7	" "	" "	1865	86
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	104
2d General Mortgage	2,194,500	7	" "	" "	1877	92
***Milwaukee and Beloit:**						
1st Mortgage	650,000	8	----------	----------	----------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	----------	55
2d Land Grant	650,000	---	----------	" "	----------	----
Income bonds	511,000	---	----------	----------	----------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1881	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,860	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	242,000	7	----------	----------	----------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	800,000	10	----------	----------	----------	----
1st Mortgage	2,236,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4 '6	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	100
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----------	----
Funding (S. F.) Bonds	1,298,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	102
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	804,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	105½
4th Mortgage	5,120,000	7	April & Oct.	" "	1950	106
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July.	----------	1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	"	----------	100
3d Mortgage	950,300	7	Jan. & July.	----------	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,085,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	78-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	86
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1851	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	70
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	106
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
3d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	110,800	6	Jan. & July.	Philadelphia.	1855	106
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	5	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1850	98½
" 1844, "	810,000	6	" "	"	1850	98½
" 1848, "	101,000	6	" "	"	1850	98½
" 1849, "	67,000	6	" "	"	1850	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1858, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1854	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1859	----
Ittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	"	1912	89
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
ittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	----
otsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
uisey and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1885	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	600,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	195,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	928,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	29
Salt Works Br. Mort. due '58-'61	205,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	101½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	99½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	55.0	—	.....	50.5	...	...	.....	*Alabama and Florida*	1,451,536	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,586	—	.....
28 Feb '59	50.1	—	.....	58.1	2	2	19	*Alabama and Mississippi*	481,505	30,991	—	355,010	109,500	21,685	515,995	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,066	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	68.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	25,579	2,562,506	116.9	.....	506,156	260,290	6	.....
								ARKANSAS.														
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,726	811,949	—	.....	—	—	—	—
								CALIFORNIA.														
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,257	104,594	—	.....
								CONNECTICUT.														
31 July '61	23.5	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,080	100,000	—	422,290	23.5	46,938	65,909	36,660	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,208	72.8	458,243	1,232,307	883,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,285,438	124.0	203,329	428,518	180,702	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	255,357	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	178,124	212,553	—	—	117½
30 Nov. '63	8.48	8.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	8½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,386	*	—	658,805	51,000	—	610,982	66.0	171,834	270,672	84,296	8	90
31 Mar. '64	61.3	1.0	63.1	—	29	75	405	New York and New Haven	4,721,982	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,419	1,424,772	720,463	12	130
30 Nov. '63	59.4	7.0	8.3	—	16	17	362	Norwich and Worcester	2,463,933	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,541	422,559	183,539	6½	101
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,007,684	84.3	126,631	138,970	41,486	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,526	—	5,024	749,544	5.0	.....	27,283	10,296	9	.....
								FLORIDA.														
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,536	—	191,436	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	50.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	86.7	.....	315,030	205,527	8	128
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	155,985	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	161,837	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,490,173	229.0	879,468	1,716,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	525,048	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,568,976	102.5	236,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,838	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,553	15	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.														
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	2½	90
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,065	—	6,571,140	6,128,031	—	14,837,339	394.0	1,956,519	3,090,211	1,350,499	8	1174
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,889	610,963	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,685,654	448,503	—	324
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,683	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,575	1,103,414	6	94½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,866,000	—	10,962,116	341.7	1,484,066	2,201,481	1,279,408	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,643,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	117½
— —	—	148.0	—	—	—	—	—	Ohio and Mississippi	4,870,566	*	—	1,780,295	3,292,408	—	—	143.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,550	—	40
								INDIANA.														
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,438	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,593	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,048	25,689	1,689,900	1,362,284	140,682	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	993,000	11,036	2,491,368	84.0	355,887	568,092	250,522	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,188	—	.....
31 Mar. '64	56.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,247	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	105
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	648,827	371,40	—	38½
30 Nov. '64	78.0	—	.....	—	21	23	440	Terre Haute and Richmond	1,988,150	*	169,879	1,900,150	88,000	—	3,061,108	78.0	370,555	1,007,979	521,234	18	156½
								IOWA.														
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,662	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,084	.....	86.0	7 mo's.	85,219	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,996,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
.. .. '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,500,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.														
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,998	111.8	.....	420,406	227,554	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,220	52,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,169,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	63.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,450	300 0	841,558	1,251,690	1,803,953	6	—
								LOUISIANA.														
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	457,922	228,640	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,252,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.														
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	.....	540,598	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,006,822	329.3	1,558,217	3,417,185	1,097,060	12	110
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	6,287,256	—	18 407,656	527.0	2,171,477	3,384,294	1,630,777	—	65½
								MINNESOTA.														
31 Dec. '62	14.5	—	—	808.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,850,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	110.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	595,992	6,631,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	795,285	456,949	276,030	1,974,144	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	85.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	85.2	.....	200,047	1121,000	—	.....
								MISSOURI.														
31 Aug. '63	66.8	—	18.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	25
21 Dec. '62	208.8	—	17.7	68.0	31	26	807	*North Missouri*	6,388,779	504,983	—	2,459,207	4,360,000	—	.....	168.8	.....	444,460	180,803	—	.....
31 Dec. '62	152.0	—	5.0	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
30 Feb. '63	196.0	—	14.4	57.5	44	35	490	*Pacific*	11,152,670	662,617	—	5,485,916	7,000,000	187,010	90,458,460	156.7	527,040	679,934	327,396	—	.....
28 Feb. '63	77.0	—	5.0	208.0	—	—	—	*South Western Branch*	4,[illegible]	114,388	—	77,513	1,500,000	—	.....	114.0	98,511	241,495	125,000	—	.....
30 Sep. '63	94.0	8.0	8.3	—	16	13	319	*St. Louis and Ire Mountain*	.....	.....	344,140	1,977,137	3,421,000	87,561	5,506,277	90.1	233,851	743,234	44,240	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,145	2,990,998	109.5	139,958	172,113	91,487	—	—
31 May, '62	99.7	2.5	.....	—	13	7	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,964	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,124	6	105½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	.....	169,200	556,600	.....	.....	37.0	.....	56,403	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,373	3,621,755	3,990,254	16,151,962	10,781,833	630,555	38,673,584	285.8	1,933,769	4,481,859	2,054,663	6	110
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,386	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	54
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,820,000	440,000	5,620	2,275,629	70.9	372,053	603,718	167,051	6	108
30 Nov. '63	74.3	8.5	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	119½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,501	853,727	197,729	8	130½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,962,694	437,416	100,000	4,500,000	—	—	4,500,000	88.6	573,514	1,202,654	488,357	9	134
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par £0)	907,760	123,865	—	581,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	70
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,875	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,288	315,165	264,102	3,000,000	1,837,600	56,506	4,894,100	59.0	477,753	812,556	390,584	6	100
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,788	732,262	328,048	8	112
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	307,496	—	—	21,780	21,276	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,338	71.0	167,154	223,794	59,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	56.7	41,995	164,207	64,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	25.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,568	—	3,015,100	416,000	239,915	3,771,015	102.1	435,407	722,068	411,544	7	110½
30 Nov. '63	43.4	1.0	14.9	—	12	16	368	Providence and Worcester	1,409,228	213,182	—	1,550,000	28,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,542	—	243,305	226,900	1,356	471,592	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	88,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,321,695	77.3	112,506	271,815	140,186	—	40
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,04	218.0	1,276,929	2,439,338	1,232,831	10	140
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par $33½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	158,647	251,024	132,188	6	95
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902 686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	33.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	33.6	338,025	382,183	180,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	110
31 Mar. '63	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	82½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	600,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	33.0	32.3	.....	6.0	.....	.....	.....	Camden and Amboy	6,070,253	*	3,971,080	5,009,200	8,620,181	—	.....	134.2	.....	3,040,148	1,728,548	10	135
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,674,661	*	57,000	1,157,800	340,000	87,080	1,849,625	55.0	—	293,857	103,645	7	116
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	158
31 Dec. '62	21 3	—	.....	2	6	17	—	Northern New Jersey	422,297	*	—	156,850	264 300	77,798	438,798	21.2	.....	90,617	29,692	—	170
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 460,417	*	—	1,208,553	1,250,000	143,69?	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24 0	.....	.....	.....	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600 000	—	1,907,750	24.0	.....	230,339	154 908	6½	103
31 Dec. '62	58 5	—	.....	37.	—	—	—	West Jersey	821,984	*	—	581,893	212,600	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	—	—	—	—	—	—
31 Dec. '63	45.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,085	—	—	850,000	2,395,000	1,070	3,369,088	160.3	815,500	1,134,256	317,213	5	108½
30 Sep. '63	58.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,091,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	307.0	5,858 687	10,469,481	3,511,414	7½	65½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,627	—	4,422,023	9,166,500	4,167	14,186,824	148.0	1,084,836	3,681,713	1,844,287	7	111
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.6	242,062	360,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,283,174	5,646,077	712,945	24,386,000	18,211,341	—	42,275,999	654.9	5,990,208	12,997,290	3,506,746	9	107½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	788,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.0	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	85,090	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	151,198	336,625	117,450	7½	—
30 Sep. '63	169.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,504	—	1,519,800	1,784,400	60,571	3,459,880	238.1	565,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902 207	51.3	110,055	187,551	51,325	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	15.0	43,124	47,308	24,242	—	—
30 Sep. '63	81.6	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,126	—	—
								NORTH CAROLINA.													
31 May, '60	54.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	54.9	.....	103,985	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	33	18	182	Wilmington and Manchester	2,682,787	*	232,900	1,130,470	1,046,000	51,300	2,934,509	171.9	.....	409,458	219,688	—	—
30 Sep. '59	161.5	—	.....	—	34	32	144	Wilmington and Weldon	2,369,223	*	107,000	1,340,218	791,055	102,891	3,114,954	171.0	823,069	477,554	235,301	8	—
15 Mar. '60	51.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	564,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	65.0	50.0	.....	186.0	21	5	414	Atlantic and Great Western	2,042,067	*	—	977,988	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	655,028	857,701	350,271	—	14
31 Mar. '64	60.5	—	.....	—	22	25	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,697	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	155.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	825,285	1,033,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	150
31 Dec. '62	67.0	—	.....	18.0	13	8	310	Cleveland and Mahoning	2,858,162	298,789	28,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,051	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,836,091	*	—	3,832,712	4,324,606	94,529	8,251,846	203.5	.....	1,436,317	552,800	—	75½
31 May '64	102.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	698,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	110
31 Dec. '58	61.4	—	.....	33.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	43	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	oper	r. w. Lit.	Miami.	295,831	10	—
31 Mar. '64	142.0	—	7.9	—	16	5	378	Dayton and Michigan	5,506,678	460,583	—	2,452,217	2,905,000	—	.....	141.0	.....	705,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	28	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	178.8	80.6	18.1	—	37	24	458	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	378,487	55,055	11,164,820	226.6	445,157	620,023	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,823,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,022	—	.....
31 Aug. '58	137.0	8.0	.....	—	17	16	228	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	183.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	5,953,572	596,400	102,866	3,260 887	1,496,728	11,190	5,139,682	205.9	388,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	362,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec. '63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,996,096	*	25,000	8,214,775	6,651,850	88,272	10,152,622	250.0	1,279,980	1,439,788	640,921	—	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	82.6	25.0	11.0	19.0	23	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100 0		260,215	171,286		
31 Oct., '63	24.6	—	24.9	—	19	3	1,305	Beaver Meadow	1,984,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,083	583,219	342,761	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,568,380	3,852,380	146.0	328,613	395,6	11,65	—	11¼
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	114,198	8	102
31 Oct. '63	110.7	2.8	47.2	—	74	29	4,839	Del., Lackawanna and West'n	7,013,294	2,160,553	—	5,698,256	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,08	8,8 143	9	109
31 Oct. '63	35.5	1.1	3.2	—	7	4	85	East Pennsylvania	1, 61,430	104,941	—	604,190	898,400	—	1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.0	—	16	7	647	Elmira and Williamsport	2,053,607	*	—	1,000,000	1,000,000	Lease'd to	Northn Cen.	196,90	834,79	110,36	—	—	30
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	109,268	10	—
31 Oct. '63	38.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,182,550	*	—	1,182,550	700,000	—	1,882,550	55.5	(oper. by	Penn.	R.R. Co.	7	61½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809, 65	500,000	100,000	2,409,565	32.3	27,000	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,225,942	223,090	2,174,427	54.0	143,578	259,729	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,805,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	473,112	243,488	—	—
31 Oct. '63	46.0	51.0	32.0	—	19	12	1,200	Lehigh Valley	3,402,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	58.0	386,844	1,330,058	774,074	10	72½
31 Oct. '63	28.3	6.5	8.0	—	10	—	61	Little Schuylkill	1,371,988	*	—	2,648,100	960,000	62,227	3,668,327	(Phila. & Reading			R. R.)	7	36½
31 Oct. '63	24.5	109.0	63.3	—	3	—	51	Mine Hill and Schuylk. Haven	3,811 613	*	—	4,132,935	—	—	4 132,935	130.0	319,102	363 36	89 991	8	57½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3 104,28	—	6,252 037	65.8	274 990	511,899	273,331	—	27
31 Dec. '64	300.8	56.1	319.0	—	99	178	4,936	Pennsylvania	21 633,576	3,836 315	5,604,810	19,860,740	16 6 1,540	—	4 520,856	356 9	5,548,178	14,729 657	5,112	10	60
31 Oct. '63	17.0	7.0	44.2	17.0	13	41	101	Phila., Germant'n & Norrist'n	1,131 0.9	235,439	—	1,367,200	409,00	—	1,672,200	24.0	244 423	5 9,439	172,705	5	55½
31 Oct '63	230.0	—	21 5	58.0	30	5	530	Phila. and (Sunbury) Erie	—	—	—	5 010 944	8,528,402	80,151	13,619,08	230.0	428,750	699,34	193,499	—	20½
30 Nov. '63	147.1	51 1	211.3	—	66	67	3,430	Philadelphia and Reading	21,124,422	1,765,774	679,348	13 21 228	10 867,825	—	24,613,228	403 0	2,721,68	6,252,402	3,06,93	7	55
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,650	383,648	10	140½
31 Oct. '63	95.9	—	51.4	—	56	98	828	Phila., Wilmington and Balt.	8. 71,500	*	841,129	7,460,000	1,017,50	—	8,477 500	200 5	(47 029)	2,640 245	1,602,114	10	65½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,4 6	163,004	—	1,770 4 4	1,500,000	69,233	3,666, 877	72.0	256,176	515 735	1 1 66	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsbg, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,986,17	—	19,932,741	468.3	3,472,914	5,132,994	2,106,623	—	99½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,69	Lease'd to	Northn Cen.	40,176	144,7 8	8 112	10	40	
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	780,967	106,553	—	367,300	396,500	65,203	832,003	29.6	75,338	128,63	79,97	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	227,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	457, 17	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801.615	84,872	250,000	706,365	195,286	197,905	1,099,556	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,265	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	—	164.5	—	341,19	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,745	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	—	—	—	—	2,642,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '58	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,687,387	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	70.0	—	42	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	—	1,636,096	573,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259 257	141,144	—	570,000	1,361,000	146,000	—	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,265	554,949	315,515	—	59.4	69,870	177,256	80,029	—	—
1859.....	47.4	—	2.3	—	3	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,178	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,294	406,000	5,000	—	34.2	30,095	23,809	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	—	—	159.0	—	734,118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	696,922	860,000	204,544	—	45.8	57,950	127,953	67,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	418,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	153.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	4.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	859,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,660,000	800,000	—	3,036,338	90.7	139,877	209,810	107,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,706	556,275	—	2,233,376	8,257,471	805,210	6,386,166	119.6	449,251	423,027	112,163	—	—
31 Aug. '63	62.6	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	165,474	67,795	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10 000,000	174.6	836,289	941 045	262,887	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper	r. by Vt.	Central	—	8	100½
30 Jun. '63	21.7	—	0.2	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	798,200	—	1,301,886	23.7	48,995	64,267	26 451	—	—
30 Jun. '63	59.0	6.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	832,000	700,000	—	—	oper	r.b.Troy	& Bost	58,552	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex, Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	6,322,150	*	—	488,605	5,719,229	—	—	103.5	845,427	345,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,963,655	2,517,500	590,056	—	167.7	270,846	450 427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,351,500	292,842	4,745,256	133.4	—	410,16	201,244	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,529	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,56	213,85	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,697	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224 014	350,000	252,328	—	67
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,961	279,94	145,88	7	77
30 Sep. '59	22.2	2.5	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,805	26,853	—	43.5	1,058,054	168,758	79,585	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,642	—	—	—	—
31 Jan. '60	50.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	633	Virginia Central	4,952,763	541,197	33,948	3,162,764	1,480,592	52,929	4,832,925	195.0	280 965	634,061	255,73	5	70
30 Jun. '60	204.7	9.4	10.6	—	59	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,513	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	—	55.0	—	—	—	—	—
31 Dec. '61	199.0	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.0	—	756,47	329,586	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	42
10 May, '64	102.9	—	10.6	—	20	22	557	Racine and Mississippi	3,902,016	*	—	2,705,720	1,417,000	1,085,326	5,692,471	142.8	496,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,988,000	*	—	11,750,000	188,000	—	11,938 000	16.10	—	236 798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	18	17	214	Montreal and Champlain	2,463,969	*	16,811	1,631,130	911,029	22,984	2,663,376	49.0	—	242,796	117,845	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,598	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4 368,510	1,154 86	—	—
31 July, '63	229.0	115.5	63.0	—	92	125	1,669	Great Western	25,933,750	*	1,250,000	16,802,745	9,281,433	—	26 084,1	357.1	—	3,011,86	1,649,510	1½	—
31 Dec. '64	44.5	1.6	.....	—	18	20	637	Northern (O. S. & H.)	6,456,815	*	—	—	4,909,960	768,959	5,678,962	96.1	402,670	467,266	191,13	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.0	12.0	—	14	18	271	European & North American	4,869,415	*	—	4,658,706	—	—	4,658,706	108.1	109,621	107,640	20,000	—	—
1 July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,743	102,388	—	1,390,000	12,100	136,000	1,778,23	60.1	—	132,45	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	55.5	.....	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.1	158,416	129,107	37,181	-	—
								NEW GRANADA.													
31 Dec. '63	45.1	—	—	—	11	22	130	Panama	3,000,000	*	615,668	1,000,000	8,875,000	—	10,768,728	46.1	—	3 027,488	1,633,924	10	268

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	---	70½
" " " (new pref.)	554,000	6	---	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	820,000	7	---	21
Catawissa (preferred)	1,150,000	7	---	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	50
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,947,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William port (preferred)	500,000	---	---	49½
Erie (preferred)	8,535,700	7	7	89
Hannibal & St. Joseph (preferred)	5,253,856	7	---	42
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,167	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Rama'o (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (prof.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	---	70
Toledo & Wabash (preferred)	952,900	7	7	99
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	98
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	166
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	66
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	50
" (preferred)	100	1,175,000	10	126½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	34½
Susquehanna and Tide Water	50	2,048,280	—	14½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	126
Wyoming Valley	50	700,000	16	65½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	— @	58 —
Pig, American, No. 1		50 @	52 —
Bar, Swedes, assorted sizes (in gold)		— @	92 50
Bar, English, Refined		155 @	— —
Bar, English, common		145 @	— —
Band, English		190 @	— —
Horse Shoe		180 @	185 —
Rods, English		160 @	210 —
Hoop, English		195 @	230 —
Nail Rod	per lb.	14½ @	16
Sheet, Russia	per lb.	28½ @	30
Sheet, English, Single, Double and Treble		9 @	11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	27 @	33
English Spring (1st & 2d qlty.)		14 @	18
English Blister (1st & 2d qlty.)		18 @	28
English Machinery		19 @	22
American, Blister		16 @	20
American, Cast, Hammered		30 @	38
American, Cast, Rolled		19 @	23
American Spring		15 @	20
German		19 @	21
Milan (in bond)		— @	—

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (sults)	per lb.	— @	65
Sheathing, &c. Old (cash)		41 @	42
Sheathing, Yellow		— @	50
Pig, Chile		— @	—
Bolts		— @	65
Braziers'		— @	65
American Ingot (cash)		43 @	44½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		13 @	13 12½
German Refined		13 @	13 12½
English		13 @	13 12½
Bar	per lb.	— @	17
Pipe and Sheet		— @	21

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— @	61
Straits		55½ @	56½
English		51 @	51½
Plates, Charcoal I. C	per box	17 80 @	18 —
Plates, I. C. Coke		14 50 @	16 50
Terne, Coke		14 — @	14 25
Terne, Charcoal		16 75 @	17 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	8 — @	8 50
Clinch (cash)		9 50 @	— —
Horse Shoe, Forged (cash)	per lb.	36 @	38
Wrought, English (cash)		— @	70
Ausable Horse, Norway Iron, Forged		— @	50
Zinc Nails (6 mos)		— @	25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	— @	1 15
Para, Coarse and Medium		— @	— —
Carthagena, &c		72 @	75
Guayaquil		— @	—

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		43 @	— —
Ref'd, free, L.S. to pr. Wh. (110@120 test)		87½ @	— 88
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		67 @	— 68
Naptha, Refined, (60@63 gravity)		54 @	— 56

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th 2	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	87½	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	100	----	----	100	----	----
California 7s	150	----	147	----	----	----
Canton Co.	34½	35	----	35	35	35½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	90	----	----	----	----	----
" " pref.	----	----	----	----	93	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	34	34	----	33½	33½	33½
" " pref.	63½	63½	----	63½	62½	63
" " 1st M.	85	----	----	84	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	99
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	90
Chicago & Rock Isl.	95½	95½	----	96	94½	95
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	77½	78½	----	78½	79	78
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	112	----	----	----	110	----
" " S. F. 7 p.c.	----	----	----	100	----	----
Cumberland Coal, pref.	68½	74	----	70½	70½	72½
Del. & Hudson Canal	164	165	----	----	----	166
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	107	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	71½	71½	----	70½	68½	67½
" pref.	----	----	----	----	90	89
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	103x	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	100	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	42	----	----	----	----
" " pref.	42	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	112½	114½	----	113½	113	114½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	107	104½	----	106	----	106
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	95	----	----
Illinois Central	113½	118½	----	118½	117½	119
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	112½
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	18	----	18½	17½	17
Michigan Central	111	----	----	110	109½	109
" S.F. 8 p.c. '82	113	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	66	66½	----	65½x	64½	66½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	92	----	----	----	----	----
Mil. and P. du Chien	42	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	20	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	65½	----	65	66	67	----
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	71	----	----	----	71	70
New York Central	112⅞	112½	----	110½	107½	109
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	102	----	----	100	101	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	29½	29½	----	29	28½	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	113	114½	----	113	112	112
Pitts. Ft. W. & Chicago	94	94½	----	93½	92½	92½
" " 1M.	108½	----	----	----	----	----
" " 2M. 98	98	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	80½	83½	----	82½	81½	81
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	69	----	70	----	----
" " 1M.	----	96½	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
Toledo & Wabash	----	----	----	67½	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	80

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2.	F.3	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	105	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	105	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	97x	97⅞	----	97⅛	97⅛	97⅝
U. S. 5s, 10-40s, reg.	----	----	----	----	----	97⅝
U. S. 6s, 1881, reg.	110⅜	111	----	110⅛	----	111
U. S. 6s, 1881, coup.	110⅛	110⅛	----	110⅛	111	111⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	----	130½	----	----
U. S. 6s, 1868, reg.	125	----	----	----	----	----
U. S. 6s, 1868, coup.	126	----	----	127	----	----
U. S. 6s, 1 year certif.	98⅜	----	----	----	----	98⅛
U. S. 6s, 5-20s, coupon	110⅜	111	----	110⅜	111	111⅜
U. S. 6s, 5-20s, new	----	110	----	110	----	110⅜
U. S. 6s, " reg.	109½	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	197⅛	198⅛	----	198⅛	197⅛	195⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	30⅛	----	----	----	----	28⅝
Camden & Amboy	138	----	137½	----	135	----
" " 6s, '87	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	90⅛	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	104	104	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s...100	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	98	----	----	----	----	----
Lehigh Valley R. R.	72⅛	----	----	----	----	----
" " 6s	99	----	----	----	----	----
Little Schuylkill R. R.	36⅛	----	----	35½	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	57⅛	----	57⅛	57⅛	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	27⅛	----	27	----	----	27
" " 6s, 90	----	----	----	----	----	----
" " 10s	112⅜	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	62⅛	62	61⅛	61	60	60
" 1st m.	106	106	106	106	106	----
" 2d m.	----	----	----	----	----	100
Penn. State, 5s	89	----	88⅛	88	88	----
" " 5s, coupon	----	----	90	----	----	----
" " 6s, W. L.	100	100	----	----	100	----
Philadelphia City, 6s	----	----	92⅛	----	93	----
" new	96	96	95⅜	95⅜	96	96⅛
Philad., Germ. & Nor.	----	----	----	58⅛	----	----
Phila. & Reading	57⅛	55⅛	57	----	----	56
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	98	----	----	98	----	----
Philadelphia & Erie	----	----	20	----	20⅛	----
" " 6s	100	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27⅛	27⅛	----	----	27⅛	----
" " pref. 6s	35	34⅛	34⅛	34⅛	34⅛	34⅛
" " 6s '82	----	----	----	----	----	80⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	14⅛	----	----	----	14⅛	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	3	----	----	----	3	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '75	----	----	----	----	----	----
Wyoming Valley Canal	65⅛	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	15⅛	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	64⅛	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	102	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	103	----	----	----	100½	----
Balt. and Ohio	109⅜	----	----	----	----	110
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	102⅜	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	97	----	----	----	----	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	----	----	108	----	----	----
Boston and Maine	----	120	120	120	119½	----
Boston and Providence	128	----	----	----	130½	----
Boston and Worcest	133	134	133	133	----	134
Cheshire, pref.	50	50½	----	50	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	101	----	100	100	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	113½	112	----	----	112½	112
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	82	----	83	----	----	82½
Old Colony and Fall R.	----	----	----	110½	110½	----
Ph., Wil. & Baltimore	68⅛	68⅛	----	68⅛	----	----
Portl'd, Saco & Porta.	----	----	----	----	----	105½
Vermont & Canada	----	----	101	100½	100½	----
Vermont & Mass.	40	----	----	----	----	----
Western	140	145	140	140	----	140
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	96⅛	----	97⅛	97⅛	----
Metropolitan "	----	49½	50	50	----	51⅛
Middlesex "	53	----	----	53	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	50	----	----	----	49	----
Isle Royale "	----	----	----	13	----	13
National "	----	25⅛	----	----	----	----
Minnesota "	----	----	20	----	----	----
Pewabic "	51⅛	51⅛	----	51⅝	50	51⅛
Pittsburg "	68⅛	----	----	----	70	----
Quincy "	----	86⅛	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of February:

Maryland 6s	60	to	65
United States 6s, 1881	52⅛	"	52⅝
Do. 5s, 1874	48	"	50
Virginia State 6s	43	"	45
Do. 6 per cent.	23	"	26
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	65	"	67
Do., 2d mort., 1881	60	"	62
Pennsylvania, 1st mort., 1877	57	"	59
Do., 2d mort., 1882	60	"	62
Erie shares, $100 (all paid)	33⅛	"	34
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	47
Do. do. $100 shares, all paid	51⅛	"	52⅛
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	65
Do. do. S. F. 1st mort., do., '62 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, March 11, 1865.

Stock Exchange and Money Market.

Those who contend that inflation of currency and advance in prices are exclusively chargeable upon a paper currency, may honestly change their opinions, if they are open to the teachings of history and experience. We have on former occasions alluded to the remarkable example of California, where with an exclusive metallic currency from the start, there has been often the greatest inflation of prices ever known on this continent; where speculations have been most rampant, bankruptcies occurring on the largest scale, and fortunes lost and won with unparalleled rapidity. The latest quotations we saw of the cost of articles in San Francisco, included the price of butter at 75 cents in specie, which has never been so high in currency even in the city of New York, when gold brought the greatest premium. Flour also being then $14 in gold per barrel or about $28 in currency. Let the bullionists explain this circumstances in the best way they can.

But there is a remarkable instance in another part of the world at this very moment, even more surprising, though the cause is well understood. Ever since the war, Great Britain has stimulated the production of cotton in its East Indian dependencies. The Presidency of Bombay has been a large gainer by this policy. A perfect deluge of gold and silver has poured upon it. Before the war in 1860, and '61, its import of bullion amounted to about six and a half millions sterling annually, and not always that, while for the succeeding years the amount has been in the total, sixty millions sterling or three hundred millions of dollars. All this has gone into a single city. The consequence is that prices have advanced upwards of 200 per cent. Even the Parsee and Hindoo tradesmen speak with contempt of a lac of rupees or $50,000. Speculation is on the rampage. Clerks in houses previously earning but $150 a year, have been known by daring ventures in cotton to amass, as in the instance of a Hindoo now the partner in a native house, the enormous sum of ten millions of dollars. Large numbers of cases are known of capitals being increased to five millions from very small beginnings. The middle men or brokers who act between the growers and the purchasers of cotton get rich on commissions and options. Crowds of village peasants are seen in the country towns, sitting in groups and receiving sums of 30 and 40,000 rupees for their growing crops. Real estate is in demand at almost incredible prices. The cost of a foot square of ground in the commercial portion of Bombay is from $150 to $300. All kinds of stock companies are proposed. At the latest advices, there were 30 new companies of the largest dimensions recently projected about to go into operation in the city of Bombay, and every day adds to the number, while an impulse of improvement is leading to gigantic changes in wharves, roads, public and private buildings, hotels, universities and hospitals. But while some classes are thus getting "rich beyond the dreams of avarice," a very large number are sinking into poverty and distress. It is impossible for a married man to live in Bombay for less than $5,000 a year. Families are breaking up and separating, finding their previous fixed incomes inadequate to their maintenance. Officers in the army of the rank of Captain cannot afford to have meat on their tables but once a week. In short the gold inflation in this dependency is greater than that we have yet experienced in New York at any time during the war, from the increase of paper money. And yet it has all grown out a plethora of the precious metals. Certainly the facts which we have thus collected from the best and latest authorities are a complete refutation of the doctrine that paper is the exclusive cause of inflation, and that everything commercial or financial is safest and steadiest in value and price when the precious metals are the standard and current medium of exchange. So that if we had as much gold and silver afloat as we have paper we should be even worse off than we are now, for there is a contractile power in paper which is adjustable to circumstances, but gold remains whether for good or for evil.

We notice that our opinion that our victories have had an effect on the gold market has been dissented from by a cotemporary in Philadelphia, who seeks the explanation in different causes. We confess we do not see any reason to change it notwithstanding, for the amount of paper money afloat has not yet diminished, while gold has fallen very heavily. The reason is that each success of our army and navy brings the war nearer to its close; with its close will come retrenchment, with retrenchment will come the certain application of our revenue to redemption, and with redemption paper money will appreciate and become the equivalent of specie as was in other periods. We think we may safely say that we were fully sustained both by our own logic, and "the logic of events." Connected with this subject, intimately indeed connected, is the fact that every where our wisest and most practical financiers accept the system which has so far prevailed as the only one which could have been adopted, or carried us through this war as it has. Our opinions frequently and conscientiously expressed have been affirmed by friends well known in the financial world, and now we have the pleasure of quoting a published letter from Thomas W. Olcott, Esq., President of the Mechanics and Farmers Bank of Albany commenting upon the remarks of Goldwin Smith, on the finances of the country. Mr. Olcott's name is honored wherever it is known, and is synonimous with probity, experience and ability. There have been times in his financial career when the credit of the State of New York, at home and abroad, has owed its stability to his interference and aid, and when he gives his opinion it is of value. He writes:

"*I cannot bring my mind to believe* that the legal tender act is the root of all our difficulties. The true and only cause of all our woes is the rebellion, and this *legal tender act was an unavoidable incident of that paramount and controlling calamity.* Its effects we all know, and its necessity we all deplore; but, as a choice of evils, I cannot doubt the wisdom of the enactment. It favors debtors we all know, and it favored the creation of the mighty national debt, essential to the successful prosecution of the war, and it averted, not the failure of a few wild-cat banks only, but of every bank in the country, with every individual and firm and corporation doing business upon credit. But for that act, it is my belief that *we should have had universal bankruptcy, national and individual.* How strange to suppose that we could have floated three thousand millions of debt *upon our insignificant supply of coin.* It is both *a financial and physical impossibility.* There is not coin in America, North and South, and all Europe combined, to meet the demand of our war—a war compared with which European wars are as pigmies to a mountain. And our friend Goldwin Smith excuses England for a like grave offence upon the feeble ground of having to send abroad to pay her little army comparatively insignificant sums of gold!

We must read and digest the rebellion first, and Adam Smith afterward. It is true, as Goldwin Smith stated, that real estate did not at first rise in price like other articles, nor has it to this day advanced at all in price—and this is a remarkable fact."

We may certainly be allowed to remind our readers, that we have previously replied to the strictures of Goldwin Smith almost in the same language, and we are confirmed by this letter of Mr. Olcott in our convictions that our views were correct. We dare also repeat another opinion recently expressed, that the financial position of the country is not only a strong one, but perfectly within the control of an able Secretary of the Treasury, as we hope shall find Mr. McCulloch to be.

The war near its close, the revenues ample, and retrenchment sure to begin, the monetary affairs of this country will be manageable as easily as those of a Wall street bank, and this is precisely what Mr. Pierpont of this city asserted in his able speech on Monday last in Union Square. There is no doubt of this fact. The present revenues of the country, willingly furnished by the people, who to the astonishment of English writers voluntarily hurry to the tax collectors to anticipate their payments, are ample to extinguish the National debt within a few years, while the values of the country during the next decade being sure to double at the present rate of progress, will in the same ratio diminish by one half the pressure of our burdens upon present individual means. The plough we have put our hands to is going through the furrows with perfect success, and we need not look back.

It is a source of extreme satisfaction to all those of us who entertain these views, that Government securities are appreciating so steadily at home and abroad. And we owe our thanks to those parties who are so active in bringing them to the knowledge of the people themselves. To them we owe much of the present popularity of the 7-30's, which for a time languished, and were but little sought for. The enlisting of intelligent agencies, by the great contractors as they would be called in Europe, Jay Cooke & Co., has been of essential service. As an army could not well be got together without recruiting stations, so subscriptions to the 7-30's could not be expected in the enormous sums which now swell the subscriptions, if they had not been placed within the convenient reach of the masses, of the small economists and investers as well as the millionaires. The system of Jay Cooke & Co., founded in wisdom has been crowned with eminent success. Since the 1st of February the amount obtained by them is $95,152,600, and there remain unsubscribed but $72,000,000.

We observe that the foreign imports for January, 1865, at this port as compared with those of the same month in 1864, are less by almost one half being a little more than ten millions of dollars. The exports for the first seven months of the same years are equally favorable to the country in their results. The domestic produce exported amounted during the same period to the value of $182,492,658, against $87,899,942 the previous year. There was a falling off in the shipments of specie the same time, as appears by the difference between $34,581,178, and $24,848,353, this last sum being for the 7 months ending January, 1865, since which period the shipments have been on a reduced scale. It is well also to note how the price of gold has fallen. Last July it stood at 294, and now it is 195. The total exports of specie in December last were $6,104,177, in January they were but $3,184,853, and in February but $612,671!! The amount of gold received since the 1st of July last at the New York Custom House was $34,576,193, and the interest paid in the same time on the public debt was but $20,555,170, thus demonstrating the perfect certainty of the ability of the Government to meet all its engagements of this character.

It is no wonder then that Government securities maintain their place in the market. The quotations are tending upwards, and it appears from our foreign exchanges of the 28d ult., that an improvement had taken place, even in London of from 2 to 2½ per cent. in the 5-20's. A London journal complains, that the Frankfort bankers seem to have particular facilities for learning the value and character of American securities. We might explain this very readily. This JOURNAL, which it must be admitted contains not only the most regular but the fullest accounts of all American securities, these being a specialty in its arrangements, is largely read and closely studied in the most prominent banking houses on the continent, a circumstance peculiar to its circulation. Every week these bankers are thoroughly posted with every fact arising in relation to our financial condition; they have been thoroughly informed of the character and extent of our resources, and are sufficiently advised of all the political movements of the country which are likely to affect its pecuniary affairs. These parties are indeed being removed from the immediate influences of cliques and combinations, yet having all the material facts before them, perhaps better and cooler judges of our financial ability than we are ourselves. We are not surprised therefore, to hear of further orders by the last steamers. The British capitalists are beginning to comprehend that they have lost a very great opportunity themselves, from having consulted their prejudices in this matter rather than their unbiassed judgment.

The rates at which these various National securities sell in this market, will be found in their usual place.

There has been a disposition during the past week to press the sale of railway shares, while on the other hand, railway bonds are scarce, and are held with great steadiness. We think those persons who fear that a contraction in the currency and an early return to specie payments are likely to break the present prices of the shares, deceive themselves. We believe that this state of things would materially benefit the companies, for while their receipts would be the same, their expenses on a specie basis would be reduced one half. And here we would offer one word of excuse for the apparent mismanagement of some of our roads, as evidenced by the frequent accidents of late. The truth is, that the war is constantly taking from them their most experienced employes, who are in demand by the Government on their extemporized roads near the seat of operations; their best engines are continually taken from them under the military necessities of our armies for transportation, and the very rails are also carried off under the same excuse, even where they were about to be laid on new tracks, or relaid on old ones. This fact is not sufficiently understood by an impatient public. We know of a company that has been put back almost a year by the seizure of its rails by the Government.

About two millions of 5-20's were sent out by the Cunard steamer on Wednesday for foreign account, and the price understood to have been paid for most of them was 111¾. The 10-40's. ex-dividend brought the same day 97⅛ to —⅝. Foreign exchange was also in quantities remitted at 106, which shows a further decline from par. Such facts as these are very significant, especially

when we add another, that there is a marked pressure to sell bills.

The petroleum exported thus far during the present year amounts to 1,936,220 gallons. The value of our exports from New York the last week exclusive of specie, which was very light, was $3,657,542, and the balance in the Sub-Treasury on Tuesday, was $28,806,644.

Money is in demand, and the rate of discount has advanced about 1 per cent. above the legal rate.

At the gold board the premium is on the decline, the price being but faintly held at 195 and downwards. $1,237,811 reached the city in the last steamer from Aspinwall, and it was more than the speculators hoped for.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 102; Illinois War Loan, 99; Milwaukee and St. Paul 1st mort., 81; Mariposa 1st mort., 61; Central Coal, 55; Wyoming Valley Coal, 55; Ashburton Coal, 15; Consolidated Coal Co. of Md., 50; Fontinac Lead, 60½; Copake Iron, 3; Atlantic Mail S. S. Co., 150; Mechanics Bank, 100; Ocean Bank, 91; Continental Bank, 98; Importers and Traders Bank, 108; Central Bank, 105; Butchers and Drovers Bank, 120; Corn Ex. Bank, 112; Ninth National Bank, 110; Am. Ex. Bank, 120; Metropolitan Bank, 125; St. Nicholas Bank, 101; Oceanic Oil, 4.10@4.30; Excelsior, 8; Cherry Run, 28c.; Highgate 98c.; Rynd Farm, 6; Tack, 2.80; United States, 21.35; Webster, 1.85; Buchanan Farm 1.85; National 4.75.

Philadelphia.—Allegheny Valley 2d mort., 59; Westchester 7s, 100½; West Philadelphia horse R. R., 69¼; Girard College R. R., 25; 13th and 15th streets, 22; 10th and 11th streets, 44; Swatara Coal, 7¼; Green Mt. Coal, 3¾; New Creek, ⅞; Fulton Coal, 6½; Clinton Coal, 1; Big Mt., 8; Locust Mt. Coal, 48½; Keystone Zinc, 2½; Manuf. and Mech. Bank, 31; Farmers and Mechanics Bank, 142; Bank of North America, 191; Webster Bank, 113; Louisville Bank, 122; Philadelphia Bank, 140; Atlas Oil, 1⅝; Adamantine, 11; Allegheny and Tideoute 1⅞; Big Tank, 3½; Bruner, 1¼; Bull Creek, 3¼; Briggs, 3¾; Crescent, 1⅞; Corn Pl., 6⅛; Caldwell, 7¼; Cow Creek, 1⅝; Curtin, 14; Continental, 2⅝; Commonwealth, 1⅜; Duncard, 1¼; Dalzell, 8⅞; East Oil Creek, 1; Excelsior, 1⅝; Eureka, 2⅛; Eldorado, 1⅜; Eureka, 1½; Franklin, 3⅛; French Creek, 4½; Green Co., 1¼ Gt. Eastern, 2⅛; Germania, 2; Hyde Farm, 4¼; Hibbard, 1⅞; Howe's Eddy, 1¾; Hoge Island, 2¼; Irwin, 9¼; Indian Spring, 2½; Junction, 4½; Jersey Well, 4½; Krotzer, 1½; Logan, ¾; McElrath, 3⅜; Maple Shade, 28⅞; McClintock, 6⅛; Mingo, 4⅞; McElheny, 5⅞; Marion, 1½; McKean, 18½; McCrea and C. R., 1¾; Mineral, 2; Noble and Delamater, 7; Oil Creek and C. R., 6½; Oil Creek, 7¼; Olmstead, 2⅞; Organic, 1; Oil Run, 2½; Petroleum Centre, 8; Perry, 3¾; Pearson, 1¾; Pope Farm, 1⅛; Penna. Petro., 3; Royal, 2; Ross, 1½; Rathbone, 1¾; Rock, 3⅞; Story Farm, 2⅜; Slippery Run, 10; Story Centre, 7¾; Schuylkill and Oil Creek, 1¾; Sutley, 1⅛; Sherman, 1⅜; St. Nicholas, 4½; Sugar Dale, 7; Sugar Creek, 18; Starr, 1⅛; Sunbury, ¾; Seneca, 4¼; Tionesta, 3¾; Tarr Homestead, 5; Upper Island, 2¼; Union, 1⅜; Upper Economy, 1; Wash. and Walnut Bend 2⅝; Wm. Penn., 4¼; Walnut, 2½; Western Penna., 3⅛; Winfield, 1½. The latest quotations are: City 6s, 92¼@92½; do., new, 95¼@95½; State 5s, 87¾@88; do., coupon, 6s, 92@94; do., W. L., 100@100; Phila., Wil. and Balt., 68¼; Reading, 55⅛@55⅝; do., 6s, 1870, 97@98½; do., bonds, 97½@98½; Camden and Amboy, 13@139¼; Penn. R. R., 60@60⅛; do., 1st mort., 105¾@106; do., 2d mort., 100@102; Little Schuylkill R. R., 36@35½; Morris Canal, 89@90; do., pref., 125@126; do., bonds, 95@100; Wyoming Valley Canal, 64½@65; do., 6s, 95@97½; Susquehanna Canal, 14¾@14; do., 6s, 54@56; Sch. Nav., 27@27½; do., pref., 34@34⅝; do., 6s, 1882, 80@80¾; Union Canal bonds, 23@25; Delaware Div. Canal 34@35; do., bonds, 90@95; Elmira and Williamsport, 31@35; do., pref., 45@50; do., 7s, 1873, 99@100; do., Chattle 10s, 74@74; Long Island R. R., 41@41; Lehigh Coal and Navigation, 65@66½; North Pennsylvania, 26½@27¼; do., 6s, 90@90; do., 10s, 112@114; Philadelphia and Erie, 20½@20½; do., 6s, 100@101; Minehill, 57½@57½; Catawissa, 11⅜@11½; do., pref., 27@27½; Lehigh Valley, 70@71; do., bonds, 98½@99½; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 61@6¼4; Race and Vine, 9@11; West Philadelphia, 68@70; Spruce and Pine, 25@30; Green and Coates, 30@31; Chestnut and Walnut, 45@47; Arch, 14@14⅛; Thirteenth and Fifteenth, 22@24; Girard College, 24@25; Tenth and Eleventh, 43@45; Norristown, 58¼@59.

Boston.—Eastern R. R. 6s, 1874, 100; Vermont and Massachusetts R. R. 6s, 1865, 98½; Northern (Ogdensburg) 2d mort., 25; Rutland and Burlington 1st mort., 62; Boston and New York Air Line 6s, 52; Cheshire R. R. 6s, 1877, 96; Connecticut and Passumpsic R. R. 6s, 96¼; Vermont Central 1st mort., 70; Middleboro' and Taunton R.R., 38; Cape Cod R. R., 70; Boston and Lynn Horse R. R., 91; Chelsea Horse R. R., 39; Maine State 6s, 1889, 95; Massachusetts 6s, 1876, 118; Boston 5s, 1883, 117½; Augusta 6s, 1870, 94½; Bath 6s, 1870, 95; Chicago 7s, 104¼; Albany 6s, 1870, (Western R. R.,) 101⅛; Boston Water Power Co., 41; Cary Imp. Co., 18⅛; East Boston Co., 13⅛; East Boston Ferry, 70; Essex Co., 98; Franklin Coal, 59; Short Mt. Coal, 42@44; Gilberton Coal, 69@70; Mt. Pleasant Coal, 35; Locust Dale Coal, 28½; Mammoth Vein Coal, 27½; Bear Valley, etc., coal, 21½; Colorado Gold, 1; Buckingham Plumbago, 6; Tremont Petroleum, 120; Chelsea Gas, 96½; State Bank, 80½; Tremont Bank, 112; do., Rights, 35; Hide and Leather Bank, 123¾; Merchants' Bank, 117½; Bank of North America, 111; Atlantic Bank, 110½; Bank of Commerce, 114; Bank of Republic, 109; Hamilton Bank, 115; Washington Bank, 124; Suffolk Bank, 117; Columbian Bank, 138¼; 3d National Bank, 106; Bunker Hill Bank, 140½; Traders' Bank, 100; Acton Mining Co., 75c.; Boston, 2½; Copper Falls, 27½; Canada, 75c.; Eagle River, 8; Great Western, 1; Hancock, 10¼; Huron, 41; Ottawa, 19c.; Star, 5; Superior, 6½; St. Clair, 4¾; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 89; Springfield Mining Co., .60; Mineral Hill, 1.65; Santa Clara, 22; Baltimore Chrome, 2.50; Penn. Oil, .2.20; Chesapeake Oil, 4.15; Atlantic Coal, 1.25; Md. Anthracite Coal, 29½; Laurel Cannel Coal and Oil Co., 5.60; Union Bank, 70½; Bank of Baltimore 104½; Marine Bank, 82½; Merchants Bank, 105. The latest quotations are: Balt. and Ohio, 109¾@110; do., 6s, 1867, 99@100; do., 1875, 100@104; do., 1880, 100@103; do., 1885, 100@105; Northern Central, 52@54; do., bonds, 1885, 90@90¾; N. W. Va., 00@05; do., 1st mort., 99½@100; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 85@89½; Central Ohio 1st mort., 92@100; do., 2d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 83½@85; do., guar., 100½@102; Maryand 5s, coupon, 1870, 100@103; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 100@101; do., 1875, 99@100; do., 1886, 96@100; do., 1890, 101@102; do., coupon, 103@104; do., 5s, 1838-'70, 82@86; City Passenger R. R., 16½@18; Canton Co. 34½@35¾; Gardner, 0.50@0.75, Gas Coal, 1.84@1.85; Maryland, 0.65@0.70; North State, .20@.20; Springfield, 0.65@0.70; George's Creek, 111@114; Santa Clara, 21½@23; Balt. Chrome, 2.40@2.45; Bare Hill, 2.90@3.00; Atlantic Coal, 1.25@1.30; Mineral Hill, 1.55@1.65; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.45@5.60.

Continental Bank Note Company.

This well-known company, engravers and printers for the National Banking Currency, which is executed in the highest style of art, both in design and workmanship, are particularly successful in the production of certificates of stock for mining, petroleum, coal and other corporations, banking institutions, railroad bonds, labels, stamps, and bank notes. We have before us some beautiful specimens of their work, and therefore speak by the card. The company has its office in the marble building, 142, 144, and 146 Greenwich, corner of Liberty street, where their business is carried on in a large and extensive way, and where all orders will meet with prompt attention. Railway corporations will especially find this company prepared to furnish bonds of the most elegant and appropriate style and finish, at the shortest notice, and moderate cost.

☞ The "New York, Philadelphia and Baltimore Consolidated Petroleum and Mining Company," with a capital of $1,500,000, shares $5 each par value, subscription price $3 per share, without further assessment or personal liability, is now in the full tide of success. Its wells, producing and under contract are thirteen in number, while the whole tract of 26 different and valuable properties is good boring land, being situated on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Allegheny River, Elk Creek, Sugar Creek, and other well known streams of equal reputation. The company is managed by first class men in this city and Philadelphia, and is organized under the laws of this State. We think it offers very large inducements to operators in oil stocks, and appears to have bottom and stability. Besides the present producing wells, there are ten new ones being bored, and nearly completed. The original subscriptions having closed, a limited number of shares is now offered at $3 per share, and if the price advances as it has done already for good cause, the investment yet within reach of the enterprising bids fair to ensure a very large profit.

Arrangement and Connection between Railroad Companies —Excursion Trains.—Coupon Tickets.—Refusal to give Check for Luggage.—Liability of Companies for Loss of Luggage in such case.

The case of Najac against The Boston and Lowell Railroad Company, recently decided on appeal in the Supreme Judicial Court of Massachusetts, was an action brought by the plaintiff against the defendants in the Superior Court in that State, on contract to recover for the loss of a trunk and its contents.

The following facts were agreed upon between the parties:

In September, 1859, one Josiah Perham, suggested to the defendants' agent an arrangement for an excursion train from Boston to Montreal, in the Province of Canada, and back. Such an arrangement was accordingly made with all the connecting railroad companies on the line, by which the price of each ticket was fixed at five dollars, of which Perham was to have fifty cents and the residue was to be divided among the various railroad companies in proportion to the length of their respective routes, and the train was to start from the defendants' station in Boston on the 20th September in said year. The tickets were accordingly printed, having a printed heading "From Boston to Montreal," and bearing the name of the defendants' agent, with the designation of his office, and with coupons attached for the other roads, good for ten days, and covering the return trip. Perham took some of these tickets and disposed of them as he pleased, and gave a receipt for such as he received, and returned all that he did not sell.

The plaintiff, a citizen of Providence, purchased two tickets of Perham, one for himself and another for his wife, intending to go to Montreal, and on his return to visit friends in Vermont, New Hampshire and Maine, and to be absent from home several weeks.

On the 20th of September he delivered two trunks to the defendants' baggage master at their station in Boston, and requested checks for them for Montreal. The baggage master declined to give checks, saying that they did not provide checks on excursion trains. The plaintiff then asked to have them checked by the regular train. To this the baggage master replied that the plaintiff and the trunks must go by the same train and they would be perfectly safe, as he (the baggage master,) was to go through with them. The trunks were put into the baggage car of the defendants, and the plaintiff and his wife took their seats in a passenger car of said defendants. The defendants' baggage master and both cars went through to Montreal, but the defendants' locomotive went only to the termination of their own road. Each road furnished its own locomotive and conductor. One of the plaintiff's trunks was lost after the termination of the defendants' road, but on what part of the route was left uncertain; and the plaintiff demanded it of the defendants' baggage master at Montreal on the 21st of September.

It was agreed that if upon this state of facts the action could be maintained, judgment should be rendered for the plaintiff; and judgment was accordingly rendered in favor of the plaintiff in the Court below, and the defendants appealed.

DEWEY, J.—In the view we have taken of the present case, it is unnecessary to enter upon the consideration of the question as to the effect of an ordinary sale of a ticket, having coupons for the connecting roads, the place of destination being beyond the limits of the road of the company selling such ticket, in reference to the liability of such company for the loss of baggage of the ticket holder, occurring beyond the limits of their own road. The facts here present their own peculiar circumstances, upon which this case may be decided. The defendants had, in common with various connecting roads, arranged for an excursion train from Boston to Montreal, starting from the depot of the defendants in Boston. The plaintiff purchased two tickets duly issued by the defendants, having printed thereon "From Boston to Montreal," and having attached to them coupons for the other roads, which also had upon them the words "From Boston to Montreal." Having these tickets for himself and his wife, the plaintiff became entitled also to the carriage of his reasonable baggage, and he delivered to the defendants' baggage master, at their depot two trunks, and requested checks for them to Montreal. The baggage master did not furnish checks, or offer to do so, either for the limited route of the defendants' road or through to Montreal. In this the defendants were acting in violation of law, such checks being required by the provisions of S. P. 1854, C. 23, by which it was made "the duty of all railroad corporations in this commonwealth to give checks when requested to do so, to passengers, for the baggage of such passengers, when delivered for transportation."

Upon the plaintiff's renewing his demand for checks for his baggage, and asking to have his baggage sent forward by the regular train, if checks could not be given on an excursion train, the baggage master refused to send the trunks by the regular train, saying the trunks and the plaintiff must go by the same train, and they would be perfectly safe as he (the baggage master) was to go through with them. The defendants' baggage car and baggage master went through to Montreal. At Montreal the baggage master delivered one of the trunks to the plaintiff. The other was demanded, but not delivered.

Upon the facts stated, the defendants, in violation of law, refused to give checks, although requested so to do. As a substitute, they through their agent, declared to the plaintiff that the trunks would be perfectly safe, as their baggage master was to go through to Montreal on the train. The trunks were thereupon committed to the custody of the defendants' baggage master, and the company assumed the obligation arising from these representations and acts.

From the nature of the baggage, the plaintiff did not exercise any further personal oversight of it on the route, nor make any examination at the terminus of each road, to ascertain whether the trunks were or were not in the baggage car. Under these circumstances the plaintiff has the right to recur to the defendants as the party immediately responsible for the loss of his trunk. Whether the action might not have been a joint one against all the railroad corporations which united in this common enterprise, it is unnecessary to decide. We have no doubt of the legal capacity of this corporation to assume responsibilities for the safe transportation of baggage beyond the limits of their own road. Angell and Ames on Corp., §§ 229, 239, 256. Redfield on Railways, 281, 287. Simkins *vs.* Norwich and New London Steamboat Company, 11 Cush., 102. Fitchburg and Worcester Railroad *vs.* Hanna, 6 Gray, 539. What is necessary to constitute such contract, or what acts will create such liability, must be decided as the cases occur.

As the default occurred on the 21st of September, and the trunk was then demanded, interest may properly be allowed from that date.

Judgment will be entered for the plaintiff for the sum stated in the report of the auditor, with interest as above stated.

Railroads in California.

Statement of the length and approximate cost of each railroad in California, near January 1, 1865:

Corporate Titles of Companies.	—Mileage— Total.	Open'd.	Cost of roads and equipment.
1. San Fra. & San Jose	50.00	50.00	$2,000,000
2. Western Pacific	120.00	.....	.....
3. Central Pacific	120.00	31.00	1,250,000
4. Sacramento Valley.	22.50	22.50	1,750,000
5. Freeport	9.00	9.00	250,000
6. Placerville and Sacramento Valley	84.90	15.20	1,000,000
7. San Fra. & Washoe	92.00	.....	.....
8. California Central	43.80	43.80	2,500,000
9. Northern California	29.00	29.00	1,200,000
10. California & Oregon	650.00	.....	.....
11. San Fra. & Oakland	4.00	4.00	200,000
12. San Fra. & Alameda	22.00	5.00	250,000
13. San Fra. & Sacram.	58.00	.....	.....
14. Mission .. S. F.	3.50	3.50	200,000
15. Market st. S. F.	2.80	2.80	150,000
16. South S.F.	4.00	.....	.....
Total	1,265.50	215.80	$10,750,000

REMARKS.

1. *San Francisco and San Jose*—constitutes the first division of the Pacific Railroad, and has cost about $40,000 per mile. It was formally opened for travel and freight June 4, 1864, but had been previously worked by successive sections as completed. During the summer and fall the monthly receipts were between $30,000 and $40,000, while the expenditures were from $10,000 to $12,000. When the rains set in the receipts fell off; but still more than realized the expectations of its projectors.

2. *Western Pacific*—carries the line eastward to Stockton, construction has not been commenced, but everything was prepared for breaking ground when the rains cleared off.

3. *Central Pacific*—when completed will extend from Sacramento to the State line of Nevada. The first 18½ miles from Sacramento to Lincoln, (crossing of the California Central Railroad,) was commenced Jan. 8, and completed April 16, 1863; the next 12½ miles to Newcastle were commenced July, 1863, and completed June 6, 1864, and the next 12 miles to Clipper Gap (Rock Creek or Neilsburg Station,) are expected to be opened in March or April, and 10 miles further in June, 1865. The receipts from operations to Dec. 31, 1864, had been $120,090, and the expenditures $63,264—leaving as net earnings $56,895. It is said that the receipts will be doubled when the line is completed to the Gap. The capital of the company is $20,000,000, and Congress, the State, San Francisco and the counties through which it will pass have contributed liberally towards the construction of the road. The San Jose section

has also been liberally aided, and the Western Division will receive both Congressional and State aid.

4. *Sacramento Valley*—Sacramento to Folsom—opened through in 1856. This was the pioneer railroad of the State and has done well. In a short time it will have valuable tributaries in the Placerville and Washoe lines.

5. *Freeport*—is a line of 9 miles in length, extending from Freeport on the Sacramento River, and forming a junction with the valley line (to which it is leased,) 7 miles east of Sacramento City.

Placerville and Sacramento Valley—was opened in August, 1864, from Folsom to Latrobe 15 miles, and will be completed to Shingle Spring, 11 miles further in May, and to Placerville 9 miles early in 1856. The finished portion is operated in connection with the valley line.

7. *San Francisco and Washoe*—is a recent organization, and will extend from Placerville to the Washoe silver mines by way of the south fork of the American River and Johnson's Pass. The surveys have been completed and the route found to be favorable, with a maximum grade of 95 feet to the mile. It will cost including equipment, etc., $7,015,568, or $76,255 per mile.

8. *California Central*—Folsom to Maryville—commenced in 1858 and completed to Lincoln 18 miles in the summer of 1863, and recently to Marysville. It is one of the most important lines in California, and the first link of the railroad projected to Oregon and the Columbia River.

9. *Northern California*—Marysville to Oroville, and the next link of the line towards Oregon was completed in February, 1864. It affords in its present condition an outlet for the traffic of Plumas, Lassen and Sierra counties, and accommodates travel into the Humboldt mines in Nevada.

10. *California and Oregon*—Marysville to the Columbia River—passing through the Willamette Valley, a length of about 650 miles. Of course this is as yet only a project, but one that the next ten years will probably see realized. Col. Barry's report of the survey recently issued gives a good account of the route, and the resources of the countries through which it is intended to carry the road.

11. *San Francisco and Oakland*—finished in August, 1864. This road, about four miles long, extends from the end of a long wharf at Gibbons' Point in Alameda County, and on the Bay of San Francisco, through the City of Oakland to the village of Brooklyn on the San Antonio River. It connects with San Francisco by a steam ferry, where a covered wharf has been built for its accommodation at the corner of Pacific and Davis streets. The company is paying monthly dividends of one per cent. to the stockholders.

12. *San Francisco and Alameda*—is connected with San Francisco by a four mile steam ferry. The route commences at the extreme western point of the Encinal of Alameda, and runs through the towns of San Leandro and Hayward to Vallejo's Mills, where it is designed to connect with the Western Pacific Railroad. The road was opened about 5 miles on the 25th August, 1864, and will probably be opened to San Leandro in March, and to Hayward in June. This road gives an advantage of six miles over the Oakland road to San Jose, or the southern part of the Alameda Valley.

13. *San Francisco and Sacramento*—a projected air-line railroad from Benicia to Sacramento, and to connect at the first named place with steamers to San Francisco. Nothing has been done towards its construction.

14. Mission—
15. Market street—
16. South San Francisco— } are passenger railroads accommodating the city and vicinity of San Francisco.

Railroad Earnings--Monthly.

The earnings of the Chicago and Northwestern Railroad in Feb., 1865 were $481,164 67
Same period last year 317,839 43

Increase (51.38 per cent.) $163,325 24

The earnings of the Cleveland and Pittsburg Railroad for the month of Feb., 1865, were:

Freight	$103,000 00
Passengers	69,524 70
Miscellaneous	7,524 24
	$180,048 94
February, 1864	170,879 72
Increase	$9,169 22

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 25, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$27,521 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	86,859 00
Total	$117,504 00
Corresponding week, 1864	107,191 00
Decrease	$10,313 00

The earnings of the Marietta and Cincinnati Railroad for the 4th week in February:

	1865.	1864.
Passengers	$12,918 49	$12,003 99
Freight	12,856 55	13,147 43
Mail, express & telegraph	1,267 10	940 37
Total	$26,542 14	$26,091 79
Total this month to date	$86,626 94	$77,873 61
Total for the fiscal year, commencing 1st Jan...	184,739*14	142,680 01

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending February 28th, were:

	1865.	1864.
Passengers	$2,799 36	$2,847 28
Freight	5,608 57	6,503 78
Express	282 80	104 16
Mails	296 58	296 58
Total	$8,987 31	$9,751 80

Receipts from January 1 to Feb. 28:

1865	$80,981 05
1864	64,279 18
Increase	$16,701 87

Quicksilver Mining Company.

The New Almaden Quicksilver Company are advised, by mail and telegraph from California, of the product of their mines in January and February. The figures are much larger than last winter's successful operations:

	1865. Flasks.	1864. Flasks.
January	3,768	2,605
February	3,600	2,050
Total flasks	7,368	4,655
Gold value	$294,720	$186,200

Cincinnati City Passenger Railroads.

As a proof that street railways do not pay in every locality, if indeed they do in any at the present high cost of operating, we may cite those of Cincinnati. These companies are taxed one cent for each passenger carried, are compelled to pay $25 per car per annum for each car used, and to keep all the streets through which their tracks run in repair. They are now asking permission to advance their fare one cent. They make the following exhibit:

During the seven months ending Dec. 31, 1864, the Passenger and City Passenger Companies earned $100,474 81. The expenses in the same time were $102,252 36, showing an excess of expenditures over receipts of $1,777 55. The expenses are made up as follows:

For feed	$28,770 18
Stable labor and expenses	9,836 06
Conductors	9,694 49
Drivers	9,742 48
Taxes	3,605 46
Smith shop	3,731 60
Legal expenses	1,975 00
Insurance	857 45
Transportation incidentals	1,408 03
Salaries of officers	2,939 16
Horses	2,554 75
Car washing	398 00
Labor, repairing track and materials	8,713 43
Car repairs	10,228 80
Building repairs	1,811 09
Rent	780 15
Gas and oil	600 16
Car license	720 00
Harness and repairs	1,589 01
Stationery and printing	591 49
Damages	1,706 62
Total	$102,252 36

The Cincinnati Street Railroad Company earned during the year ending Dec. 31st, $93,993 44. Its expenses the same time were $95,712 08, showing a net loss of $1,718 64. The expenditures were as follows:

For wages—conductors, drivers, etc.	$19,257 75
Labor, repairing track and materials	6 105 25
Car repairs	6,758 44
Building repairs	30 00
Stable, labor, and expenses	9,070 53
Feed	26,767 88
Smith shop	3,018 89
Horses	7,657 50
Harness and repairs	1,491 00
Salaries of officers	2,377 85
Taxes	3,945 16
Rent	3,407 75
Transportation—incidentals	1,886 80
Damages	749 80
Legal expenses	2,163 11
Insurance	195 05
Gas and oil	824 42
Total	$95,712 08

Junction and Breakwater Railroad.

A bill has passed the Senate of Delaware providing for the issuing of State bonds to the amount of $400,000 in aid of this work, $88,000 worth of which are to be delivered to the directors of the company as soon as $50,000 worth of stock has been subscribed, and similar amounts of bonds for each $50,000 worth of stock until $200,000 in stock has been taken and bonds issued to the amount of $352,000. The residue of the $400,000 worth of bonds (48,000) to be retained by the State Treasurer, and to be by him sold to pay the interest on the whole for two years, at the end of which time the company is to be taxed so much per cent. on passengers and freight as will pay the interest.

Massachusetts Horse Railroads.

Statement of the condition of the horse railroads of Massachusetts, and their operations in 1864, compiled from the last annual returns of the different corporations:

Capital stock	$4,013,000
Capital paid in	3,757,903
Cost of roads and equipment	4,312,494
Total length of track (includ'g branches) in miles	141
Total income in 1864	$1,482,940
Working expenses	1,407,673
Net earnings	75,247
Interest paid	29,780
Number of passengers carried	27,070,624
Number of horses owned	2,059
Cost of horses	$259,536
Number of cars	343
Number of conductors employed	257
Number of drivers	261
Total number of employes	1,141

Northern Wisconsin Railroad.

The bill incorporating the Northern Wisconsin Railroad Company, authorizes it to construct and operate lines of roads over the following routes. 1. Beginning in the city of Milwaukee, or on the line of the La Crosse road, within five miles of that city, and running thence by way of Cedarsburg and West Bend to Fond du Lac, and thence in a northwesterly direction to Bayfield and Superior; 2. Beginning at the point on the route first described, at or near Cedarsburg, and running thence *via* the city of Sheboygan and the city of Manitowoc, to Green Bay. When twenty miles of any portion of the land grant route between Fond du Lac and Superior is completed, and the fact has been properly certified to, patents shall be executed and an equivalent proportion of the land grant vest in the railway company. The company must commence the construction of the road within two years from the passage of the act, and complete it within ten years.

☞ The Pittsburg *Chronicle* says that the difficulties at present in the way of furnishing sufficient oil and coal transportation, from Venango, Lawrence, Mercer and Butler counties, is hastening the construction of the New Castle and Franklin Railroad, and the company are now offering their coupon bonds to the public to raise funds for the completion of the enterprise.

☞ At the annual election of officers of the Dubuque and Sioux City Railroad Company, Jas. Robb, Esq., was chosen President, and Mr. Platt Smith, Vice President.

RAILROAD IRON.

THE UNDERSIGNED, Agents for the manufacturers, are prepared to contract for the delivery of rails of best English make, either f.o.b. in Wales, or ex-ship at ports in the United States.

FOWLE & CO.,
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References.—Wm. E. Dodge, Moses Taylor A. J. Ode A. N. Meylert, and J. P. Crosby, Esqs.

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ESTABLISHED IN 1845.

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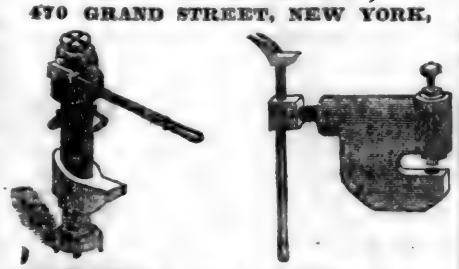
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OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, Feb. 14, 1865.

THE ANNUAL MEETING OF THE STOCK and Bondholders of this company for election of Directors and such other business as may come before it will be held at the office of the said company, in the City of Pittsburg, on the THIRD WEDNESDAY (15th) of MARCH, A.D., 1865, at 10 o'clock A. M.

The Stock and Bond Transfer Books of the company at their office, in the City of Pittsburg, and at the office of the Transfer Agency, in the City of New York, will be closed until the 17th day of March thereafter.

W. H. BARNES, Secretary.

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES

AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents.

J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m 8

GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

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CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y.
GEO GOODYEAR, New Haven, Ct.
GEO G. GOODYEAR, HARVEY DURAND.

REFERENCES.

Hon. JOHN J. CISCO, late Assistant U S. Treasurer,
JACOB RUSSELL, Esq., Cashier U S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, March 18, 1865.

The San Francisco and Washoe Railroad.

The people of California are making every possible exertion to connect themselves by railroad with the new territories and States eastward. The present project is the construction of a railroad, crossing the Sierra Nevada Mountains from Placerville to the eastern boundary of the State on the line of business between San Francisco and the silver mines of Nevada. We are indebted to the considerate politeness of Francis A. Bishop, Esq., the Chief Engineer of the road for a copy of his report to the President and Directors; from which we are enabled to gather the following facts, as regards route, extent, and cost of construction. Not having any guide in the shape of maps, beyond those found in the ordinary atlases, and these not very minute, we are not able to be as clear in our abstract as we wish.

The line appears to be laid down in four divisions.

The 1st from Placerville to Long Canon—of a length of 19.13 miles; 2d from Long Canon to Alder Creek, 19.18 miles; 3d from Alder Creek to Strawberry, 28.3 miles; 4th from Strawberry to State Line, 25.31.

The estimated cost of each division, for graduation, masonry and bridging, is as follows:

1st Division	$1,119,927 00
2d Division	1,129,782 25
3d Division	1,203,273 50
4th Division	715,711 73

To these sums must be added the average cost per mile of superstructure, $11,609 70.

The buildings and fixtures are estimated to cost $169,000; equipment, $872,250.

Should the line be extended from the State boundary to the divide between Carson and Washoe Valleys 29 miles, it is calculated that the cost at $59,000 per mile will be $1,711,000.

So that the cost of the road to the State boundary will be in the total, $7,015,568 92, and is extended $8,726,568 92.

The route proposed has not been slightly examined. The State surveyor many years since under an act of the California Legislature passed in 1854–'55, instituted surveys as to the four principal passes, through which a wagon road might be carried, viz., the Calaveras, Henness, Beckwourth and Placerville. The reports were submitted to a State board of commissioners, and the Placerville route was unanimously adopted, and the practicability of its adaptation to railway purposes became very soon considered.

The circumstances which notwithstanding led to the present location of the Pacific Railroad across the Sierra Nevada, are explained by the fact, that until the year 1862 positive information had not been obtained in regard to the Placerville route. This is presented on the present occasion as having superior advantages for the following reasons.

The use of tunnels in various parts of the route is not uncommon, and in this case offer the opportunity from natural facilities for easy construction, and they will give a line free from heavy snow, and the expense of clearing it from the track. That a line may be carried directly over the summit and by descending into Lake Valley can connect again with the tunnel line. That by extending the line through Luther's Pass in the eastern range and down Carson Canon, only one summit will be crossed.

The advantages claimed for a line of railroad on this route over *all* others yet reported, and which the information substantiates, are, *cheapness in first cost of construction, lighter gradients, easier curves, less snow line,* and *less depth of snow;* its general directness to Virginia City, and its location in the great channel of trade between California and Nevada.

The general topography of the location is thus given in the report of Mr. Bishop:

The South Fork of the American River rises in the Sierra Nevada Mountains, latitude thirty-eight degrees fifty minutes north, and pursues a general westerly direction until its waters unite with those of the Sacramento River at Sacramento. The source of the most easterly branch of the South Fork, at the head of which the summit line is carried, is a little south of Johnson's Pass, having an altitude of seven thousand three hundred and seventy-three feet above the sea. The Slippery Ford branch of this stream enters it about six miles west of Johnson's Pass at Slippery Ford. Taking its head in the sierra about six or eight miles northwesterly from its confluence, it runs nearly parallel with the axis of the range, and splitting it and running through a deep and narrow gorge, for part of the distance, it leaves the higher peaks to the west; while on the east, between it and Lake Bigler, or Tahoe, is the main divide much lower and broken.

On the east side of the divide, four or five miles northerly from Slippery Ford, a stream rises which flows into Fallen Leaf Lake, and from thence into Lake Tahoe, at its southwestern extremity. This stream, flowing through a gorge similar to the Slippery Ford branch of the American, cuts the eastern base of the mountain very deeply, and at right angles with it, making the main ridge very narrow between the two streams.

Lake Valley, which lies east of the sources of the South Fork, is inclosed by a short range of mountains, which runs between it and Carson Valley. This range diverges from the main chain in the vicinity of the old Carson Pass, bearing to the east and north until it reaches the Truckee River. This stream, being the outlet of Lake Tahoe, flows from the west side, about two-thirds of the length of the lake from the south end, breaks its way through a chain of mountains, in a northwesterly and northerly direction, for about fifteen miles, then running northeasterly for about the same distance, it finally changes its course to the east, and enters the Great Basin.

The general altitude of the range between Carson and Lake Valleys seems to be as high as the main range. Its crest, however, is pierced by several low gaps, the lowest of which is called the Walton Pass—having an altitude of seven thousand and fifteen feet.

Southeasterly from Johnson's Pass, about eight

miles distant, and east of the range already described, is Hope Valley.

In this valley and near the old Carson Pass, the west fork of Carson River takes its rise. This stream, after leaving the valley, flows in an easterly direction until it enters Carson Valley, then, changing to the north, bisects the valley for its entire length, and piercing a low mountain range, turns to the east again and finally sinks in the sands of the Great Basin.

The east fork of the Carson takes its rise in the main sierra to the south of Hope Valley, flows in nearly the same general direction until it converges and unites with the west branch opposite Van Sickles and the eastern terminus of the Kingsbury Toll road.

Between these streams is an extensive mining district, familiarly known as "The Silver Mountain."

The divide between the Consumnes and American Rivers, upon which the line has been located, presents some peculiarities which require notice.

This ridge, extending from the summit of the sierra to Sutterville on the Sacramento River, maintains a very high elevation westward as far as Iron Mountain. Here a deep depression occurs, in which the Fleming and Ogilby toll roads join; one descending to Pleasant Valley, and the other running eastward into the valley of the south fork. About one mile further west of the junction, is the Union House. At this place Weber Creek takes its rise, and flows westwardly for nearly thirty miles parallel with the south fork, and generally about four miles distant from that stream, until it intersects it at one of its large bends, eight or ten miles above Folsom.

Weber Creek, as will be observed, splits the main ridge for some distance, making a long, narrow spur of the portion between it and the south fork. This spur attains considerable altitude west of the Union House; but, in a short distance, falls again and descends, with a very uniform elevation, to Placerville.

The main divide descends from the Union House to Pleasant Valley, ten miles, quite rapidly; but from there to Diamond Springs, nine miles distant, the descent is more gradual.

The Placerville and Sacramento Valley Railroad is located on the main ridge up to a point near Diamond Springs; it then turns in a northerly direction, crosses Weber Creek, and reaches Placerville.

Were it possible, the trunk line of railroad should be located along the main ridge. The reasons for leaving it at Diamond Springs, briefly stated, are:

The elevation of the divide at the junction of the toll roads near the Union House, a point which it is necessary to reach in order to gain the slope leading to the south fork of the American River, is four thousand one hundred feet. The elevation at Diamond Springs, nineteen miles distant, is one thousand eight hundred and seventy-five feet. It is then seen that an altitude of two thousand two hundred and twenty-five feet would have to be overcome in a distance of nineteen miles. The distance would probably be increased by following closely the sinuosities of the ridge; but it is found that the altitude of Pleasant Valley, on the summit of the ridge and nearly midway between Diamond Springs and the junction of the toll roads, is but two thousand five hundred and twenty-five feet, which shows that a uniform grade along the ridge cannot be maintained, and that from Pleasant Valley to the junction, a grade of one hundred and fifty-seven feet to the mile would be required.

A more particular description is deemed unnecessary, as it could not be easily understood by the reader without having a map of the survey before him. The grades are heavy, but by no means unusual or impracticable. They differ from 95 to 15 feet per mile, and the heaviest grades are on the longest lines.

The tunnels on the summit lines are short, and will from the character of the rock formation require neither shafting nor lining. There are 9 in the 1st division; 9 in the 2d, and 4 in the 3d; and the longest in this division is but 1,780 feet in extent; in the 4th 1. The whole length of these is 9,752 feet, which will cost $86.42 per lineal foot. The trestle bridges are generally designed only for temporary use, and there is abundant timber near by for their construction of the best quality. The location beyond the State line is declared to be easy. With regard to the business of the road, the report concludes as follows:

The nature and extent of the traffic between California and Nevada is well known. Statistics concerning it have been so frequently published that I deem it unnecessary to enter into an elaborate estimate of the amount of business which will be done by your road. It is sufficient to say that careful estimates show that the earnings would be very large, and will return a liberal interest on the capital invested.

Monongahela Valley Railroad.

The act incorporating the Monongahela Valley railroad company, with a capital of $2,000,000, authorizes them to construct a road from Pittsburg to Brownsville, and to connect with any railroad the construction of which has been authorized by the State of West Virginia. The corporation also has power to build or lease any road necessary to connect their line with any other line in Pennsylvania, Maryland or West Virginia. They can also build roads from their main line to any of the coal fields in the Valley of the Monongahela, and can purchase or lease the powers or franchises of the Hempfield Company, and also purchase and hold all the real and personal estate of the Monongahela Slackwater Company with all its franchises and powers.

Western (Mass.) Railroad.

The receipts and expenditures of this road for the years ending November 30, 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From passengers....	$887,610 50	$1,143,318 31
" freight.....	1,479,874 21	1,739,796 12
" mails, etc.....	118,227 43	111,884 31
	$2,435,712 14	$2,994,998 74
Expenses, viz:		
Repairs of roadway..	$314,106 27	$388,682 91
" engines...	92,922 23	149,705 34
" cars.....	163,544 37	234,575 78
" buildings, ferry, etc.	49,789 50	86,419 75
Transportation exp..	565,153 37	928,119 22
General expenses ...	21,491 16	30,638 76
	$1,207,006 90	$1,818,141 71
Net income	$1,228,705 24	$1,176,857 03
Add gain on P. and N. A. R. R.....		1,855 03
		$1,178,712 06
From this deduct—		
Interest on state loans and exchanges	$544,103 43	
One per cent to sinking funds	50,000 00	
Ten per cent. dividends.	515,000 00	
Excise tax on dividends	25,750 00	
		1,134,853 43
Surplus carried to contingent fund..		$43,858 63
Add balance of do. Nov. 30, 1863...		819,368 49
Total contingent fund Nov. 30, 1864		$863,227 12

Compared with 1863 the gross receipts show an increase of $559,286 60, with an increase in expenses of $611,134 81—making the decrease in net earnings $51,848 21.

The receipts of the Pittsfield and North Adams Railroad were $88,128 58; and the expenses, $49,023 55—leaving net earnings, $34,105 03. Two dividends of three per cent. each, amounting to $27,000 were paid, and the balance, $7,105 03, less $5,250 used to pay state tax, was carried to Western Railroad account as above.

The securities in the sinking funds have been examined by the committee, and amounted on the thirtieth of November to $3,153,046 52. These figures do not fairly represent the net increase of the Massachusetts fund during the past year, because the Sterling Bonds purchased in 1863, but added to the fund and paid for this year, are put in at their par value, while the income of the fund is charged with the exchange thereon, and the net gain, though apparently smaller than in some former years, has really been larger, continuing the ratio of increase which has been regularly maintained from year to year. In this connection it is proper to say that the exchange on remittances to pay the interest on the Sterling Bonds still outstanding, is paid from the earnings of the road, and amounted the last year to about $100,000 over 1863, and to about $200,000 more than was paid before the suspension of specie payments, so that at present the fund is in no way affected by the high rate of exchange.

It will be remarked, notwithstanding the large increase of gross receipts, derived mainly from an increase of business, that the increased expenses exceed the increased receipts, and the net income is smaller than in the preceding year. In our anxiety to keep the rates of transportation as low as possible without omitting any expenditure required to keep the roadway and rolling stock in a condition to insure safety, we have nearly exhausted the advantage of the low cost of materials which were on hand at the commencement of the year. Deprived now of this advantage, with wages largely advanced, it is apparent that while the present high prices last the expenses of operating the road must be largely increased, and can only be met by a corresponding increase in the rates of transportation.

In consequence of the scarcity of labor and high cost of iron, the construction of the second track has been suspended for the last two years. There are indications that it may not be as difficult to obtain laborers in the coming season, and should this anticipation be realized, we submit that the work shall be resumed.

The bridge at Albany has been commenced, and it is confidently believed will be ready for use before the close of the next summer. The foundations for the piers in the main channel of the river are all in, and the masonry nearly completed. The materials for the superstructure are already purchased and await the completion of the masonry to be put in place.

The propriety of increasing the capital stock of the corporation for the purpose of providing for the completion of the remaining forty miles of second track, to pay the assessments upon the bridge stock owned by this corporation, and the expense attending a change of our depot accommodations at East Albany, with the erection of proper accommodations in the city of Albany as also to cover the cost of the Hudson and Boston Road, is submitted to the consideration of the stockholders.

At the last annual meeting, upon a statement of the Directors then submitted, the committee appointed February 11, 1863, "to confer with the committee of the Worcester Road to agree upon terms, obtain the necessary legislation, and report a plan of consolidation," were empowered, if after consultation with the Worcester committee they should deem it advisable, to abandon further efforts to obtain the proposed union. Upon consultation, both committees decided that the interest of the parties and the public required that the application then pending before the Legislature for leave to unite should be persisted in. No similar application had ever been refused. The stockholders of both roads, in November, 1863, at

special meetings notified for that purpose, had by large majorities instructed the committees to proceed, and the officers of each were instructed to petition for an act of consideration, and to promote the work of the committees.

A hearing was accordingly had before a Legislative committee, under the management of the two committees to the stockholders, and counsel employed by them. The whole matter was ably and fully presented. The legislative action however was unfavorable, and a bill authorizing the union, subject to the approval of the two corporations, at meetings specially called after full notice of the terms which might be agreed on, was defeated in the House of Representatives. At the hearing, the Directors and Officers of this corporation were present, rendered such assistance as was requested, and presented facts and reasons which favored the granting of the application. It is understood that the committees of the two roads had so far progressed as to be able to agree upon the basis of union, but no information whatever, so far as we know has ever been directly or indirectly communicated to any one of any plan or terms agreed upon. In promoting this project therefore as we have, in unequivocal good faith, and in obedience to instructions, we could not, it is plain, have been influenced by considerations of pecuniary advantage to our stockholders. On the contrary we have been solely actuated by a desire to remove a great obstacle to the efficient usefulness of a great line of transportation.

In the developements of projects affecting the business of this line and the state already entered upon, the time may come when there will be no divided counsels in the management of the Worcester, or difference of opinion in the cities and towns on this line as to the necessity of this measure. Until then we must either submit with patience to see our traffic fixed and embarrassed by the anomaly of one continuous line between two important commercial points, under the control of two independent corporations, or seek such other access to Boston as may seem practicable.

While we regret that no immediate relief can be expected by this consolidation, we are persuaded that every delay will enhance the relative value of the Western Road, and perhaps secure for us better terms than would be likely in the peculiar state of affairs to be now awarded to us.

The equipment of the road consists of 20 passenger and 55 freight locomotives; 40 first class and 6 second class passenger cars; 12 baggage, 841 box, 306 platform, 62 gravel and 46 hand cars. Also 54-234ths of 23 passenger and 11 baggage cars of the New York and Boston Express Line.

The number of miles run by locomotives with passenger trains was 416,443; with freight trains, 966,507; with other trains, 47,273—total miles run 1,430,223, an increase over the previous year of 154,304.

The number of passengers carried was 936,715; of which 73,965 were through, and 862,750 way passengers. Of the through passengers, 71,195 were 1st class, and 2,771 2nd class. Of the way passengers 851,729 were first class and 11,021 2nd class. The whole number of first class passengers was 922,924; second class 13,791. The passenger traffic shows an increase of 226,258.

The number of tons of merchandise moved was 682,860; of which 510,660 were carried east, and 172,200 west. The through tonnage eastward amounted to 116,288; do., westward, 27,256. All other tonnage eastward, 394,372; do., westward, 144,944. Equivalent number of tons carried one mile, 57,749,666—equal to 870,190 tons carried over the whole road. The increase in merchandize traffic over 1863 was 25,263, and over 1862 36,894.

An aggregate of 99,792,986 passengers or tons of freight carried one mile in 1864, against 80,758,268 passengers or tons of freight carried one mile in 1863.

The cost of transportation for each passenger and each ton of freight one mile has been 1.822 cent, against 1.407 cent in 1863; or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost this year to be 1.154 cent per passenger, and 2.308 cent per ton for freight, against 0.865 cent per passenger, and 1.730 cent per ton for freight per mile in 1863.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1864, has been as follows:

Western Railroad		$7,581,945 24
Equipment		1,095,712 97
Albany and West Stockbridge R. R.		2,388,359 22
Hudson and Boston Railroad		192,638 98
West Stockbridge Railroad stock		13,000 00
		$11,271,656 41

The means provided for the construction and equipment of the same has been as follows:

Capital stock	$5,150,000 00	
Sterling bonds	4,319,520 00	
Albany city bonds	1,000,000 00	
Total means	$10,469,520 00	
Amount paid sink'g funds	459,578 62	
	$10,009,941 38	
Dollar bonds	950,000 00	
		10,959,941 38
Balance expended more than realized from construction funds		$311,715 03

BALANCE SHEET FOR 1864.

Cost of road and equipment		$11,271,656 41
Hudson River Bridge stock		100,800 00
Notes receivable		75,250 00
U. S. debt securities		36,000 00
Materials		290,131 24
Cash		270,725 72
Due from individuals and corporations		154,604 05
Commissioners of Massachusetts sinking fund	$2,255,961 69	
Trustees of Albany sinking fund	897,084 83	
		3,153,046 52
		$15,352,213 94
Capital stock, 51,500 shares		$5,150,000 00
£899,900 sterling bonds	$4,319,520	
Albany city bonds	1,000,000	
Dollar bonds	950,000	
		6,269,520 00
Unclaimed dividends and interest		15,720 81
Dividend No. 41		270,375 00
Interest accrued not due		70,496 00
Due individuals and corporations		13,573 77
Accumulated sinking fund profits	$2,699,301 24	
Contingent fund	863,227 12	
		3,562,528 36
		$15,352,213 94

President.—C. W. CHAPIN.

Directors.—C. W. Chapin, Josiah Stickney, E. C. Sherman, Wm. Pollock, Jona. Bourne, Jr., Ignatius Sargent.

Sup't.—HENRY GRAY.

Treasurer.—STEPHEN FAIRBANKS.

☞ The new bridge over the Blackstone river at Woonsocket, R. I., built for the track of the Boston and New York Air Line Railroad is completed. Its length, including abutments, is 400 feet, and its cost about $12,000.

Copper Product of Ontonagon District.

Statement of the amount of copper produced by the various mining companies in 1862, 1863 and 1864:

Companies.	1862.	1863.	1864.
National	596.1	415.2	525.5
Minnesota	1,525.0	1,011.7	437.5
Evergreen Bluff	83.1	95.2	224.7
Rockland	331.1	197.9	197.4
Knowlton	19.5	68.1	100.7
Bohemian	16.9	23.9	47.3
Superior	52.3	41.9	89.4
Carp Lake	7.0	45.6	86.0
Ogima	27.9	19.2	26.9
Flint Steel River	....	22.5	19.5
Caledonia	....	5.9	16.0
Norwich	....	....	12.9
Ridge	28.6	46.6	12.2
Hilton	....	4.0	7.2
Mass.	1.3	5.9	7.1
Aztec (estimated)	....	1.1	5.0
Winona (estimated)	....	....	4.0
Lake Superior	....	....	1.6
Adventure	16.6	....	1.4
Sundries not classed	22.3	....	....
Total	2,728.3	2,004.7	1,722.3
Decrease from 1862.	....	723.0	1,006.0
" from 1863.	....	....	282.4

Illinois Central Relief Club.

We have received the third annual report of this association, the special object of which is the relief of persons connected with the Illinois Central Railroad Company and their families. The management is chiefly in the hands of the wives of the officers of the road, and is an efficient one. It appears that during the past year the applications for relief numbered 1,069, that it is promptly and liberally afforded, that the association is well sustained in means, and that it has produced the happiest effects. Our readers will remember that we have warmly encouraged the plan of these associations, and we trust the example furnished by the Illinois Relief Club, will be imitated more generally in this part of the country than it has been.

Pittsburg and Connellsville Railroad.

An ordinance has passed both branches of the Baltimore City Council repealing the 3d section of ordinance No. 29, approved June 10, 1856, having reference to the guarantee by the city of one million of dollars of the bonds of the Pittsburg and Connellsville Railroad Company. The guarantee was made under certain conditions, which have not yet been complied with. The section repealed enacts that "whenever the said commissioners (of finance of Baltimore) shall be satisfied that the said railroad company can borrow from other sources the whole sum necessary to complete and equip the whole line of said road from Cumberland to Pittsburg, after the expenditure of the means now possessed, or which may hereafter be acquired by said company, upon the security of a first mortgage upon the property of said company, and can arrange that the city of Baltimore, as second mortgagee, shall have priority over all other claimants, against the property of said company, except the first mortgagee, the said commissioners shall certify the same to the mayor of the city of Baltimore, and then the mayor shall be and he is hereby authorized to execute to the lenders of said money a deed giving priority to the mortgage to the lenders of said money over the mortgage to the city of Baltimore." The effect of this repealing ordinance is to make the city a first instead of a second mortgagee on the road.

Contract of Sale.—What is Sufficient to Vest Title in Purchaser.—Misdelivery by Carrier.—Conversion, Dutiable Goods.—Arrangement, Authority of Agent.

The late case of Claflin, and another against The Boston and Lowell Railroad Company, in the Superior Court of Suffolk County, Massachusetts, was an action brought by the plaintiff against the defendants for the conversion of fifty-one puncheons of gas tar, or dead oil.

On the trial in that Court, the plaintiffs, who were partners under the firm of the Newton Oil Company, in order to show title, introduced in evidence a broker's sale note, as follows:

"Sold on account of W. L. Rose, & Co., to the Newton Oil Co. of Boston, Mass., from eight to ten thousand gallons (more or less) dead oil, as per sample, at seven cents per gallon, packages included, delivered in Boston. Terms, cash in ten days after delivery. George Tebern, Broker, 154 Water street, New York, October 21, 1862." Inclosed, "Accepted, W. L. Rose, & Co."

Subsequently the plaintiffs received from said W. L. Ross, & Co., the following papers:

"The Champlain and St. Lawrence Railroad will please receive from James B. Cowan, in good order and forward in like good order and condition, to Messrs. W. L. Rose, & Co., of Boston, the within packages, marked and numbered W. L. R., & Co., as per margin. Thirty-one pun. gas tar. "Received the above thirty-one packages in good order. Wm. Duncan, Montreal, 12 Nov., 1862." On the back of said paper was written, "Deliver the within to the order of Mr. J. P. Bridge.

W. L. Rose, & Co."

The plaintiff also introduced in evidence a similar paper, dated Montreal, November 4, 1862, inclosed in the same manner, for twenty puncheons. Bridge was one of the plaintiffs, and was their agent.

The plaintiffs also offered in evidence two other papers headed thus: "Merchandise transported by Trustees First Mortgage Bonds, Vermont Central Railroad Co., from West Alburgh (Alburugh) to Boston," dated respectively, November 12th and November 18th 1862, for thirty-one and twenty pucheons respectively, the former consigned to W. L. Rose, & Co., and the latter to W. L. Rose, & Co., care of A. Cushman. A draft of W. L Rose, & Co., on account of the dead oil, drawn at the same time that the other paper was sent by W. L. Rose, & Co., to the plaintiffs, was paid by the latter.

It appeared that whenever dutiable freight came from Canada, over the line of roads of which the defendant's road was a portion, an arrangement was made by which it came in bond, and those transmitting it made arrangements with Albert Cushman, to see that the duties were paid at the custom house, and it was the practice of the road to deliver such freight only to the order of said Cushman, the same being sometimes directed to the care of said Cushman, and sometimes not, and being distinguished from other freight by being marked upon the way—bills, "in bond."

The merchandize which is the subject of this suit was demanded of the defendants, but the evidence was conflicting whether such demand was made before or after the delivery as hereafter stated. There was evidence tending to show hat Samuel Page & Sons, purchased and received delivery of it of the said James B. Cowan, at Montreal, before October 21st 1862, and the defendants delivered the oil to him, upon the order of said Cushman. There was no such firm as W. L, Rose, & Co., in Boston, and the evidence tended to show that the defendants and Cushman endeavored to find such parties unsuccessfully, and, as Messrs. Page & Sons had received similar freight and were expecting more, Cushman concluded that the property belonged to them, and ordered it to be delivered to them, and it was so delivered. Cushman was agent of the Vermont Central Railroad Company, having general agency of freight through the continuous line of roads; and he testified that his duties, as to goods in bond had no connection with his agency, and that the same duty is now performed by one who has no connection with the road.

The case was submitted to the jury with instructions, which were not objected to, that, if the oil had been sold and delivered to Messrs. Page & Sons in Montreal, the verdict should be for the defendants; but if not, that the jury, should be authorized to find for the plaintiffs, and the value of the two different parcels was found separately.

The defendants claimed that, upon the papers introduced in evidence, there was no such delivery to or title in the plaintiffs as to authorize them to maintain an action against the defendants; and if there were such title, a delivery to the order of Cushman was a defence to the claim for both parcels, or if not for both parcels, at least for that lot which came addressed to the care of said Cushman; but the judge ruled otherwise.

Page & Sons, paid the duties and freight, but the plaintiffs were ready to pay the same upon delivery of the property to them.

The jury returned a verdict for the plaintiffs; and the case was reported for the determination of the Supreme Judicial Court of that State.

Hoar, J.—1. The first objection made to the plaintiff's recovery is, that the property in the oil never vested in them. The evidence showed that the plaintiffs agreed to buy a quantity of oil, not precisely determined, but within certain limits, at a price fixed, to be delivered in Boston; and the owners of the oil agreed to sell it to them. The specific quantity not being settled, nor the oil itself separated and distinguished, this did not constitute a complete sale, but only a contract to sell. But in pursuance of this contract the owners of the oil sent a quantity by railroad to Boston, consigned to themselves a part of it being also directed to the care of A. Cushman. They notified the plaintiffs that they had sent it, and gave an order for its delivery to the order of one of them, and the plaintiffs paid for it. There was thus an agreement of the parties that this oil should be the property of the plaintiffs; it was sent to the place at which by the contract, it was to be delivered; and the order upon the freight bill entitled the plaintiffs to the possession. Nothing more was to be done by the venders. They had made the delivery which the contract required; and we can have no doubt that it completed the sale, and vested the property in the venders.

2. If the defendants delivered the oil to a person who had no right to receive it, and thus put it out of their power to deliver it to the consignee or owner, this was in itself a conversion, and the plaintiffs can maintain an action to recover its value. Devereux *vs.* Barclay, 2 B. & Ald. 704.

3. The marking of the oil to the care of A. Cushman, and the custom to deliver goods thus marked only to his order, did not justify the defendants in delivering the oil to a person who was not the owner or consignee although Cushman ordered it to be done. The evidence showed that goods were marked to his care in order that he might attend to the payment of duties, and not allow them to be delivered until the duties were paid; and it did not show that he had any general charge or consignment of the goods, such as to authorize him to dispose of them or change their destination. The oil was sent to the consignees, "to the care" of Cushman; only that Cushman might see to the discharge of the custom-house requirements, and permit the delivery when these should be complied with, and it appears that this limited authority was known to the defendants, both from the nature of his employment, and from their own action in the premises. The defendants as well as Cushman, endeavored to find the consignees; and the oil was delivered to Page & Sons from the mistaken supposition that they owned it, and not from any idea that Cushman had any discretion to exercise in regard to its disposal.

There must therefore be judgment on the verdict.

Judgment for the plaintiffs accordingly.

Huntingdon and Broad Top Mountain Railroad and Coal Company.

The receipts and expenses of this company for the years 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From freights on coal ..	$181,566 65	$300,043 82
From merchandize and other freights.....	16,681 45	23,698 55
From passengers.....	17,354 64	32,749 22
From rent of mines and houses.....	8,869 04	11,155 75
From mail and express .	2,106 66	2,433 00
From miscellaneous	678 45	2,619 18
	$227,256 89	$372,699 02
Expenses, viz:		
For motive power.....	$46,885 94	$92,948 28
For maintenance of way	49,092 39	63,403 34
For maintenance of cars	5,564 80	10,929 31
For conducting transportation	27,171 93	44,296 55
For mainten'ce of mines	860 63	257 29
For office expenses, etc.	5,761 22	10,022 48
	$135,286 41	$221,407 25
Net earnings	$91,970 48	$151,291 77

The increase in gross earnings has been $145,-442 13; in expenses, $86,120 84; and in net earnings, $59,321 29.

The shipments of coal from the opening of the road to December 31, 1864, have been as follows:

	Tons.		Tons.
1856	42,857	1861	272,625
1857	78,812	1862	334,135
1858	105,717	1863	305,678
1859	130,595	1864	386,645
1860	187,853		

Total to December 31, 1864 1,844,917

The merchandize and miscellaneous tonnage in 1862 was 6,497; in 1863, 10,902; in 1864, 13,479. The total tonnage in 1864 was 400,124, showing an increase over the previous year of 83,544. The company have 16 engines.

The number of passengers carried in 1863, was 27,287; in 1864, 49,018—increase 21,726.

The road is 31 miles in length, extending from

Huntingdon to Hopewell; sidings 6 miles. Shoup's Run Branch, 9½ miles; sidings, 3 miles. Six Mile Run Branch, 4¼ miles; sidings, 2 miles; Sandy Run Branch, 1 mile; sidings, ¼ mile. Bedford Railroad, 13 miles; sidings, ¼ mile—total, 70¼ miles.

The enlargement of the Pennsylvania Canal, now in progress, and which will probably be completed to Huntingdon by the spring of 1866, will materially increase the business of the company.

During the past year 354 tons of new rails, 638 chairs, and 10,000 cross ties have been laid. During the coming year there will be required 20,000 cross ties; 400 tons of 60 lb. rails, and 1,600 wrought iron chairs.

The Bedford Railroad was completed to Bloody Run in July, 1863, and has since been extended to Mt. Dallas, its present terminus. This completes 13 of the 20 miles of road required to reach Bedford and its Mineral Springs.

In March, 1864, this company purchased all the liens upon the Bedford Railroad, and all the stock of that company, except a few hundred shares. At a meeting of the balance of the stockholders in June, the Bedford Railroad Company with all its franchises and corporate privileges, was merged into the Huntingdon and Broad Top Mountain Railroad and Coal Company, the terms of the merger being accepted by the latter on the 13th of September following. The cost of the road to this company has been about $70,000, and its purchase is likely to prove highly advantageous.

The company have during the year promptly met all their interest. In July they paid a dividend of 3½ per cent. on the preferred stock, and on the 2d of January declared another of same amount from the earnings of the last six months.

With a view to consolidate the mortgages of the company, and all their liabilities except the mine loan, into one mortgage, an act has been obtained from the legislature authorizing the creation of a mortgage of $1,500,000 with 30 years to run, to be a lien upon the entire railroad, including the Bedford road and its appurtenances; the bonds to bear 7 per cent. interest, payable half yearly, in April and October. This will make a lien of only about $25,000 per mile of road, independent of the sidings, stations, buildings and equipments, the latter alone being worth over $300,000. It is designed to set aside $1,000,000 of the bonds to be issued under this mortgage, for the redemption of the first and second mortgages now outstanding, and due in 1870 and 1875, or to exchange them for these at the option of the holders. Of the remainder, $173,000 will be applied to the redemption of the coupon certificates due in 1867; and the balance, $327,000, will be offered for sale. After the sale of these bonds and consolidation of the debt, the amount required for interest, and for a 7 per cent. dividend upon the stock will be as follows:

$1,500,000 mort. loan 7 per cent	$105,000
150,000 mine " "	10,500
190,750 preferred stock "	13,352
617,500 common " "	43,225
	$172,077

The half yearly sum necessary for this was exceeded by the earnings of the last six months. Allowing for the same rate of increase of net earnings the present year, as for the past, they will admit of a dividend on all the stock, and leave a large balance for contingent fund.

GENERAL STATEMENT.

	1863.	1864.
Capital stock	$592,550 00	$617,500 00
Preferred stock	161,750 00	190,750 00
First mort. bonds	500,000 00	500,000 00
Second "	500,000 00	500,000 00
Mine "	145,500 00	150,000 00
Debts payable in pref. stock	23,879 40	
Bills payable and other debts	164,994 28	181,361 40
Temporary loans	23,251 81	74,750 00
Debts extended, maturing in 1864-'65 & '66	46,755 31	
Due for purchase of Bedford Railroad		60,000 00
Passengers, freights, mine rents, etc	228,956 15	355,876 20
	$2,387,636 95	$2,630,237 60
Construction & equipment	$1,972,387 73	$2,042,723 95
Real estate and improvement of mines	137,553 97	144,161 04
Operating road	125,278 29	185 680 96
Interest, account	106,983 57	150,805 63
Drawbacks	6,647 12	3,965 75
Incidental expenses	6,446 75	10,022 48
Stock in Turnpike Co.	1,000 00	1,000 00
Bedford Railroad		70,601 22
Bills receivable	11,204 61	5,421 62
Bal. due by stockholders, etc	13,140 12	1,865 72
Balance on hand	6,994 79	13,989 28
	$2,387,636 95	$2,630,237 60

President.—L. T. WATTSON.
Superintendent.—JAMES LEWIS.
Secretary.—J. P. AERTSEN.

London Coal Trade.

The quantity of coal imported into London by sea, railway, canal and road in 1863 and 1864, was as follows:

By sea.	1863. Tons.	1864. Tons.
From Newcastle	1,201,622	1,286,353
" Seaham	227,418	149,841
" Sunderland	988,109	903,721
" Middlesbro'	72,430	77,641
" Hartlepool	621,879	509,702
" Blyth	17,175	9,836
" Scotch	22,458	16,804
" Welch	104,513	92,467
" Yorkshire	88,115	26,640
" Duff	2.001	307
" Small	23,068	30,913
" Cinders	16,630	12,478
" Culm	266	
Total seaborne	3,335,174	3,116,703
By rail, canal and road	1,791,932	2,359,924
Total imports	5,127,106	5,476,427

The decrease of imports by sea in 1864 was 218,471 tons; and the increase by rail, canal and road 567,791 tons—making the net increase 349,320 tons.

The quantity of coal imported into the port or district of London, by sea, rail and canal, and afterwards exported coast-wise or to foreign parts, or sent beyond the limits of the London district, by rail or inland navigation, during the year 1864, was 756,467 tons; do., in 1863, 656,760 tons—showing an increase in 1864 of 99,707 tons.

☞ The deposits at the United States Mint for the month of February, 1865, were $473,114 58. The total gold coinage was $161,386 85. The total silver coinage was $453 27; and the copper $30,000. Total value $251,940 12.

Interest and Dividends.

The Germantown and Norristown Railroad Company have declared a semi-annual dividend of four per cent., clear of tax, payable April 1st.

The Harleigh Coal Company a dividend of two per cent, payable March 20.

The Potomac Coal Company a dividend of three per cent, payable April 1.

The Short Mountain Coal Company a dividend of 3 per cent, payable 20th inst.

The Franklin Mining Company a dividend of $3 per share, payable April 3.

The Silver Mining Company of San Francisco $8 per share.

The Pennsylvania Oil Creek Petroleum Company its fifth dividend, three per cent., payable April 1st.

The Philadelphia and Pittsburg Oil Company a dividend of four per cent., for January and February, payable March 15th.

The Columbia Oil Company a dividend of three per cent., payable on the 15th instant.

The Jersey Well Oil Company its second monthly dividend of three per cent., payable April 1st.

The Wallace Oil Company a dividend of one per cent., payable on the 23d instant.

The Mingo Oil Company a third dividend of two per cent., being twenty cents per share.

American Oil and Mining Company 1 per cent; Brooklyn Petroleum Company 2 per cent; Heydrick Oil Company 5 per cent; Everett Petroleum Company, 1 per cent; De Kalb Petroleum Company 1 per cent; United States Petroleum Company 5 per cent.

The Chesapeake Oil Company a third monthly dividend of two per cent, payable 17th instant.

Peat for Locomotives.

The Syracuse *Courier* says an experiment has been made with peat in a locomotive on the New York Central Railroad. The engine drew a car containing the superintendent and a number of gentlemen, twenty miles in forty-five minutes, without an attempt at making speed. The peat made a beautiful fire, throwing out immense heat, and burning with a steady flame. The steam was kept at even gauge of from ninety to one hundred pounds during the trial trip. The usual amount of fuel consumed by coal-burning engines is a ton to every twenty miles, but in this instance only half a ton was used, giving evidence of its value as a substitute for anthracite.

Rondout Valley Railroad.

The Albany *Journal* says that the company to construct a railroad from Rondout to Port Jervis has been regularly organized under the general State act, the necessary 10 per cent. of the requisite capital being paid in, the articles of association filed in the State Department and the needed certificate issued. The company will be ready to break ground as soon as the season opens. The precise line will be decided upon shortly.

Ship-building on the Lakes.

The tonnage of the Lakes, already over 600,000, tons is rapidly increasing. There were built last year in all the districts on the lakes, eighty-seven steamers, and one hundred sail vessels, with an aggregate burthen of 47,854. The greatest number were built at Cleveland, viz., twenty-six steamers and forty-one sail vessels; Buffalo, thirty-four steamers and seven sail; Chicago, thirteen steamers and two sail vessels.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5		70c
Acton Vale..... Ca	50,000	5		5c
Adventure ..... L. S.	20,000			
Albany and Boston "	20,000		20	27
Algomah..... "	20,000		2	2½
Alliance ..... Ca.	200,000	2½		
Allouez ..... L. S.	20,000		1	8½
American ..... Ca.	200,000	2½		
Amygdaloid ..... L. S.	20,000			25
Annapolis..... Md.	50,000	10		
Arizona..... Ariz. T.	10,000	100		
Ascot ..... Ca.	20,000	20		
Astor ..... L. S.	20,000		1	6½
Atlas "	20,000		1	4½
Aztec "	20,000		1	4
Balt. and N. C.....N. C.	20,000	5		20c
Bare Hill "				3
Bay State..... L. S.	20,000		3½	20
Beaver "	20,000		1	
Bedford ..... Ca.	125,000	5		60c
Black River "	200,000	2½		10c
Bohemian..... L. S.	20,000		7½	10½
Bolton ..... Ca.	200,000	5		1
Boston ..... L. S.	20,000		5*	2½
B. and Corinth .....Vt.	20,000	10		
Brooklyn..... L. S.	20,000		2	
Brome ..... Ca.	100,000	5		2
Cabot ..... L. S.	20,000			
Caledonia..... "	20,000			6
Cambridge..... "	20,000		5	25c
Canada ..... Vt.	100,000	1		70c
Carp Lake..... L. S.	20,000			1½
Cascade..... "	20,000			
Central ..... "	20,000			50
Champlain .....Ca.	200,000	1½		15c
Chatham ..... "	200,000	2		
Chaudiere ..... "	100,000	1		50c
Chester ..... "	200,000	1		12c
Cheticamp.....	30,000	5		1½
Chippewa..... L. S.	20,000			
Cleveland..... Ca	100,000	5		
Cliff..... L. S	20,000			
Clifton..... "	20,000			1
Collin ..... "	20,000			
Columbian..... "	20,000		4½	9
Consolidated..... "	20,000		5	5c
Copper Falls ..... "	20,000		24½	27½
Copper Harbor... "	20,000		1	
Copper Hill..... "	200,000	1		
Copperas Hill..... "	50,000	10		
Cornwall ..... Vt.	100,000	2		25c
Dacotah..... L. S	20,000			5
Dana	20,000		3½	25c
Deep River.....N. C.		5		20c
Delaware ..... L. S.	20,000			15
Derby ..... "	20,000			1½
Devon ..... "	20,000		1	4½
Dorchester ..... "	20,000		6	7
Douglas ..... "	20,000			
Dover ..... Ca	200,000		1	2½
Dudley ..... L. S.	20,000			1
Dunham..... Ca.	200,000	2		25c
Durham..... "	200,000	5		25c
Eagle River..... L. S.	20,000		3½	3
El Dorado (Silver) "	20,000			
Escot ..... Ca.	25,000	20		1
Essex	200,000			20c
Etna ..... L. S.	20,000			12½
Eureka..... "	20,000			
Everett ..... "	20,000		5*	
Evergreen Bluff... "	20,000			12
Flint Steel..... "	20,000			18
Forest City..... "	20,000		3	1
Forest Shepherd .. "	20,000		6	
Franklin ..... L. S.	20,000		6½	47½
French Creek..... Pa.	100,000	5		75c
Gardner City .....L. S.	20,000			
Gardner Hill ..... "	20,000		5	87½
Girard ..... "	20,000			6
Glade ..... "	20,000		1	
Glencoe ..... Ca.	200,000	1		10c
Globe ..... L. S.	20,000		1	
Grand Portage ... "	20,000		1	40
Grand Trunk..... Ca.	100,000	5		60c
Great Western...L. S.	20,000		2	1
Green Mountain....Vt.	20,000	10		4½
Guilford ..... L. S.	20,000		5	25c
Hamilton ..... "	20,000			1
Hancock ..... "	20,000		6½	10½
Hanover ..... "	20,000			5
Hartford ..... "	20,000	25	12½	
Hazzard ..... "	20,000			
Highland ..... "	20,000		7	5
Hilton ..... "	20,000			1½
Hope ..... "	20,000			1½
Hudson ..... "	20,000			2
Hulbert ..... "	20,000			7
Humboldt..... "	20,000		2	6
Hungarian ..... "	20,000		1	1½
Huron ..... "	20,000		16	70½
Indiana ..... "	20,000			6
Inverness ..... "	200,000	2½		
Isle Haute.....	40,000			
Isle Royale .....L. S.	20,000	5	16	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000			
Keweenaw..... "	20,000			4
Kickapoo ..... "	20,000		1	
King Phillip ..... "	20,000		2	
Knowlton ..... "	20,000		1	6
Lafayette..... Ca.	200,000	1		1½
Lake ..... "	200,000	1		14c
Lawrence ..... L. S.	20,000			
Lennoxville ..... Ca.	100,000	5		50c
Logan ..... "	100,000	5		2
Lyster..... "	200,000	2		
Madison..... L. S.	20,000		1	2½
Malden ..... "	20,000		1	
Mandan ..... "	20,000		2½	60c
Manhattan ..... "	20,000		2½	5
Marquette ..... "	20,000			3½
Maryland ..... Md.		5		75c
Mass ..... L. S.	20,000			
Massachusetts..... "	20,000			
Mendota ..... "	20,000			5
Merrimac ..... "	20,000			
Meteor ..... "	20,000			
Meenard ..... "	20,000		5½	4½
Michigan..... "	20,000			
Middlesex..... "	20,000			
Mineral Hill				1½
Minnesota..... L. S.	20,000		5½	20
Missisquoi ..... Ca.	150,000	2		1½
Montezuma ....N. Mex.	300,000	5		
Morrison..... L. S.	20,000			
Nashua ..... "	20,000			
National ..... "	20,000		5½	25½
Native ..... "	20,000		3	62½c
Naumkeag ..... "	20,000		1	3
Nelson..... Ca.	200,000	1		10c
Nequaket ..... L. S.	20,000		1	2
Nevada (Silver) ... "	20,000			
New England ..... "	20,000		2	75c
Newton ..... Ca.	200,000	1		5c
New York ..... L. S.	20,000			½
N. Y. & Passaic...N. J.	100,000	5		
North Cliff ..... L. S.	20,000		4	5
North Silver Lake "	20,000			
North State ..... "	20,000		3	10c
North Sutton..... Ca.	100,000	5		1
North Western....L. S.	20,000		7½	5
Norwich ..... "	20,000			4
Ogima ..... "	20,000			5½
Ontonagon ..... "	20,000			2
Ottawa ..... Ca.	200,000	1		23c
Pacific ..... L. S.	20,000			
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000		2½	5
Pewabic ..... "	20,000		3½	40
Phila. & Boston... "	20,000		15	2
Phoenix ..... "	20,000			13½
Pittsburg & Boston "	20,000		5½	70
Pontiac ..... "	20,000		3½	2
Prince of Wales ...Ca.	200,000			
Providence..... L. S.	20,000			
Quincy ..... "	20,000		10	80½
Reid Hill ..... Ca.	200,000	1		
Reliance ..... L. S.	20,000			7½
Richford	60,000	5		
Ridge ..... L. S.	20,000			
Rockland ..... "	20,000		5	11
Roscoe ..... Ca	200,000	1		65c
Rudisell				
St. Clair..... L. S.	20,000		3	3½
St. Flavien ..... Ca.	100,000	5		
St. Francis ..... "	100,000	5		
St. Mary's (L. & M.)L. S.	20,000		3½	3
Salem..... "	20,000		1	
Sharon Consol ..... "	20,000			3
Sheldon ..... "	20,000			16
Silver Creek ..... "	20,000		1	
Silver Hill ..... "	20,000			30c
Silver Lake ..... "	20,000			
Silver Valley..... "	20,000			20c
Southampton..... Ca.	100,000	5		
South Bedford ..... "	200,000	2		20c
South Side..... L. S.	20,000		3	2
Springfield..... Md.		5		60c
Stadecona ..... Ca.	100,000	5		
Star..... L. S.	20,000		7½	4½
Stark..... Vt.	100,000	2		
Strafford.....	30,000	10		50c
Superior ..... L. S.	20,000		4	6
Sussex ..... "	20,000			
Sutton..... Ca.	100,000	5		85
Toltec..... L. S.	20,000		20	1½
Tremont ..... "	20,000		5*	2
Union (L. & M.) ... "	20,000			
Vernon ..... "	25,000	10		
Victoria..... L. S.	20,000		1½	
Vulcan..... "	20,000			
Washington..... "	20,000			
Waterloo..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000			
West Minnesota... "	20,000		2½	2½
Wickham ..... Ca.	200,000	5		10c
Wickopee..... "	100,000	5		5½
Winthrop ..... L. S.	20,000		8½	1½
Wyandotte..... "	20,000			

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	80,000	50		8
East River.....	6,000	50		
George's C'k C. & I.Md.	10,000	100		115
Harewood	20,000	5		
Kahtadin..... Me.	3,000	100		
Lake Superior.....L. S.	20,000	25		
Massachusetts	25,000	1		
Mount Pleasant.....Pa.	10,000	50		
Teal Lake..... L. S.				2
Tyson	20,000	10		8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5		8½
Bucks County .....Pa.				½
Canada ..... Ca.	50,000	5		2½
Clute				½
Crystal Lake.....				
Erie				11
Gay's River.....	100,000	2		
Hampton	100,000	5		
Keystone..... Pa.				2½
Lancaster.....				
Macomb ..... N. Y.	100,000	5		1½
Mineral Point.....	100,000	5		½
Mount Hope .....N. Y.	80,000	5	2½	
National.....	200,000	1		
New Jersey .....N. J.	12,000	100		110
N. Y. & Boston...N. Y.	100,000	5		2½
Oswegatchie ..... Ca.	100,000	5		1
Placentia Bay.....N. F.				½
Ramsay ..... Ca.	20,000	25		
Rossie ..... "	100,000	5		
Shawangunk ..... N. Y.	100,000	5		
Sussex ..... N. J.				40c
Union	100,000	5		57c.
Wallkill ..... N. Y.				25c
COAL & ANTHRACITE:				
American..... Pa.	37,500	25		33
Ashburton ..... "	50,000	50		15
Atlantic & G. C. ..Md.				1½
Baltimore ..... "		100		80
Bear Valley..... "	40,000	12½		20½
Beaver Meadow ....Pa.	100,000	50		
Belmont ..... "	10,000	50		9
Big Mountain .....Pa.				10
Blackhall ..... N. S.	8,000	25		
Boston & Pictou. "	100,000	5		
Bridgeport ..... Pa.	30,000	10		
Broad Mountain ... "	30,000	10		
Butler				10
Cape Briton.....N. S.	200,000	2½		
Carbondale..... Pa.				3
Central..... "				55½
Clinton ..... "				1
Coal Brook ..... "	4,000	50		
Continental.....	10,000	50		73½
Cumberland (pref.)Md.	50,000	100		62½
Daniel Webster	5,000	100		
East Mahanoy.....Pa.				
Everhart	20,000	25		
Franklin ..... Pa.	5,000	100		58
Fulton..... "	60,000	5		6½
Gilbertson	5,000	100		67½
George's Creek.....Pa.	10,000			112½
Grand Tunnel	4,000	100		50
Green Mountain....Pa.				8½
Hampton & Balt...Md.				91
Hazleton ..... Pa.	32,300	50		75
Henry Clay.....	3,000	100		
International .....N. S.	20,000	50		
Lawrence ..... Pa.	2,000	100		6½
Locust Mountain ... "				48½
Lorberry ..... "	4,000	100		40½
Macan ..... "	2,000	100		
Mahanoy ..... "	1,000	20		
Metropolitan ..... "		100		
Middle Coal Fields.. "				9
Milford	2,500	50		
Mill Creek..... Pa.				
Mulgrave	2,000			
Narragansett .....R. I.	8,000	10		
New Creek..... Pa.				½
North. & Luzerne . "				
Penn..... "	100,000	50		195
Penn. Cannel ..... "	6,000	50		
Picton ..... "	4,000	100		
Pine Knot..... Pa.	4,000	50		
Port Hood.....	4,000	100		
Potomac ..... Md.	40,000	10		8½
Powell ..... Pa.				
Preston.....				28
Princess Alex....N. S.	5,000	100		
Ridgeway.....				
St. Clair ..... Pa.	5,000	100		19
Schuylkill Valley.. "	20,000	10		7½
Shawmut	6,000	50		
Short Mountain ....Pa.	16,000	50		40½
Stafford.....				
Suffolk	4,000	100		93
Sugar Loaf ..... Pa.				
Summit ..... "	40,000	25		
Susq. Coal & C. Mt. "				4½
Tamaqua ..... "				
Vandermark	20,000	50		
Wyoming Valley...Pa.	22,760	50		84½

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10		
Acadia (G.) ..... N. S.	100,000	3		
Albion (G.) ..... "	100,000	3		
Alpine (G.) ..... Col.	150,000	10		
Alps (G.) ..... "	100,000	5		
American	200,000	2		
Am. & Mex. (S.)..N. M.				
Am. Pioneer..... A. T.				
Arizona (Silver) .. "				
Atlantic (G.)..... N. S.	100,000	2		2
At. & Pac. (G. & S.)Nev.	50,000	10		33
Bay State (G.) ..... Col.	200,000	5		
Beacon (G.) ..... N. S.	200,000	2		
Benton (G.)..... Col.	100,000	5		45c
Black Hawk (G.) "	50,000	100		
Boston (G.) ..... "	10,000	10		105
Briggs (G.) ..... "	10,000	100		
Bullion (G.) ..... "	200,000	25		
Burroughs (G.) ... "	100,000	10		
Canadian (G.)..... Ca.	200,000	2		50c
Central (G.)..... Col.	50,000	20		17½
Chaudiere (G.) ..... Ca.	100,000	5		90c
Chebucto ..... N. S.	100,000	5		85c
Colonial (G.)..... Ca.	100,000	2½		25c
Colorado (G.) ..... Col.	50,000	10		1
Consol. Gregory (G.)Col.	50,000	100		95
Copalinshe (G.)..... "	200,000	20		
Corisannie (G.)..... "	100,000	10		6
Corydon (G.)..... "	100,000	25		1
Day & Bushnell (G.)C.	300,000	10		
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5		
El Dorado (G.)....Nev.	100,000	5		
Empire (S.)..... "				
Empress (S.)..... "				
Eureka (G.)..... Cal.				
Excelsior (G.)..... Col.	30,000	10		14
Frankfort (G.)	100,000	2		
Garrison's (G.)..... Col.	100,000	5		
Gilbert River (G.)..Ca.	100,000	5		1
Gilpin (G.) ..... Col.	100,000	5		1½
Gold ..... "	100,000	5		3½
Gold Field.....	50,000	10		
Gold Hill.....	50,000	10		
Gold River.....	100,000	3		
Gould & Curry(G.S.)N.				
Gunnell (G.)..... Col.	500,000	10		1½
Halifax (G.)..... N. S.	200,000	2		50c
Harmon (G. & S.) Nev.				
Hobman (G.) ..... Col.	150,000	2		
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5		55c
Isabella (G.) ..... Col.				
Kennebec (G.)..... Ca.	100,000	5		
Kent (G.)..... N. S.	200,000	1		
Lake (G.) ..... Col.				
Lake Major..... N. S.	12,000	50		
Libertad (G. & S.)Mex.				
Manhattan (G.)..... Col.	100,000	10		
Mariposa (G.)..... Cal.	100,000	100		14½
Massachusetts (G.)..Ca.	500,000	5		2½
Mex. Pac. (G. & S.)Mex.	100,000	100		
Montague (G.)..... N. S.	50,000	10		
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5		
Mt. Alpine (G.) ....Col.	250,000	5		
Mt. Vista (G. & S.)Nev.	50,000	10		
New England (G.) Col.	50,000	5		2½
New Gregory (G.) "	50,000	10		
New York (S.) ... "	100,000	10		
N. Y. & N. S. (G.) N.S.	100,000	5		10c
Nova Scotia (S.)... "	100,000	2		2½
Oldham (G.) ..... "	100,000	2		
Otate (S.) ..... Mex.				
Palma (S.)..... "				
Peck (G.) ..... N. S.	100,000	5		
Peninsular (S.)...L. Cal.				
Picacho (S.) ..... A. T.	50,000	50		
Pontiac (G.)..... Col.	50,000	20		
Prince Albert (G.)..Ca.	100,000	2		14
Quartz Hill (G.) ...Col	40,000	25		8
Quicksilver ..... Cal.	40,000	25		77
Renfrew (G.) ..... Ca.	120,000	2½		50c
Riviere du Loup (G.) "	20,000	10		
Rocky Mt. (G.)..... Col.				9
Sacramento (S.)..Nev.				
San Antonio (S.)..A. T.	60,000	50		
Santa Clara (Q.)....Cal.				
Santa Rita.....Ariz. T.				
Scottie (S.).....Ariz. T.				
Sherbrooke (G.) ..N. S.	100,000	10		
Sierra Nevada (G.)Col.				
Silver Hill (S.) ....Nev.				
Sonora (S.).....Ariz. T.				
Southam (G.) .....N. S.	100,000	5		
Stafford (G.)..... Ca.	100,000	5		2½
Star (G.)..... Col.	100,000	25		
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10		
Victoria (G.)..... "	100,000	2		
Waverly (G.) ..... "	50,000	10		
Windsor (G.) ..... Col.	100,000	10		
United States (G.). "	75,000	20		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	80
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	667,800	150,000	94	—	—	9	....	96½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	5.27	—	—	—	—	Dorchester	156,672	121,600	—	—	5,468	7,438	7	....	....
30 Nov. '63	1.49	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	60
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,235	0,516	—	....	91
30 Nov. '63	5.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	25½
30 Nov. '63	1.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	51
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	54
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,759	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	102½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,500	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,263	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	5.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	60,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	304,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.00	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	448,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978.534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Morr's & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	15	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	81,127	—	100	60
30 Sep. '63	8.57	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	16,000	—	412,600	99,227	16	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas.(Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.52	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.90	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,056	40	10	47
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	167,627	92,000	54,200	5,850	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,000	6,500	2,850	5,665	—	—	....	10½
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,439	14,824	7½	....	10½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	569,446	112,245	250,000	—	133,506	26,745	6	....	55
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	25
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	36
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	160,000	60,000	40,000	—	—	—	—	....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	200,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,500	5,369	40,525	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,618	180,000	125,000	57,845	72,437	5,983	—	....	9
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	56	10	—	Ridge Avenue & Manyunk	176,655	118,000	—	—	34,549	12,231	8½	....	18
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,808	36	20	61
31 Oct. '63	5.02	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.&Gr'nF.)	173,010	159,312	16,500	—	75,066	18,417	17½	....	30
31 Oct. '63	7.05	1.61	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	125,021	45,960	16½	20	44
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	22
31 Oct. '63	9.51	—	228	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.03	—	—	—	—	Pendleton & S. st.Mart (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.43	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	....
30 Nov '62	10.20	—	—	—	—	St. Louis	296,904	295,904	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd 1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	160,000	6	J. & J.	1891	99½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg] 1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose: 1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan: 1st Mortgage	26,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex: Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,270	..	.....	.....	....
Ninth Avenue: 1st Mortgage	57,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1900	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1900	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,500	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	106
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk: 1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue. 1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia: 1st Mortgage.	100,000	6	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " " ..... coupon		6	" "	1868	127
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	103
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1861	110
" " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110
" " ..... coupon		6	" "	1881	110
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,300	6	" "	1881	110
" " ..... coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	109
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	97
" " " ..... coupon		5	" "	1904	96½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	109
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	114
" of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug.	1867	114½
Debt Certificates	236,373,000	6	At maturity.	----	98½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	----	----
Two Year's " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	"	1867	----
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	800,000	6	No int'est	1868	----
" — " " (B'k of State) .. "	610,000	6	paid for	1868	----
" — " " (") .. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	145
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,000	7	" "	1872	----
Connecticut War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	99½
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'65-'80	55
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,095	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1850	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	100
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	88
" " " ..... "	2,058,173	2½	" "	1886	66
—State Int. Imp bonds (not adjusted)	991,000	--	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	95
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	900,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic) ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'99	----
" — " " (bank) ..... "	800,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'01-'90	98
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	616,130	6	----------	d'm'd.	60
" — " (R. R. etc.) ..... "	3,902,000	6	----------	'67-'96	----
" — " " (banks) ..... "	5,295,583	6	----------	----	----
" — " " (war loan) ... "	670,000	6	----------	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'62-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1885	----
" — " " (st'k'g conv.) ... "	200,376	5		1885	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	104
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1888	----
" — " " (") ..... "	767,500	6	quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) .... "	508,880	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	800,000	5	" "	1893	123½
" — " " (East'n R. R.) "	500,000	5	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	5	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
— "	52,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fu (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	109,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	83,000	5½	Jan. & July.	1865	----
" — " " " "	199,000	5	" "	1863	66
" — " " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	70
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'99	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	--	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes ..... "	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ..... coupon	531,820	6	" "	'65-'71	----
" " — " " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July	pleas	----
" " — " " " "	1,300,000	6	" "	'68-'78	119
" " — " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,598	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	257,700	4½	J., A., J., & O	1894	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	66
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	102
" — " " (" ") ..... "	1,600,000	6	" "	1876	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	102
" — " " (" ") ..... "	2,400,000	6	" "	1886	103
" — " " (domestic debt)	125,680	6	" "	1863	103
" — " " (war loan) ..... coupon	1,500	---	----------	1866	----
" — " " (" ") ..... "	279,313	---	" "	1968	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	87
" — " " "	3,880,070	5	Feb. & Aug.	due.	----
" — " " "	3,241,898	5	Mar. & Sept.	due.	----
" — " " "	210,263	5	June & Dec.	due	----
" —Interest Certificates	200,000	6	Feb. & Aug.	1882	----
" —State bonds ..... coupon	1,177,890	4½	Jan. & July.	1864	----
" —State Stock Loans	675,029	5	" "	1864	----
" — " " "	1,045,629	5	Feb. & Aug.	1904	----
" — " " "	1,558,673	5	June & Dec.	1904	----
" — " " "	2,277,755	5	Jan. & July.	1905	----
" — " " "	1,766,714	5	" "	1868	----
" —State bonds ..... coupon	4,860,000	5	" "	1870	----
" — " " ..... "	428,000	5	Feb. & Aug.	1877	90
" —Inclined Plane Loan	400,000	5	" "	1878	95
" —State bonds ..... coupon	650,000	6	April & Oct.	1879	106
" —Bank Charter Loans	360,937	5	Jan. & July.	1882	----
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1852	98
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	100
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " " (intern. impr.) "	7,063,506	5	----------	Var.	57½
" — " " (railroads) ... "	12,799,000	6	----------	Var.	48
" — " " (capitol) ..... "	603,000	6	----------	1890	56
" — " " (Hermitage) . "	45,000	6	----------	1900	56
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	55,000	6	----------	'62-'63	----
" " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad) ...	18,286,642	6	Jan. & July.	53-'91	50
" —State bonds (railroad) ..... coupon	12,674,500	6	" "	85-'91	----
" — " " (sterling) ..... "	1,565,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'83	----

RAILROAD EARNINGS—MONTHLY.

Chicago and Alton:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,754	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	279,464	244,378	2,661,345
1865	261,903	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,824	66,703	77,403	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,930	65,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,096	146,268	161,508	138,795	135,506	1,423,459
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,538	188,565	205,866	195,103	271,141	331,494	312,049	319,816	309,187	2,885,426
1865	293,535	236,949	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	80,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,388	163,822	1,456,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	80,260	76,032	88,907	55,085	50,386	66,573	84,602	94,106	82,467	82,400	850,199
1861	85,239	74,918	85,663	90,324	65,302	63,137	52,269	60,235	84,640	98,525	88,401	105,253	855,909
1862	108,263	88,488	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	90,570	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,053	330,657	361,519	359,114	455,225	465,959	536,008	414,764	4,651,040
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,663	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	535,094	615,962	756,421	885,186	902,701	963,859	8,400,384
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	945,254	1,024,649	1,035,321	10,469,481
1864	984,837	914,153	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	12,172,833
1865	908,341	886,039	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	169,530	142,532	1,777,541
1863	132,517	121,161	129,220	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	109,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	172,102	1,983,434
1860	212,714	209,422	161,047	134,606	156,861	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,290	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,500	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	226,334	192,054	199,488	177,829	189,280	268,963	289,862	284,020	243,249	224,401	2,899,012
1862	190,130	230,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	684,200	617,711	------	------
1865	646,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,510	77,874	90,755	73,215	83,964	75,055	89,633	94 375	96,062	90,576	97,047	92,772	1,017,766
1865	98,112	86,626	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,437	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,152,467
1862	83,903	62,407	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,131	76,132	44,925	88,177	106,967	111,261	71,587	69,352	158,417	205,054	138,342	112,913	1,247,258
1864	102,743	116,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,183	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	142,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	270,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,068	3,302,541
1864	256,600	304,445	323,058	327,206	264,818	311,717	279,129	356,264	398,330	404,563	444,523	393,091	4,077,744
1865	356,784	299,89[illegible]	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,566	210,337	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,945	307,333	242,089	200,130	2 124,214
1862	220,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,106	375,483	338,704	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,566	409,510	376,470	3,969,010
1865	306,924	279,137	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	280,849	370,544	509,211	478,563	409,623	447,813	504,217	591,920	745,599	709,671	637,792	599,594	6,303,708
1860	387,128	402,550	561.078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	439,065	420,793	627,051	689,688	677.073	558,743	523,138	562,076	696,175	927,036	852,960	672,985	7,996,783
1862	749,163	631,956	710,814	770,225	796,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790.167	867,690	911.397	839,126	841,163	818,512	840,450	1,079,561	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,044,435	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146 722	155,227	188,609	215,475	225,464	230,577	248,862	341,695	264,622	283,646	288,619	245,977	2,735,395
1860	160,551	171,841	257.410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,301
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,874	282,996	254,285	388,725	414,707	448,994	463,873	466,557	454,626	4,088,837
1863	386,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	189,951	152,574	122,779	182,566	188,831	165,795	154,032	203,853	245,938	258,444	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	354,331	370,963	3,745,310
1863	337,350	366,598	461,965	482,987	427,094	385,845	350,763	407,077	463,509	505,814	469,500	487,642	5,132,984
1864	290.676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
1865	684,260	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	69,745	71,854	112,284	93,766	67,721	85,359	95,069	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120.310	123,115	113,793	123,940	118,077	130,378	153.470	144,736	143,748	162.921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,225	234,134	203,441	202,906	204,776	2,080,717
1865	170,078	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,160	125,027	77,500	51,256	920,755
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	127,686	82,874	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,570	147,548	159,498	1,403 147
1863	86,221	91,971	109,050	132,111	134,272	142,255	105,554	116,379	120,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	122,998	123,987	127,009	166,538	139,626	244,114	243,940	221,569	220,205	222,851	2,007,316
1865	144,000	139,171	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1865	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	800,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	97
" " " 1855	1,128,500	6	Jan. & July.	"	1875	97
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	250,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250.000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	106
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £463,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	780,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	96½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	660,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York,	1883	112
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1896	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1891	
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	90
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1894	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	800,000	7	" "	" "	1876	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1887	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	121,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1861	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	55
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and Wn:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	107
2d Mortgage	2,516,500		March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1856	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	100
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1869	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	861,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	---
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1966	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	112
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	'18	----
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	850,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	280,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viraqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	99
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	500,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,000	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,786,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	600,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	80
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,000,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct	----	1882	113
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug	" "	1861	107
Erie and Kalamazoo	61,000	7	March & Sept	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1878	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov	" "	1883	104
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	425,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----	" "	----	50
2d Land Grant	650,000	---	----	" "	----	----
Income bonds	511,000	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1883	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	240,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subs. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	63 '4	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	99
D'bts of former Co's outst'ding	224,920	---	----	----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	108
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	140,273	7	var.	var.	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	91
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,300	7	Jan. & July.		1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	----
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	"	1876	107½

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	95
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	105
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1866-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	6	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98⅝
" 1844, "	810,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98⅝
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pitt'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
Id "	2,000,000	7	April.	" "	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1878	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1905	----
"	39,420	8	May & Nov.	"	1905	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'94	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62½
2d Mortgage	937,500	7	" "	"	1863	28½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	----
2d Mortgage	185,000	7			1866	----
3d Mortgage	318,500	7			1875	----
Six per cents	113,228	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,220,000	7	Jan. & July.	New York.	1860	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1875	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7			------	85
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	40
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	28
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1876	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's endorsed by State	150,000	6			1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,966	30.3	.....	85,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,888,716	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,994	—	.....
								CONNECTICUT.													
31 July '62	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	55,000	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,202,356	302,611	—	2,037,940	1,936,740	213,816	4,204,566	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,409	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,776	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	293,629	428,518	160,702	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,387	13,964	8	.....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	166.429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—		156,663	78,631	8½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66.0	211.836	270,672	54 299	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	406	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000.000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	120
30 Nov. '63	59.4	7.0	6.8	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	...	...	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	...	...	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.7	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	413.036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	20.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	165,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404,616	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,874	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	291	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	86
30 Apr. '64	240.0	694.0	47.0	—	98	80	1,778	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	117½
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,335,000	228,641	13,147,136	242.0	.....	1 083,054	448,503	—	31½
31 Mar. '64	161.8	—	—	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000.000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	98½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,220	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	111
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	196.0	14	12.2	—	31	20	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	35
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,223,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	59.5	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,234	140,639	3,458,108	110.0	.....	448,858	230,634	9	100
1 Dec. '63	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,229,571	998,000	11,036	2,491,368	84.0	355.887	598,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,618	*	278,334	1,015,907	621,000	—	2,175,226	108.0	312,859	527,853	268,156	—	.....
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	100
-- -- '59	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,097,979	521,254	18	156½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134.831	270,197	155,839	—	.....
1 Jun. '58	38.5	—	101.3	4	4	—	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	468,821	21,856	—	.....
-- -- '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	....	—	13	5	169	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,463,713	65.1		232,909	120,069	3	85
30 Jun. '64	185.0	83.0	18.3	30.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,863,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	203.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,010,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253.015	248,959	109.434	1,710,319	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada							—	.....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,370,623	647,590	—	2,950.000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,305,570	*	168,225	6,315,906	7,740,989	—	16,066,822	329.3	1,558.2	3,417,186	1,697,060	12	106½
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,181	1,344,259	1,063,568	10,120,400	8,287,255	—	19 407,655	527.0	2,171,477	3,334,294	1,630,777	—	65
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	225.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	358	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	50.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	25
21 Dec. '62	268.5	—	17.7	25.0	21	26	307	*North Missouri*	6,398,779	504,955	—	2,459,207	4,350,000	—	.....	168.8	.....	444,400	182,995	—	.....
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
3g Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,456,420	196.7	507,040	679,956	227,396	—	.....
28 Feb. '63	77.0	—	8.9	256.0	—	—	—	*South-Western Branch*	4,[illegible]86	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,896	—	.....
30 Sep. '62	86.5	3.6	8.2	—	19	18	219	*St. Louis and Iron Mountain*	[illegible]3	344,168	—	1,971,127	3,401,000	57,381	5,996,277	90.1	232,591	269,236	65,269	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	83.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,578	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	102
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	65,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	109
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	801,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	50
								MASSACHUSETTS.													
30 Nov. '63	28.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	108
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	117
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	130
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	132½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,805	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	105½
30 Nov. '63	44.2	30.6	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	96
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,597	93.4	389,738	732,262	328,043	8	109
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,536	71.0	167,154	253,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	38.7	41,995	164,207	54,797	9	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,068	411,544	7	110½
30 Nov. '63	43.4	1.0	14.9	—	18	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,785	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,479	82,543	—	243,305	226,000	1,386	471,692	—	—	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,992	11.7	51,675	105,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	925,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	30½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,098,712	—	5,150,000	6,267,520	—	4,746,404	218.0	1,275,929	2,439,838	1,232,831	10	134½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	182,153	6	93½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	248	Cheshire	2,475,846	322,266	—	2,088,925	686,400	—	2,989,852	53.6	338,025	382,183	180,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,268	7	64
31 Mar. '63	28.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	108
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	80½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	44.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	53.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,145	1,728,548	10	132½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,556	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,167,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,045	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,900	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	180
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,615	29,592	—	.....
31 Dec. 62	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	55
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	103
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,934	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	8	6	55	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,588	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,369,088	160.5	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	86.0	595,428	1,691,944	635,684	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	15,469,481	3,511,414	7½	65
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,551,718	1,844,287	7	110½
30 Sep. '63	94.0	2.5	12.1	—	13	23	100	Long Island	2,395,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233.114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,690	3,606,745	9	107
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389.919	811,987	922,065	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,980	—	1½
30 Sep. '63	33.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	336,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	2.0	27	27	348	Rome, Water'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,850	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.2	110,065	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	48,124	47,308	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,150	1,621,097	97,371	2,918,538	81.0	213,931	323,794	154,908	—	.....
30 Sep. '62	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,998	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,231	126,125	—	.....
								NORTH CAROLINA.													
31 May, '64	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— —	55	223.0	—	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— —	55	97.0	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	272,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107 000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	455,810	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,673,000	1,126,468	6,810,432	141.0	651,028	857,701	360,271	—	14
31 Mar. '64	80.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,166	499,086	113,147	2,500,000	1,634,000	—	4,096,255	202.0	.....	1,063,328	495,691	10	128
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,982,000	229,978	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	57	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	11	180
31 Dec. '62	67.0	—	.....	18.0	13	11	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,287	875 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,000,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,829	8,251,646	208.5	.....	1,436,817	552,500	—	69½
31 May '64	108.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	756,262	1,691,266	823,714	8	110
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,573	575,250	432,488	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	84.5	—	11.9	—	13	48	266	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,127,857	ope	r. w. Lit.	Miami	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	457,113	2,981,267	1,400,000	—	6,096,520	138.0	1,002,647	1,948,778	791,862	10	140
30 Jun. '63	173.8	30.6	15.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,822	*	—	10,379,564	373,487	63,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,546,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,952	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	163.9	82.0	.....	—	33	25	446	Sandusky, Dayton and Cinc.	5,985,573	595,400	102,565	3,250 887	1,498,728	11,190	5,139,662	205.0	338,894	600.162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	303	Sandusky, Mansfield & New'k	2,235,156	*	—	562,571	1,299,100	127,118	2,094,694	125.0	220,717	272,272	92,283	—	.....
31 Dec '63	242.4	—	.....	—	41	16	828	Toledo & Wabash	9,766,636	*	25,000	3,314,775	6,651,330	38,272	10,152,632	280.0	1,279,960	1,439,796	540,271	—	64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,084,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	398,567	11,465	—	16
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		856,000	270,000	16,481	1,213,381	152.0	165,712	276,338	118,193	6	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	826,143	9	190
31 Oct. '63	35.9	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,103	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northu	Cen.	196,907	334,790	110,388	—	30	
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	56.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,132,550	700,000	—	1,832,550	55.5	oper. by	Penn.	R.R. Co.	7	61½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,309,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,620	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,118	248,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	5,022,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	72½
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	35½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,211 613	*		4,132,935	—	—	4,132,935	130.0	319,162	363 367	89,991	8	57½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404.764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,096	273,391	—	27
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,380 315	5,604,810	19,860,000	16,644,940	—	43,520,386	356.9	5,846,778	14,759 837	4,065,112	10	59
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norristn	1,131,079	225,439	—	1,267,200	405,000	—	1,672,200	24.0	244 425	382,439	179,865	9	59
31 Oct. '63	230.0	—	21.5	58.0	34	5	530	Phila. and (Sunbury) Erie	—	—	—	5.010 944	8,528,000	80,151	13,619,096	230.0	428,759	699,500	193,488	7½	21½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13.211.228	10,667,328	—	27,18 828	463.0	2,721,689	6,252,902	3,706,900	7	53½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	95.5	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477 500	200 5	647 029	2,540 248	1,602,119	10	67½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004	—	1.770,414	1,500,000	69,233	3,666, 877	72.0	256,176	315,723	101,569	—	12
31 Dec. '63	468.8	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19 93 741	468.3	3,472,914	5,132,934	2,106,023	—	88½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northu	Cen	40.476	144.7 8	87 112	10	40	
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,092	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	----------	62.0	297,700	421,757	159,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	457,917	8,500	—	----------	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801.615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	126,871	—	—
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	900,410	108,172	2,067,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----	----------	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859.	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	2,289,673	2,020,000	200,000	----------	140.0	----------	318,715	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,899,949	2,659,000	280,112	7,627,797	201.0	----------	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	----------	----	----------	----------	----------	—	—
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	819,518	----------	59.4	69,870	177,256	60.029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	—	----------	150.0	----------	734,118	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
— —	32.0	—	----	158.0	—	—	—	TEXAS, (*all aided by State*). Buffalo Bayou, Braz. & Col'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— —	56.0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275.000	240,000	171,560	----------	50.0	-31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	106,000	—	—
— — '59	25.0	—	----	110.0	—	—	—	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	----------	3,086,338	90.7	199,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423.027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	----------	1,687,500	----------	----------	1,687,500	oper. by Vt.		Central	----------	8	100½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	1301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	oper	r.b. Troy	& Bost.	63,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43.062	—	—
30 Sep. '59	79.2	—	4.3	—	5	2	75	Norfolk and Petersburg	2,006,573	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,822,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	18	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	500,056	----------	167.7	270,846	460.427	222.214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	126.554	213,862	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282.328	—	67
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96.828	----------	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	825,750	204,808	26,853	----------	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	250 968	624.081	259,189	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	35
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,708,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (Ly)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,788	67,000	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,980	*	15,311	1,631,130	911,029	22,984	2,665,376	49.0	----------	242,798	117,642	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,856	—	—
31 July, '63	229.0	115.5	63.0	—	92	120	1,689	Great Western	23,933,750	*	1,250,000	16,802,748	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.0	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	*	—	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	80.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,888	—	1,380,000	13,100	126,000	1,709,232	60 0	-----	126.858	36,670	—	—
								NOVA SCOTIA.													
Dec. '63	81.8	85.5	----	—	20	18	186	Nova Scotia	4,273,401	*	—	4,273,961	—	—	4,273,961	93.0	158,416	139,127	27,131	—	—
								NEW GRANADA.													
31 Dec. '63	47.7	—	----	—	11	32	136	Panama	5,000,000	$	915,648	4,000,000	1,275,000	—	10,768,775	46.7	----------	1,427,000	1,201,000	12	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60.000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000.000	....	....	....
Berkshire (guaranteed)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	....	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	26½
Chemung (guarantied)	330,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	48½
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	5½	59½
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	47½
Erie (preferred)	8,535,700	7	7	80½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	42
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,106,384	7	3	55
" " (2d pref.)	3,424,162	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	32½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1.600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb. R.R.	....	....	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1885	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100⅝
2d Mortgage	294,750	6	....	....	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	568,500	6	M & N.	1876	84
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1885	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,222,595	—	....
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	160
Delaware and Raritan	100	2,293,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	64
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100	....	—	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,260	—	13⅜
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	56 —	@ 58 —
Pig, American, No. 1		51 —	@ 53 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		155 —	@ — —
Bar, English, common		145 —	@ — —
Band, English		160 —	@ — —
Horse Shoe		180 —	@195 —
Rods, English		160 —	@240 —
Hoop, English		195 —	@230 —
Nail Rod	per lb.	— 14½	@ — 16
Sheet, Russia	per lb.	— 28½	@ — 30
Sheet, English, Single, Double and Treble		— 9	@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 28	@ — 32
English Spring (1st & 2d qlty.)		— 13	@ — 17
English Blister (1st & 2d qlty.)		— 17	@ — 27
English Machinery		— 18	@ — 21
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 28	@ — 32
American, Cast, Rolled		— 17	@ — 22
American Spring		— 15	@ — 19
German		— 18	@ — 20
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 65
Sheathing, &c. Old (cash)		— 41	@ — —
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 65
American Ingot (cash)		— 40	@ — 42½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		12 —	@ 12 12½
German Refined		12 —	@ 12 12½
English		12 —	@ 12 12½
Bar	per lb.	— —	@ — 17
Pipe and Sheet		— —	@ — 21

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 58	@ — 60
Straits		— —	@ — 53
English		— —	@ — 48
Plates, Charcoal I. C	per box	17 —	@ 17 50
Plates, I. C. Coke		14 —	@ 16 —
Terne, Coke		13 50	@ 14 —
Terne, Charcoal		16 25	@ 16 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d @ 6d (cash)	per 100 lb.	8 —	@ 8 50
Clinch (cash)		9 50	@ — —
Horse Shoe, Forged (cash)	per lb.	— 33	@ — 34
Wrought, English (cash)		— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails (6 mos.)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 05	@ 1 10
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		72 —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— —	@ — 36½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— —	@ — 82
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — 60
Naptha, Refined, (60@63 gravity)		52 —	@ — 14

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th. 9	F. 10	Sat. 11	M. 13	Tu. 14	W 15.
American Coal Co.	....	....	....	....	83	83
At. & Gt. W. (O) 1st m't.	....	....	87	....	....	....
Buffalo, N.Y. & E., 1M. 100	....	....	....	....	....	100
California 7s	....	....	145	....	....	....
Canton Co.	....	34	33	....	33½	32
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	90	....	88	....	87½
" " pref.	....	92	....	....	93½	....
" " 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	....	32¼	32½	32¼	32½	32
" " pref.	....	63	61	61½	61	59½
" " 1st M.	....	....	....	....	81	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	....	95	96½	100	99½	97½
" " 1st M. '70	....	101	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	....	75½	71	....	72½	70
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	88	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	108½	....	....	....	107
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	70	69	71½	71½	71	68
Del. & Hudson Canal	105	104	100	....	100	100
Del., Lack. & West	....	....	....	....	....	....
" " 1M. 8p.c. '71-5	....	....	105	....	....	....
" " 2M. 8p.c. '81	....	....	105	....	....	....
Erie	....	65½	64	64	63	64⅜ 64½
" pref.	....	85	80	81	....	80⅛ ....
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	103
" 3 M. 7 p.c. '83	....	105½	....	....	104	....
" 4 M. 7 p.c. '80	....	100	99	98	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	....	112	110½	109½	110½	110½ 109½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69.	101½	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	....	117⅜	116	115	....	114 111½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	112	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	....	16½	15½	15½	15½	14½
Michigan Central	....	110½	108½	109½	109½	108½ 109½
" S F. 8 p.c. '82	....	....	....	113	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	....	65½	65½	66½	65⅞	64⅝
" " guar'd.	....	....	....	....	....	....
" " 1M. S.F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	40	....	....	38	36½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	....	....	66	....	66	....
" 1ss. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	....	71	....	....	70
New York Central	....	109	105½	105	107	106½ 106½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	103	....
" " 6s, S.F. '83. 100	....	100	....	....	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" 1M. 7 p.c. '78	103	102½	....	....	101	 101
" 2M. 7 p.c. '64	....	....	....	....	....	....
" 3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	....	27⅞	27½	27½	27½	27½ 28½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	....	....	254	....	250	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	....	109½	117½	107½	108½	108 106½
Pitts. Ft. W. & Chicago	....	91½	90	90½	90	90 87½
" " 1M.	....	....	....	....	105	 100
" " 2M.	98	....	....	99	....	 98
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	80	76½	76½	78	77	....
St. L., Alton & T. H.	....	....	....	....	....	 35
" pref.	....	....	....	....	70	....
" 1M.	....	....	....	....	....	....
" 2M. pref.	....	....	....	....	....	....
" Inc. b'ds.	....	....	....	....	....	....
Tennessee 6s, 1890	....	....	....	....	....	....
Toledo & Wabash	....	....	....	....	50	 55
" Pref.	....	....	....	....	....	....
" 1M.	....	....	....	....	....	....
" 1M. ex.	....	....	....	....	....	....
" 2M.	....	....	....	....	....	....
" Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th.9.	F.10	Sat.11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	104	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	103	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	97⅞	97⅞	97⅞	97⅞	97⅞	98⅛
U. S. 5s, 10-40s, reg.	----	----	----	97	----	97
U. S. 6s, 1881, reg.	111	111	111	111	111	110
U. S. 6s, 1881, cou.	111½	111½	110⅞	110⅞	----	110
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1891, " 4y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	130	----	130
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅜	98⅛	98⅛	98⅛	98⅛	98⅜
U. S. 6s, 5-20s, coupon	111⅜	111⅜	111⅜	111	111	110
U. S. 6s, 5-20s, new	110⅜	110⅝	110⅝	----	110	109⅛
U. S. 6s, " reg.	110	----	----	----	109	109
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	114⅛	----	----	----	----	----
American Gold	195	139½	191⅞	193⅛	181½	175⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	10	----
" preferred	26	26	----	----	26½	26½
Camden & Amboy	135	135½	135	----	135	132½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	34	----	----	----	33½	35
Lianira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	47½
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	70	----	63	64	----	----
" 6s	100	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	93½	----	----	----	----	94
Little Schuylkill R. R.	----	----	----	----	36	35⅝
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57½	----	----	----	----	----
Morris Canal	----	----	90	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	27	----	----	----
" 6s	----	----	----	90	90	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	50	----	----
Pennsylvania R. R.	60	59¾	59⅛	59⅛	59	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	100	----	100
Penn. State, 5s	87⅛	88	87	----	87	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	100	100	----	----	98
Philadelphia City, 6s	91	----	92	94	94⅛	92
" " new	----	95⅜	95	----	94⅛	94⅛
Philad., Germ. & Nor.	58½	59	----	----	59	----
Phila. & Reading	55⅛	54½	53⅝	53⅛	54⅛	54
" " 6s, '80	----	----	----	----	----	----
" " 6s, '70	----	97	----	----	----	----
Philadelphia & Erie	21⅛	----	----	----	21⅛	----
" " 6s	100	----	----	----	100	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27⅛	27⅛	----	----	----	----
" " pref.	34⅛	34⅛	33⅛	33⅛	----	33
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	90	----	----	----	----	----
Sunbury and Erie, 7s	103	----	----	----	----	----
Susq. Canal	----	----	----	13⅜	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	60
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	14	----	----	----	----	10½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	9	----	----
2d and 3d streets, "	61	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Baltimore City 6s, 1875	100	----	100	----	99½	99
" " 1886	100	100	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100⅛	101	----	----	----	100
Balt. and Ohio	----	----	----	----	----	109
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	97
" " " '80	----	----	----	----	----	97
" " " '85	----	----	----	----	----	98⅛
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 85	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	119⅛	119	118	----	118	117
Boston and Providence	----	130	----	----	130	----
Boston and Worcest.	----	135⅛	----	135	132½	----
Cheshire, pref.	----	----	50½	----	----	44½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	100	----	99	98½	97½	96
Eastern, N. H.	----	----	----	----	81	95
Fitchburg	112	112	110	110	----	109
Manchester & Lawr'ce	----	----	105	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	81	----	----	80½
Old Colony and Fall R.	110⅛	110	110⅛	----	110½	----
Ph., Wil. & Baltimore	68	67½	68	67¼	67½	67½
Portl'd, Saco & Ports.	105	----	----	----	----	102
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	40	----	39½	----
Western	----	----	1.9¾	----	135	134½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	95½	----	----
Metropolitan "	----	51	----	----	51	----
Middlesex "	----	----	----	55½	54	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	48	47	47½	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	49½	49	----	----
Pittsburg "	----	70	----	70	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of February:

Maryland 5s	60	to	65
United States 6s, 1881	52½	"	52⅝
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1890, 7 per cent.	65	"	67
Do., 2d mort., 1851	60	"	62
Pennsylvania, 1st mort., 1877	57	"	60
Do., 2d mort., 1882	60	"	62
Erie shares, $100 (all paid)	33½	"	34
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	51½	"	52½
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	66	"	68
Do. do. S. F. 1st mort., do., 1882	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	55	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, March 18, 1865.

Stock Exchange and Money Market.

There is a question now being raised as to the advantage or disadvantage of an early return to specie payments. Considering it in the latter aspect, we are pointed to the example of England which took twenty-four years to return to the metallic standard. We are also assured that great damage and loss would occur to holders of merchandise of every description, and manufacturers of all domestic goods, if there was a sudden redemption. We are of a different opinion as to the policy and the effects of it.

It is well known that immense fortunes have been made by houses that had their stocks on hand in any quantity, by the rise in price resulting from the war. Parties dealing in tens found themselves suddenly grown rich in a few months, and we may say every trader in the country made money in a similar way.

For four years while gold has been up and down, the prices of the necessaries of life have advanced, many of them maintaining the advance with great persistency. Articles have been retailed very generally at from 2 to 300 per cent. above former prices, and the consumers have had to pay these whether they liked it or not. The profit thus made, being realized in legal tenders, enabled these parties to discharge their former obligations, contracted when paper and specie were of the same value. Now these parties wish to have the consumers of the country, in other words, the masses, to give them time to make a little more. They would willingly wait twenty-four years longer with prices three times greater than the premium on gold, so that they might secure the advantages they have so long enjoyed from a depreciated currency and a fluctuating gold market.

We believe this unreasonable. But we think even this class is less in number than is supposed. We believe that they are not so numerous as they pretend to be. Any merchant who conducts his business on just principles has anticipated an early return to a specie basis, and has purchased accordingly. And it will be found that all such have kept their stocks low ready to meet a fall in prices. So too of the great manufacturing establishments. In the first place they have made unheard of profits in their business all through the war, but the most prudent have during the last year curtailed their operations, and proportioned the production of their fabrics to the demand for them. This class of persons is therefore prepared to come back to the old standards, while if it is understood that the policy of the Government and of the banks is to keep up an inflation of the currency, we shall for a long time be the victims of pute speculation. We cannot see therefore why there is any justice or even any reason for staving off the return to a sound currency against the interests and rights of the millions of consumers, in order that a certain class of producers shall continue to get whatever prices and profits they desire.

Again we doubt whether a return to specie payments would practically produce much injury even to these persons. The currency being reduced in quantity would have a purchaseable quality, expanding in power as it lost in inflation. It would buy just as much then as it did before in the shape of paper. Thus a paper dollar reduced to gold would then buy as much as two paper dollars now. We do not therefore see where the danger lurks.

As long as the war continues, and the Government is spending two millions a day, we can well see why a paper currency of large extent is indispensable to its success in obtaining loans, for the gold in circulation in this country added to that in Europe could not have been obtained in sufficient amounts to have sustained the war on our part for two years. But when the war is nearing its end, when our expenditures are about suddenly to fall off to a peace standard, currency may be dispensed with beyond the real wants of commerce and peace.

We therefore hope, that the opinions generally prevalent as to the intended policy of the new

Secretary may be correct. In a late letter from this gentleman, we have noticed that he is evidently disposed to move in the right direction. His principal object at present is to pay the army, and the creditors of the Government generally; he is desirous of having the 7-30's largely taken, and for a while held by capitalists so as not to load the market to the injury of the Government in obtaining additional subscriptions from other classes of citizens, and those precautions being adopted and successful, he expresses no fear for the future in regard to the National indebtedness. His hopeful anticipations are worthy of note, as a sounder, cooler and more experienced financier, according to his present reputation, was never at the head of the Treasury. The country also knows that this member of the Cabinet is entirely free from the ambition of being a future President, a novelty in these days of political intrigue and worthy of being recorded.

A pretty warm discussion is now being carried on in relation to the disposition of the cotton captured at Savannah. By some it is thought best to dispose of it here, and the reason alleged for this is, that the article is wanted for our own manufactories. Now we believe it would not be good policy for our manufacturers to absorb those 30 or 40,000 bales at present prices. It would at once subject them to loss from a fall, most sure to occur as we liberate the cotton States from their thraldom, and allow the large quantities still stored and secreted in the South to come into market. It would also array these manufacturers as a body against any reduction in our paper currency until they had secured their profits on their investment.

On the other hand, if the cotton is sent to England, it will be converted into gold, reduce the price of cotton fabrics, and cause large importations into this country at reduced prices, and so aid the revenue. At the same time the importation of the proceeds in coin would strengthen the ability of the Government to meet its interest in gold, which we are told by the same parties who are opposed to this last plan of disposing of the Savannah cotton, is likely to diminish. If they are sincere in this belief they should favor the sale of this cotton in Europe, and bringing back the proceeds to the Sub-Treasury. In addition to all this our friends on the continent who have nobly stood by American credit, notwithstanding the attempts of the British press to undermine it, will see how even the war is adding to our financial power, and the approach of peace is to bring back in this way the coin we have parted with. That our previous speculations on the consequences of our possession of cotton in quantities, have not been without appreciation abroad, we know from the circumstance, that a leading and widely circulating trade circular published in Birmingham, after quoting from us at some length, remarks that our predictions are "by no means comfortable tidings to our Liverpool friends," and that they "weigh like an incubus on the minds of the higher class of (British) capitalists at the present time." We shall, says the same Journal be compelled "*to replace back in the United States trade the 25 millions of capital we have withdrawn from it.*" This is a remarkable confession, and with it will come we hope a wiser policy in a quarter which has hitherto been strangely at fault. In confirmation of our general views on this subject, we have information of recent date from Washington, that the Secretary of the Treasury has expressed the opinion that large arrivals of cotton from the South will reach this city during the next three months. Our cotemporary at Birmingham will probably notice this in his circular, and make it the theme of another Jeremiad.

Gold has fallen at least 20 per cent. during the last few weeks, which we venture to ascribe principally to the succession of victories won by Sheridan and Schofield, and the unresisted progress of General Sherman. And yet there has been no reduction in the amount of currency afloat that we have heard of. Our previous remarks on this subject are evidently fully justified by what has occurred since.

Subscriptions to the 7-30s continue to be made on the most liberal scale, and the confidence of both capitalists and men of moderate means appears to be in no way impaired in the stability of our resources, nor the ability of the country to meet its public engagements. This is a cheering spectacle, and gives intense satisfaction to the friends of the Union, in which they have evinced such an abiding faith. This state of things is quite in contrast with that we witness in the South, where all reliance on the financial power of the Confederate Government appears to be lost. We hear of a singular movement on the part of some of the leading banks in Richmond, which are calling in and redeeming their circulation, at the rate of one dollar in gold for six in their own paper. It is evidently a preparation for the approaching storm, and in anticipation of the loss of Richmond. For if that city comes soon into our possession, the Banks would not be allowed to redeem their paper at any such rate, by the operation of the laws which would then come into force. They would be precisely on the same footing as the Banks of the North, and these certainly would not venture to offer to redeem their bills at any such figure. Still the bills of the Richmond Banks, if suddenly called in as proposed, would at least be out of the way when the crisis comes and that city falls, as we may now safely calculate it will.

The Stock Exchange has been considerably depressed the last few days by the fall in gold, and the expectation of a further decline. Many large operators are at a stand still. Railroad shares are at present quite dull, while the Government securities stand firmly. U. S. 10-40s are in favor as well as the 7-30s, the former being considered a cheap and desirable investment. The steamers which shall bring back from Europe the reverberations of the fall of Charleston and Wilmington, will also bring large orders for our Government Stocks, and we venture to predict a very handsome rise in the quotations. The announcement in the London *Times* that the British Government repudiated the attempt made upon it, to recognise Mr. Lincoln as only President of the Northern States, gives assurance of the continued determination of its intention not to risk by any such act, the present amicable relations existing, at least officially between the two nations.

Our relations with Mexico are just now the only cloud in our foreign horizon. The Munroe doctrine seems to be an obligation on the part of this country, and yet many wise and patriotic men doubt whether it is of perpetual observance. All who are acquainted with the history of Mexico have seen that it has been the history of successive factions, alternately aided by the church, which has the largest possessions, and the greatest incomes known in that country. What slavery has been as a disturbing element in the United States, priest-craft has been in Mexico. The present Emperor has accepted the issue as he found it, and has decided in favor of religious liberty, and the dispersion of the properties hitherto held by the Church, in the form they had already been disposed of. So far the new Empire has been republican enough.

If Maximilian should voluntarily resign the purple, and declare himself citizen President, subject to the trial of a fair *plebiscite* he would cut the Gordian Knot and secure his position. The Munroe doctrine would not touch him then, and we might consistently recognize him.

Money continues to be plentiful 7 ; per cent. is the rate at which it is generally loaned. On United States collaterals can be had at 1 per cent less. The subscriptions to the 7-30s continue large. The last week the aggregate of this amounted to twenty one millions, and on Tuesday of the present week the amount subscribed on that day was $5,240,700. Exchange is low and difficult of sale, being at a premium of 6 to 7 only for good merchant bills. This is the lowest figure reached for a great number of years, and shows conclusively which way the balance of trade is tending.

The amount of exports from this port exclusive of specie, (which was extremely small), during the past week was $3,572,860.

The balance in the Sub-Treasury on Tuesday was $27,459,209 25.

The fall on gold the same day was 7 per cent., and great alarm was experienced by the holders.

Heavy failures are announced in the grocery line. We venture to assert, that in any carefully and unspeculative establishment no such consequences were necessary. The public will look on with indifference at the fate of those houses which have helped speculations of a most unjust character, who have pushed up prices hundreds of per cents beyond a real necessity, and have gone down by increasing their purchases under a belief that the war was never to end.

In another place will be found a recapitulation of the value of the general crops of the loyal states of the country, as given officially by the Bureau of Agriculture, showing that their value has increased in 1864, from that of the previous year by nearly five hundred millions of dollars, or more than one quarter of our present funded national debt; a most suggestive fact and full of encouragement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 58; Ohio 6s, 1875, 101; do., 1886, 103; McGregor 1st mort., 72, New Jersey R. R., 150; Brooklyn City R. R., 130; Wyoming Valley Coal, 58¼; Central Coal, 58½; Keystone Zinc, 2½; Smith Paramalee Gold, 5¾; Atlantic Mail S. S. Co., 150; Mariposa 1st mort., 58; 4th National Bank, 95; Phœnix Bank, 106; Hanover Bank, 104; Importers and Traders Bank, 108; Park Bank, 145; Central National Bank, 104; Corn Ex. Bank, 112; Bank of

Commerce, 107; Merchants Ex. Bank, 98½; Am. Ex. Bank, 121; Bank of America, 135; Buchanan Farm Oil, 180@182; Highgate, 101; Northern Light, 7. Rynd Farm, 5.35; Oceanic, 4.25@4.30; United States, 19.75@20; Brooklyn, 4; Webster, 1.65; Knickerbocker, 80c.; Cherry Run, 95c.@97; Commonwealth, 4.50; Excelsior, 7.50; Germania, 95c.; Tack, 3.30@3.35; Union, 5; Maple Grove, 2.50; Farrar, 50.

Philadelphia.—Allegheny County coupon 5s, 75; Westchester 8s, 85; West Philadelphia R. R., 70; West Branch Canal, 49; Swatara Coal, 7; Green Mt., 3¾; Big Mt., 5; Mechanics Bank, 30; Bank of Penn Township, 45; Girard Bank, 52; Western Bank, 115; Philaelphia Bank, 140; Kentucky Bank, 108; Atlas Oil, 1⅝; Alcorn, 1¼; Allegheny and Tideoute, 1¾; Big Tank, 4⅛; Bull Creek, 4; Brandon, 1¼; Briggs, 3⅝; Caldwell, 6½; Corn Pl., 6; Crescent City, 1⅝; Cherry Run, 36; Cow Creek, 1½; Continental, 2½; Duncard, 1⅛; Dalzell, 8½; Excelsior, 1⅜; Eldorado, 1⅝; Egbert, 3½; Eureka, 1⅜; East Oil Creek, 1⅛; Feeder Dam, ⅞; French Creek, 3½; Gt. Eastern, 2⅛; Gt. Basin, 2¼; Germania, ⅞; Hibbard, 1⅞; Hoge Island, 2¼; Hyde Farm, 4; Howe's Eddy, 2; ; Indian Spring, 2¼; Jersey Well, 4¾; Junction, 4⅜; Krotzer, 1¼; McClintock, 5¾; Mingo, 3⅞; McElrath, 3¾; Maple Shade, 26½; McElheny, 5; McGuire, 1¼; McCrea and C. R., 1¾; Noble and Delamater, 6½; Oil Creek, 7⅛; Olmstead, 2⅞; Petroleum Centre, 3⅛; Phila. and Pittsburg, 2¾; Penna. Oil Creek, 7¼; Royal, 2⅛; Rock, 3⅝; Seneca, 4; St. Nicholas, 4¼; Sugar Creek, 13; Story Farm, 2¼; Sugar Dale, 4¾; Starr, 1¼; Slippery Rock, 4; Sherman, 1¼; Schuylkill and Oil Creek, 2½; Sutley, 1¼; Tack, 2⅛; Tionesta, 3⅜; Union, 1¾; Upper Island, 1⅞; Walnut Island, 2⅝; Wm. Penn., 4⅝; Winfield, 1⅜. The latest quotations are: City 6s, 92@92½; do., new, 94½@95; State 5s, 86¾@87; do., coupon, 6s, 92@93; do., W. L., 100@100; Phila., Wil. and Balt., 67¼; Reading, 53½@53½; do., 6s, 1870, 95@98½; do., bonds, 97½@98½; Camden and Amboy, 129@130; Penn. R. R., 56@56⅛; do., 1st mort., 105¾@106¾; do., 2d mort., 99¾@102; Little Schuylkill R. R., 35½@35¾; Morris Canal, 90@93; do., pref., 124@125; do., bonds, 95@99; Wyoming Valley Canal, 64½@65; do., 6s, 95@95; Susquehanna Canal, 12¾@13; do., 6s, 54@56¾; Sch. Nav., 26@26; do., pref., 32½@33; do., 6s, 1882, 79@79½; Union Canal bonds, 18@20⅛; Delaware Div. Canal 34@35½; do., bonds, 90@94; Elmira and Williamsport, 30@30; do., pref., 47@48; do., 7s, 1873, 99@100; do., Chattle 10s, 73@74; Long Island R. R., 40@41; Lehigh Coal and Navigation, 63@64½; North Pennsylvania, 26½@27; do., 6s, 89@90; do., 10s, 110@114; Philadelphia and Erie, 20@21; do., 6s, 100@101; Minehill, 56⅞@57; Catawissa, 18@11; do., pref., 25@27; Lehigh Valley, 65@70; do., bonds, 98@98; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 63@65; Race and Vine, 9@10; West Philadelphia, 69@70; Spruce and Pine, 27@29¾; Green and Coates, 30@30; Chestnut and Walnut, 30@45; Arch, 11¾@12; Thirteenth and Fifteenth, 20@21½; Girard College, 24@26; Tenth and Eleventh, 44@44½; Norristown, 58@59.

Boston.—Eastern R. R. 6s, 1874, 99¾; Northern (Ogdensburg), 50c.; do., 2d mort., 24¾; Boston and New York Air Line, 13¼; do., 6s, 49; Cheshire R. R. 6s, 1880, 92½; Rutland and Burlington 1st mort., 62½; Vermont Cen. 1st mort., 69; Old Colony and Fall River R. R. 6s, 1869, 97; Western R. R. 6s, 1875, 102⅝; Connecticut and Passumpsic Rivers pref., 75¼; do., 6s, 95¼; Cape Cod R. R., 60¾; Worcester and Nashua R. R., 93¾; Boston, Hartford and Erie R. R., 18; Nashua and Lowell R.R., 127; New Hampshire State 6s, 1870, 94; Maine 6s, 1889, 95; Vermont 6s, 96; Massachusetts 6s, 1872, 117¾; do., 1873, 117; do., 1874, 117; do., 1876, 118¼; do., 1894, 105; Albany City 6s, 1866, (Western R. R.), 100; Boston 5s, 1878, 116½; do., 1883, 118¼; Boston Water Power Co., 41; Waverly Co., 2½; East Boston Co., 13; Cary Imp. Co., 12; Tremont Imp., 12½; East Boston Ferry, 47; Boston Gas, 795; Chelsea Gas, 91; Mammoth Vein Coal, 27½; Gilberton Coal, 67½; Bear Valley, etc., coal, 20½; Belmont Coal, 10; Franklin Coal, 58; Short Mt. Coal, 40¾; Locust Dale Coal, 29½; Rocky Mt. Gold, 9; Buckingham Plumbago, 5½; Great Basin Oil, 2; Eliot Bank, 112; National Bank of Republic, 107½; Suffolk National Bank, 116; Shawmut Bank, 104; State Bank, 80; Atlantic Bank, 111; Maverick Bank, 108½; National Bank of Commerce, 114; Atlas Bank, 110½; Traders' Bank, 101½; Bunker Hill National Bank, 140½; Washington National Bank, 121¾; Pawners Bank, 96; 1st National Bank, 125; Howard National Bank, 112; Hamilton National Bank, 113½; 3d National Bank, 105; Continental National Bank, 105; Merchants' Bank, 117; Acton Mining Co., 70c.; Boston, 2⅛; Bay State, 20; Canada, 70c.; Copper Falls, 27½; Dana, 25c.; Hancock, 10⅛; Highland, 5; Huron, 39½; Ottawa, 23c.; Phœnix, 13½; Superior, 6; St. Clair, 3¾; Star, 4⅞; Winthrop, 1¼.

Baltimore.—Western Maryland Bonds, 84; do., guaranteed, 97; Springfield Mining Co., 0.60; Baltimore and North Carolina, 20; Santa Clara, 19; North State, 0.10; Atlantic Coal, 1.15; Laurel Cannel Coal and Oil Co., 5.20; Lake Chrome 0.35; Bare Hill, 2.50; Mineral Hill, 1.50; Chesapeake Oil, 2.80; Penn. Oil, 1.65; Am. Gas Coal, 1.90; Baltimore Chrome, 2.40; Canton Co., 34; George's Creek, 112½; Merchants Bank, 105; Franklin Bank, 12¼; Union Bank, 71; Bank of Baltimore 104½. The latest quotations are: Balt. and Ohio, 105@107½; do., 6s, 1867, 95@100; do., 1875, 98@99; do., 1880, 97@98; do., 1885, 100@102; Northern Central, 45@52; do., bonds, 1885, 90@90; N. W. Va., 00@05; do., 1st mort., 95@98; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 85@90; CentralOhio 1st mort., 92@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 83½@84; do., guar., 97@98; Maryand 5s, coupon, 1870, 100@103; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 100@101; do., 1875, 99@99½; do., 1886, 96@100; do., 1890, 99½@100; do., coupon, 103@104; do., 5s, 1838–70,82⅛@86; City Passenger R. R., 15@18; Canton Co. 33¼@34; Gardner, 0.50@0.75; Gas Coal, 1.80@2.00; Maryland, 0.55@0.65; North State, .10@.10; Springfield, 0.55@0.65; George's Creek, 112@112½; Santa Clara, 15@18; Balt. Chrome, 2.40@2.45; Bare Hill, 2,50@2.75; Atlantic Coal, 1.50@1.20; Mineral Hill, 1.40@1.65; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.20@5.20.

Ward & Co.

We call attention to the advertisement of the old established banking house of WARD & Co. No. 54 Wall street.

Mr. John Ward, so long and favorably known to our community, has retired from the active pursuits of business after an experience of forty-five years in Wall street.

The remaining partners, Messrs. Henry H. Ward, William G. Ward, and Charles H. Ward, have associated with themselves Mr. Wm. A. Stephens, lately of Messrs. Hunt, Tillinghast & Co., Commission Merchants, and continue the business of the house at No. 54 Wall street.

This firm devote especial attention to the purchase and sale of stocks, bonds and gold on commission, and were among the first of the discount houses to introduce the system of negotiation of business paper, to which they continue to give their attention.

They are also authorized agents for the popular United States 7-30 loan, and keep the notes always on hand for immediate delivery.

The house of Ward & Co., has been for many years a leading one in this city, and has often exerted its influence and used its means in promoting Government loans and relieving the Treasury department when in difficulty.

When in the time of Secretary Forward, it was found impracticable to place a considerable loan in Europe, this house stepped in and contracted for the balance required.

The present firm, of the same stock and school, indeed part and parcel of the former one, will beyond doubt continue to wear the mantle which has fallen upon them with dignity and reputation.

Coal—Important to Consumers.

The Hampshire and Baltimore Coal Company, as will be perceived by their advertisement on the last page of the Journal, are now prepared to execute orders for their excellent coal from the Hampshire Mines and Midland George's Creek, with despatch and certainty. The consumers of coal will find it greatly to their advantage to send in their orders to the office No. 59 Trinity Buildings Broadway, in this city.

Given, Jones & Co.

Among the new banking houses which the increasing business of New York is now creating, is that of Given, Jones & Co., 33 Broad street. The head of the firm is from an old and well known banking and commercial house in Kentucky, and Mr. Flournoy, a member, has been President of the Commercial Bank of Kentucky for thirteen years, and his name stands deservedly high throughout the Western States. The house will transact a banking exchange, and commission business in all their branches, with ample means, facilities and experience.

☞ The 10th National Bank of which D. L. Ross, Esq., is President, and J. H. Stout, Esq., Cashier, advertises the 7-30s on the most liberal terms to Banks, Bankers and Brokers. They forward the bonds free of expense to all parties ordering them. Our readers at a distance will do well to notice this offer.

Southwestern Railroad.

The Milwaukee *Wisconsin* says that an effort is now making to complete the railroad from that city to Burlington, Racine County, at the junction of the Racine and Mississippi Railroad,

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 4, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$26,784 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	92,281 00
Total	$122,189 00
Corresponding week, 1864	111,867 00
Decrease	$10,322 00

The earnings of the Marietta and Cincinnati Railroad for the 1st week in March:

	1865.	1864.
Passengers	$10,779 02	$7,417 90
Freight	9,912 20	13,406 65
Mail, express & telegraph	1,200 00	899 58
Total	$21,891 22	$21,724 13
Total for the fiscal year, commencing 1st Jan.	206,630 36	164,404 14

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 7th, were:

	1865.	1864.
Passengers	$3,147 47	$2,511 59
Freight	3,839 19	5,981 01
Express	162 80	104 16
Mails	296 58	296 58
Total	$7,446 04	$8,893 34

Receipts from January 1 to March 7:

1865	$88,427 09
1864	73,172 52
Increase	$15,254 57

The earnings of the Chicago and Northwestern Railway for the 1st week of March, are $115,860 39
Corresponding week of 1864 75,549 66
Increase 53.36 per cent $40,310 73

The earnings of the Michigan Central Railroad for the 1st week in March, 1865, were $74,339 00
Corresponding week of previous year 77,800 00
Decrease $3,461 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of March, 1865, were $92,342 00
Corresponding week of previous year. 70,768 00
Increase $20,574 00

The earnings of the Chicago and Rock Island Railroad for the first week in March, 1865, were $76,917 00
Corresponding week of previous year 57,947 00
Increase $18,970 00

The earnings of the Toledo and Wabash Railroad Company for the first week of March, 1865, were $34,361 00
Corresponding week of previous year. 31,424 00
Increase $2,937 00

Buffalo and Pittsburgh Railroad.

A party in Buffalo have purchased the charter of the Buffalo and Pittsburgh railroad, with a view to extend it to the coal fields of McKean county, Pa., where they own some 20,000 acres. Recent explorations, however, while showing that coal does not exist there in such abundance as has been believed, demonstrates the presence of oil in large quantities throughout the entire tract owned by the company. The necessity for greater facilities for railroad communication with the coal and oil fields of our State is keenly felt, and it is to be hoped that new enterprises with this view will be pushed forward to completion as rapidly as possible.—*Pittsburg Chronicle.*

Specie Movement at New York.

The following shows the movement of specie at this port for the month of February, 1865:

Specie in banks and Sub-Treasury February 1	$30,342,250
Received from California in February.	914,735
" from foreign ports "	106,704
Gathered in from hoards "	4,181,853
Total supply in February	$35,545,542
Exported to foreign ports in February	1,023,201
Specie in banks and Sub-Treasury—	
March 1, 1865	$34,522,341
" 1864	43,111,000
" 1863	41,050,000
" 1862	31,335,000
" 1861	44,700,000
" 1860	31,400,000
" 1859	30,900,000

Total receipts since January 1, 1865:

	January.	February.	Total.
From California	$2,043,457	$914,735	$2,958,192
From for'n ports	52,268	106,704	158,972
From hoards	1,376,928	4,181,853	5,558,781
Total receipts	$3,472,653	$5,203,292	$8,675,945

Specie in banks and Sub-Treasury, Jan. 1, 1865	30,054,450
Total supply since Jan. 1	$38,730,395
Total withdrawn and exported since Jan. 1, 1865:	
January	$3,184,853
February	1,023,201
Total	4,208,054
Specie in banks and Sub-Treasury, March 1, 1865	$34,522,341

Railroad Earnings--Monthly.

The earnings of the Atlantic and Great Western Railway for Feb., 1865, were $347,648 00
February, 1864 188,534 00
Increase $159,114 00

The earnings of the Erie Railway for the month of Feb., 1865, were $886,038 71
Corresponding month last year 934,133 07
Decrease $48,094 36

The earnings of the Michigan Central Railroad for the month of Feb., 1865, were $279,137 59
Corresponding month of previous year 278,848 38
Increase $289 21

The earnings of the Chicago and Rock Island Railroad Company for the month of Feb., 1865, were $236,949 00
Corresponding month of previous year 168,154 00
Increase $68,795 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Feb., 1865, were $299,890 00
Corresponding month of previous year 235,666 00
Increase $64,224 00

The earnings of the Marietta and Cincinnati Railroad for the month of Feb., 1864 $86,626 00
Corresponding month of previous year 77,873 00
Increase $8,753 00

The earnings of the Toledo and Wabash Railroad for the month of Feb., 1865 $139,171 23
Corresponding month of 1864 95,841 58
Increase $49,328 65

☞ The Delaware and Raritan Canal was opened for navigation on the 14th inst.

The Crops of 1863 and 1864.

We have received from Hon. Isaac Newton, Commissioner of Agriculture at Washington, a copy of his report for February. In this he gives the amount of our principal crops in 1863 and 1864, showing the increase and decrease during those years. It appears, that notwithstanding the large number of men away from their homes in the army, the value of our general crops has been increased from $955,764,322, in 1863 to $1,440,415,435 in 1864, a difference in our favor of $484,651,113. This is certainly a remarkable fact, and speaks volumes in favor of the industry and resources of our agricultural interests.

The following is a recapitulation of the tables in the report:

AMOUNT OF CROPS.

Bushels.	1863.	1864.
Indian corn	397,839,212	530,451,403
Wheat	173,677,928	160,695,823
Rye	19,989,335	19,872,975
Oats	170,129,864	175,990,194
Barley	12,158,195	10,716,328
Buckwheat	15,786,122	18,700,540
Potatoes	98,965,198	96,532,029
Total	888,546,554	1,012,959,292
Tobacco	163,353,082	197,460,229
Hay	18,346,730	18,116,691

The increase in the yield of corn was 132,612,191 bushels; in oats, 5,860,330 bushels; buckwheat, 2,914,418. Wheat fell off 12,982,105 bushels; rye, 116,360 bushels; barley, 1,442,567 bushels; potatoes, 2,423,169 bushels. Total increase in 1864, 141,386,939 bushels; total decrease 16,974,201 bushels. Net increase, 124,412,738 bushels.

ACREAGE OF CROPS.

	1863.	1864.
Indian corn	15,312,441	17,438,752
Wheat	13,098,936	13,158,089
Rye	1,439,607	1,410,983
Oats	6,686,174	6,461,750
Barley	557,299	540,317
Buckwheat	1,054,060	1,051,700
Potatoes	1,129,804	902,295
Tobacco	216,423	239,826
Hay	15,641,504	15,034,564
Total	55,136,248	56,238,276

The comparative values were as follows, showing a total of more than a million and a half of dollars in 1864, being an increase of $548,779,368, over 1863:

VALUE OF CROPS.

	1863.	1864.
Indian corn	$278,089,609	$527,718,183
Wheat	197,992,837	294,315,119
Rye	20,589,015	31,975,013
Oats	105,990,905	139,381,247
Barley	13,496,373	16,941,023
Buckwheat	12,660,469	21,986,763
Potatoes	55,024,650	77,184,043
Tobacco	24,239,609	29,335,225
Hay	247,680,855	365,707,074
Total	$955,764,322	$1,504,543,690

The above tables of the general summary do not show the exact comparative differences between the years 1863 and 1864, because the latter year embraces the crops of Kentucky, which are not in the year of 1863. Deducting Kentucky from 1864, the comparison will be as follows:

Table of Comparison between 1863 *and* 1864.

	1863.	1864.
Total, bushels	888,546,554	959,821,150
Total, tobacco, lbs.	163,353,082	140,503,760
Total hay, tons	18,346,730	18,004,866
Total acreage	55,136,248	53,950,797
Total value of crops	$955,764,322	$1,440,415,435

The *value* of the crops, the market value of gold when the prices were taken, and the per cent. increase of the value of both, are as follows:

Years.	Value of crops.	Rate of gold.	Gold, inc. per cent.	Inc. value of crops per cent.
1862.	$706,887,495	131	..	..
1863.	955,764,322	147	12	35
1864.	1,440,415,435	247	54	50

The commissioner accounts for the difference in valuation in this wise: The relative difference of 1863 and 1864, between the increase of gold value and of the value of the crops, shows that of the advance in the value of crops in 1863, 23 per cent. over the gold value, was caused by the demand of Government for war purposes; but in 1864, great as was the increase in the value of crops, being $484,651,173, it was 4 per cent. less than the increase in the value of gold. This proportional decrease was doubtless caused by the decrease of exports in 1864.

Silver Mines of Nevada.

During the past week the annual statements of the operations of three of the leading silver mines of this State have been published—the Gould and Curry, the Ophir and the Empire Mill and Mining Company. The gross product of these mines from December 1st, 1863, to December 1st, 1864, (although we believe the statement of the Empire dates from March, 1863,) is as follows:

Gould and Curry	$4,898,000
Ophir	1,012,365
Empire	1,043,720
Total	$6,954,085

These yields were produced, respectively, from the following quantities of ore:

Gould and Curry	65,000 tons.
Ophir	18,000 tons.
Empire	25,000 tons.
Total	108,000 tons.

The dividends declared and paid to stockholders have been as follows:

Gould and Curry	$1,440,000
Empire	332,000
Ophir	67,200
Total	$1,839,200

Notwithstanding the heavy outlays of the past year, it will be seen that between one-third and one-fourth of the gross product of bullion from these mines has been paid over to stockholders in dividends. The extraordinary expenses of these companies—such as the erection of mills, the purchase of machinery, etc., etc.—may be estimated at $1,000,000. Hence, nearly one-half the gross proceeds of the mines has accrued in tangible, marketable wealth to the stockholders. This is an unanswerable argument in favor of the profits of silver mining in the State of Nevada. The 108,000 tons have yielded an average of about $65 to the ton—which includes first, second and third classes of ores.

But we desire to direct especial attention to the probable monthly gold and silver yield of the State, as indicated by the annual exhibits to which we have referred. If three mines have yielded within a fraction of $7,000,000 during the past year, what has been the entire product of the State? what will it be during the coming twelve months? To this $7,000,000 must be added the product of the Mexican, the Savage, the Potosi, the Chollar, the Moscow, the Bajazet and other mines in this district—of the Imperial, the Plato, the Burke and Hamilton, the Sandy Bowers, the Crown Point, the Belcher, the Yellow Jacket, the Overman, the Uncle Sam and numerous other claims in Gold Hill district—and of the Daney, the Pride of the West, and several other mines, more or less productive, in Devil's Gate district. The Gold Hill mines have poured fourth a steady stream of treasure—in volume probably as large as this district—while the Savage, the Mexican, the Potosi and the Chollar have each produced more bullion during the past year than the Ophir. Since the 1st of January, 1864, about $10,000,000 in bullion has been shipped to California from the office of Wells, Fargo & Co., in this city. Is it not fair to estimate that nearly double this amount has been shipped in the aggregate from Gold Hill, Silver City, Dayton, Carson, Reese River, Esmeralda and Humboldt? The entire gold and silver product of Nevada during the past year has not been less then $25,000,000 or $30,000,000.—*Virginia, Nevada, Territorial Enterprise, December* 31.

Ohio School Commissioners Report.

From the Report of the Commissioners it appears that the total number of children between the years of five and twenty-one years in the State is 938,972; number enrolled on the school record, 694,920; average number in daily attendance, 396,256, or a little less than 45 per cent. of the whole number of children.

The School Fund for the year was as follows:

Balance on hand Sept. 1, 1863	$1,217,402
State tax	1,217,460
School Fund	218,638
Township tax	1,221,033
Fines, licenses, &c.	53,159
Total	$3,947,692

EXPENSES.

Common schools	$1,924,703	
High schools	138,960	
German school	14,100	
Colored "	18,417	
Total paid teachers	2,087,880	
Sites, buildings and repairs	317,184	
Fuel, &c.	333,060	
		2,738,124
Balance Sept. 1, 1864		$1,209,568

Stamp on Insurance Policies.

The commissioner of internal revenue has made the following decision:—In fire and marine insurance policies the stamp is determined by the amount of the premium paid, and the simple question to be determined is, what is the amount paid on issuing the policy? This amount is sometimes paid in money, and part by note. If an unconditional note is given for a fixed and definite sum, that note is to be recorded as a part of the premium, whether payable on demand or on time, even though there may be an agreement outside of the note that it shall not be called for except in cases of loss. If the note upon its face is merely an agreement to pay the assessment which may be made, and the note shows that it is merely security for such payment, it should not be recorded as premium.

Lehigh Canal Company's Railroad.

We are told that in May next, the Lehigh Coal and Navigation Company's railroad will be opened from Manch Chunch to Penn Haven, forming a connection at the latter place with the Hazleton Railroad.

The policy of the canal company, as developed in their acts, is to own and operate, as soon as the work can be completed without incurring excessive cost, a railroad from Wilkesbarre and the Wyoming mines to Easton.

It is also the avowed policy of the Lehigh Valley Railroad Company to extend their railroad from White Haven into the Wyoming Valley. And so there will be two parallel railroads from Wilkesbarre to Easton; and with both lines in operation, there will be a large and annually increasing coal tonnage carried from the Wyoming mines down the Lehigh Valley to the tide water markets.—*U. S. R. R. and Mining Register.*

Troy and Greenfield Railroad.

A Boston letter in the Springfield *Republican* says:

"The Supreme Court has just decided that the second mortgage bonds of the Troy and Greenfield Railroad are not good against the State. This destroys the value of about $600,000 of securities of this character. They were issued wholly or mostly to the contractors, Haupt & Co., and by them distributed among various parties. The State having full possession of the property under its first mortgage of the road, there is no indemnity or security for these bonds; and the present holders of them may as well file them away as valueless. The decision was made on the ground that the mortgage bonds in question were issued for thirty years, while by the laws of the State such bonds are limited to twenty years."

Steamboats on the Hudson.

We understand that a change is to be made the coming season in the place of departure of the night boats. It is said that on the completion of the new railroad, that the steamers "St. John" and the new boat (name unknown) will receive and land their passengers at Athens, and that the "Vanderbilt" and "Hendrik Hudson" will form the line to Albany. The day boats—the "Drew" and "Vibbard"—will run as usual between Albany and New York.

The Late Mr. Watts Sherman.

Mr. Sherman, whose death at Madeira on the 20th of February is announced, was one of the oldest bankers of New York, having been engaged in the business almost from boyhood. He was in 1851 chiefly instrumental in founding the well known house of Duncan, Sherman & Co., having previously rendered the Albany City Bank, by his excellent management, one of the most successful in the State. His health had been failing for several years and his decease was not unexpected by his friends. He leaves the reputation of a high-toned and able financier, and one who in the social circle will long be regretted.

☞ The bill now before the Pennsylvania Legislature incorporating the "Pennsylvania Oil Car Manufacturing and Transportation Company," is an important one, because granting very extensive and peculiar privileges; Among other powers are the following: To hold not exceeding five hundred acres of land; to construct and manufacture such cars, tanks, tools, implements, buildings, &c., as they may need in transporting oil and other freight; to locate such tanks, &c., wherever they may select on lands occupied by them; to construct lateral roads not more than five miles long each, from their tanks to lines of railroad; and to purchase, hire or build such steamboats and other vessels as they may need to transport their oil and other freight from Philadelphia, or adjacent thereto, to any foreign ports.

☞ In the Maryland House of Delagates, on the 9th inst., the bill to amend the charter of the Philadelphia and Baltimore Central Railroad was passed, with an amendment providing that the road shall be located so that it shall not run more than two miles south of Belair, in Hartford County; and that the company shall commence at the city of Baltimore, and complete five miles of the road in each and every year, the first five miles to be built on or before Jan. 1, 1867.

Bills to incorporate the Baltimore, Hartford and Cecil Railroad Company, and the Baltimore and Herring Run Passenger Railway, were also passed.

Coal Crop of Great Britain.

The number of collieries and the quantity of coal raised in each of the several districts in 1863 were as follows:

	No. of Collieries.	Tons of Coal.
Durham and Northumberland	312	22,154,146
Cumberland	32	1,327,368
York	415	9,402,500
Derby	154	4,550,750
Nottingham	20	750,000
Leicester	10	805,750
Warwick	17	685,500
Stafford and Worcester	465	7,870,320
Lancaster	379	10,875,500
Chester	39	822,750
Shropshire	66	1,150,000
Gloucester, Somerset & Devon.	121	1,950,000
Monmouth	99	4,075,000
South Wales	346	6,917,081
North Wales	81	1,728,000
Scotland	480	11,110,500
Ireland	46	127,050
Total produce	3,160	86,292,215

The following table shows the increase in the number of collieries in each county since 1853:

	1853.	1863.
England.		
Northumberland and Durham	225	312
Cumberland	23	32
Chester	30	39
Lancaster	333	379
York	276	415
Derby	123	154
Leicester	11	10
Warwick	15	17
Nottingham	17	20
North Stafford	123	117
South Stafford and Worcester	393	465
Shropshire	48	66
Gloucester and Somerset	85	119
Devon	2	2
Wales.		
Pembroke	19	21
Caermarthen	57	92
Glamorgan	186	233
Monmouth	41	99
Flint	30	41
Denbigh	25	35
Anglesea	5	5
Scotland.		
Lanark	153	190
Ayr	78	96
Fife	34	48
Clackmannan	8	8
Haddington	11	14
Edinburgh	11	16
Linlithgow	15	29
Stirling	34	46
Dumbarton	11	16
Other counties	13	13
Ireland	19	46
Total	2,397	3,160

The number of collieries and the quantity of coal raised during the ten years ending December, 1863, was as follows:

	Collieries.	Tons of Coal.
1854	2,397	64,661,401
1855	2,613	64,453,079
1856	2,829	66,645,450
1857	2,867	65,394,707
1858	2,958	65,008,549
1859	2,949	71,979,765
1860	3,009	84,042,698
1861	3,052	83,635,214
1862	3,088	81,638,338
1863	3,160	89,292,215
Total in ten years		733,751,416

☞ It is expected that the Schuylkill Navigation Company's Canal will be ready for navigation by the 18th inst.

Mines and Iron Works of Prussia.

The production of the mines and iron works of Prussia during the year 1863, were:

	Quantity.	Value.
Coal	Tons 14,804,575	£3,504,160
Lignite	4,026,304	547,073
Minerals of all kinds	Not stated.	1,190,578
Pig	582,550	2,275,975
Steel pig	19,997	109,178
Cast pig, first fusion	34,131	287,049
Iron	347,972	3,417,336
Unworked steel	28,975	421,299
Zinc	60,311	950,007
Silver	23	203,371
Gold	Not stated.	31
Lead and litharge	24,409	461,277
Copper	2,682	253,204
Nickel	375	87,621
Arsenic	261	4,366
Antimony	60	2,400
Alum	2,588	24,803
Copperas	2,392	8,306
Sulphate of copper	264	5,130
Sulphur	310	2,870
Cadmium	Not stated.	61
Salt	200,711	252,188

The value of the coal and lignite produced in Prussia in 1863 was thus £4,051,232; of the iron minerals, etc., £1,190,578; of the products of the blast furnaces, £2,671,683; and of the other miscellaneous products, £2,255,635—making a general aggregate of £10,169,128. The number of workmen employed in the coal and lignite workings was 83,307; in the other mines, 41,490; and in the iron works and salt works, 74,035—making an aggregate of 198,832.

☞ The New York exports of specie for the week ending March 11th, compare as follows with former returns: Total for the week $29,015, previously reported $4,099,914—total since Jan. 1, 1865, $4,119,929.

Same time other years:

1864	$9,295,897	1858	$9,015,712
1863	9,323,879	1857	4,309,320
1862	7,067,529	1856	2,513,923
1861	1,259,897	1855	3,739,262
1860	2,612,320	1854	2,637,450
1859	6,361,005	1853	2,580,747

☞ The North Missouri Railroad is to be pushed north to the rich valley of the Desmoines, with an arm extending west to Leavenworth City. In aid of this exterprise, a bill passed the House at Jefferson City, releasing the first lien held by the State upon the North Missouri road, and authorizing the company to loan six millions of dollars on first mortgage bonds.

☞ A railroad is to be immediately built, running from New Castle, Penn., up Big Run to Slippery Rock, and up Wolf Creek to the coal fields of Butler County, which will render this oil territory easily accessible and largely increase its value.

☞ A meeting was held at Titusville on the 8th inst., to take into consideration the question of constructing a new railway from Oil Creek to the outer world. It was decided that such a road should be built, and that the direct route from Titusville to Union, on the Atlantic and Great Western Road, was the best for the purpose.

☞ The Legislature of Pennsylvania have passed an act incorporating the Allegheny Horse Railroad Company.

☞ The Chesapeake and Ohio Canal will be opened to through navigation on the 25th inst.

☞ In the U. S. Senate a new standing committee on mining has been established, with Mr. Conness, of California, as chairman, and Messrs. Stewart, Chandler, Morgan, Fessenden, Buckalew and Guthrie.

☞ Chief Justice Carter, of the United States Supreme Court for the District of Columbia, has decided that the purchase and sale of gold for the sole purpose of trade, commerce or use, is a valid transaction, but that all transactions in gold for speculative purposes are illegal, invalid and against the public good.

☞ Mr. Rollins acting Commissioner of Internal Revenue, has decided that "all bonds issued by State, county, city or town officers, for State, county, city or town purposes, are exempt. As are official instruments executed by State, county, city or town officers in the discharge of their official capacity."

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American Railroad Journal.

New York, Saturday, March 25, 1865.

Liability of Railroad Companies for Loss of Passengers' Baggage.

Although a railroad company is not responsible for injuries to the *persons* of passengers, unless they happen from a want of such care and diligence as is characteristic of cautious persons, yet they are liable for the *baggage* of passengers, at all events, except such losses as arise from inevitable accident or the enemies of the country, where no notice is given. (Camden R. R. and T. Co., *vs.* Burke 13 Wend., 611.) And they are thus liable although they do not receive any other compensation for the transportation of the baggage than that which is paid for the conveyance of the passenger. (Powell *vs.* Myers, 26 Wend., 591.) The passenger having been received on board is entitled to a safe keeping of his baggage, although he may not have paid his passage money.

In one case (36 Barb., 557,) the Court lays it down that the obligation of a railroad company is to take whatever is delivered and received as baggage, from a passenger in the baggage car of a passenger train in which the passenger takes his passage, and take it along with and deliver it to the passenger at the place of destination, in the usual manner of transporting and delivering baggage. And the obligation is the same, whether the baggage is within the quantity allowed to a passenger, to be carried without any charge other than the ordinary fare of the passenger; or whether it is an extra quantity, for which an additional charge is made. If it be taken as the baggage of the passenger, whether ordinary or extra, it is to be carried with the passenger, unless there is some agreement to the contrary.

It is an elementary principle, therefore, that the carriers of passengers are liable as common carriers for their ordinary baggage, that is, they are liable for such baggage to the same extent as for freight; in other words, are insurers of the same. And it is considered that as railways have made their checks evidence in regard to the delivery of baggage, the possession of such check by a passenger is evidence against the company, of the receipt of the baggage. (*Redfield on Railways*, 243.) In one case the Court says "It stands in the place of a bill of lading." (Dill *vs.* Railway Company, 7 Rich., 158.) And where different railroads forming a continuous line run their cars over the whole line, and sell their tickets for the through route, and check baggage through, an action lies against either company for the loss of the baggage. (Hart *vs.* Rensselaer and Saratoga Railroad Company, 4 Seld., 37.)

Where the company employs porters at their stations to convey a passenger's baggage to the car in which the passenger leaves the station of the company, their liability continues until it is so delivered, and it makes no difference whether the baggage be placed in the same car with the passenger or in the baggage car. (Richards *vs.* London, Brighton and S. C. R. R., 7 C. B., 839.)

But if the passenger chooses to take the exclusive control of his own baggage, as a purse, or coat, cane or umbrella, for instance, the company is not ordinarily liable. But the liability having once attached by a delivery to the company's servant, they remain liable until a full and unequivocal re-delivery to the owner, and ordinarily to the end of the route.

Thus in a case where an emigrant passenger on a voyage from Liverpool to New York took the exclusive possession of his trunk, taking it into the steerage, placing it under his bed and fastening it to his berth by ropes, and during the voyage it was stolen, it was held that the owners of the ship were not liable. (Cohen *vs.* Frost, 2 Duer, 335.)

EXTENT OF RESPONSIBILITY.—WHAT IS "BAGGAGE?"

Railroad companies, as carriers of passengers are not liable for the loss of a package of merchandise which a passenger brings upon the train, packed as baggage, unless the company having an opportunity to inspect or know the contents of the package, see fit to accept it as baggage. A great number of cases have turned upon the definition or signification of "baggage;" thus the word has been held not to include a trunk containing valuable merchandise and nothing else, although it did not appear that the traveler had any other trunk with him; nor samples of merchandise carried to enable the passenger to make bargains. (Pardee *vs.* Drew, 25 Wend., 459; Hawkins *vs.* Hoffman, 6 Hill, 586.) But where a passenger delivered a box containing embroideries, to the agent for receiving baggages, and demanded a check for the place of his destination, and was told that the company "did not check such goods," but that they would go safely, it was held that the company was liable for the loss of the box as common carriers, on the ground that there was no attempt to deceive them, or to have the parcel pass as baggage unless they consented, and if they consented to accept and carry it in a passenger train they were liable, and might charge freight the same as if they carried it upon their freight trains. (Butter *vs.* Hudson River Railroad Company, 3 E. D. Smith, 571.)

In one case the carrier was held responsible for articles of jewelry, carried among baggage, which was a part of female dress, the plaintiff traveling with his family, such articles being treated without question, as forming a part of the passenger's baggage. (Brooke *vs.* Pickwick, 4 Bing., 218.) So a watch carried in one's trunk is proper baggage. (4 E. D. Smith, 181.)

But railroads, as carriers of passengers, are not liable for money which they may carry as baggage, beyond a reasonable amount for traveling expenses. The passenger is allowed to take not only money sufficient to defray the ordinary expenses of the journey contemplated, but any

reasonable sum in addition for such contingencies as are not improbable.

Thus, the distinction between baggage and freight has been pretty distinctly marked. And it must be remarked that an agreement to carry a passenger and his baggage includes only ordinary baggage, or such articles of necessity and personal convenience as are usually carried by passengers. It has, however, been held that guns for sporting purposes may be included in the baggage of a passenger from Europe to New York, for which the carrier is liable. (Van Horn *vs.* Kermit, 4 E. D. Smith, 453.) So tools used by the passenger in his trade, and also a gun, carried in his trunk, have been held proper by being included under the term "baggage," and recoverable as such. (Davis *vs.* Cayuga and Saratoga Railroad Co., 18 How., 330.) But a trunk containing silverware, carried as baggage without charge, from New York to Albany, was held not to be baggage for which the carrier was liable. The Court says "there is no difference between silverware and silver money." (Bell *vs.* Drew, 4 E. D. Smith, 59.) So a carrier is not liable for the value of a box of jewelry belonging to a third person packed in the passenger's trunk, the jewelry being put up as merchandise. (2 Bosw., 589.) Deception may as easily be effected by imposing upon the carrier valuable merchandise, under the guise of the owner's traveling baggage, as by a direct verbal misrepresentation.

It seems that books, writing apparatus, and the like, which the passenger carries for his amusement or instruction by the way, may be included in the term baggage. (Hawkins *vs.* Hoffman 116 Hill, 586.) We are not aware that the question has ever been passed upon, but we do not doubt but books, manuscripts, scientific instruments and diplomas, which a student has in his trunk on his journey to or from college or school, will be deemed baggage. It has however been held that presents for friends, masonic regalia and jewels, not being articles for the passenger's personal use or convenience, could not be recovered for as baggage. (4 Bosw. 225.)

DELIVERY TO THE PASSENGER.

The carrier must deliver the passenger's baggage to him at the place of destination, and the forgetfulness of the passenger is no excuse (Cole *vs.* Goodman 19 Wendell, 251). Though, after the arrival at the place of destination, a reasonable time has elapsed for the passenger to remove his baggage, and he fails to do so, so that the carrier is no longer liable as a *common carrier*, he is not relieved from all care of the property, and all responsibility for its delivery, when demanded. He may notify the passenger to remove it, but if he does not take it away, the carrier is bound to preserve it with *ordinary* care, and, as a bailee, is chargeable, if it is lost through his negligence (Van Horn *vs.* Kermit 4 E. D. Smith 453). The carrier, therefore, is chargeable as a carrier, for the baggage of the passenger, only for a *reasonable time* after its arrival at its destination. His subsequent liability is not that of an insurer, but only that of a bailee, or warehouseman.

EFFECT OF NOTICES AND SPECIAL CONTRACTS.

It is settled, in this state, that a common carrier of property cannot limit his liability, in part or in whole, by mere notice, even if the notice is brought home to the owner. Such notice is of no avail, unless the owner assents to its terms. (4 Bosw., 225.) Thus it was held in the case of the Camden Railroad and T. Co., against Burke (13 Wend., 611) that a notice that all baggage is at the risk of owners, although it is brought home to the owner, does not excuse the carrier from losses arising from the acts of himself or his servants, nor from actual negligence, nor the inefficiency of his machinery or vehicles, though it cannot be discovered by the eye.

In the case of Welles against the N. Y. Central R. R. Co., (26 Barb., 641) the plaintiff received a free ticket from the defendants, entitling or permitting him to ride upon their cars at his own pleasure, with an indorsement on it, by which "he expressly agreed that the company should not be liable, under any circumstances, whether of negligence of their agents or otherwise, for any injury to his person or for any loss or injury to his property." The court held that this contract was not unlawful. It is fully binding to the extent of exempting the defendants from all loss or liability to loss or damage from injuries resulting from mere negligence of any degree. And therefore, under an express contract that the goods are to be carried, "at the risk of the owner," the carrier incurs only the liability of an ordinary bailee (4 Seld., 375).

UNCLAIMED BAGGAGE.

It is provided by statute, in this state, similar to that in other states, that carriers, having on hand any unclaimed baggage, must enter it in a book to be kept for that purpose. If unclaimed for thirty days, the description of the goods must be published in the State paper on the first Mondays of July, October, January and April in each year, once a week for three weeks. If not claimed for sixty days, the goods are to be opened and an inventory to be made, and if unclaimed for three months after such examination, they are to be sold at public auction, giving six day's previous notice of the time and place of the sale. The net proceeds of the sale, after paying expenses and charges, is to be paid to the overseers of the poor of the town or city where the sale is made.

ARTICLES LEFT IN CARS.

It not unfrequently happens, that passengers in the hurry of leaving a train, neglect to take with them such articles as an umbrella, a coat or satchel. For the safety of these articles, which the passenger has assumed to care for himself, the company, as we have seen, are not responsible. But we believe it is always customary for one of the servants of the company to pass through the train and collect such articles as have been inadvertently left, and deposit them at the depot for reclamation by the owners. But by thus assuming to take charge of these articles, the company assumes a certain responsibility. If it should deliver an article thus found, to the wrong person, without taking care to ascertain who was the owner, it would be liable. But in general, no extraordinary care will be exacted of the company in such a case. It is not a case where property is put into its hands by the owner, but it comes into its possession by the owner's own neglect; and when the carrier does not know to whom it belongs, or by whom it was left, he should not be held responsible for delivering it to a wrong person if he has exercised all the care and vigilance that, could reasonably be expected from him, under the circumstances.

Erie Railway Company.

The earnings and expenses of this road for the years ending December 31, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From freight	$8,476,810 18	$10,246,897 61
" passengers	1,850,984 49	3,002,197 70
" mails	101,052 04	101,352 04
" other sources.	40,634 58	88,196 19
	$10,469,481 29	$13,429,643 54
Expenses, viz:		
Office & station exp.	$915,587 30	$1,154,751 40
Cost of running	1,535,549 30	2,363,863 30
General expenses	158,315 00	275,835 87
Repairs of engines and cars	1,455,760 78	1,920,389 65
Repairs of track and roadway	1,475,426 39	2,414,683 45
Repa's of structures	161,319 12	420,611 42
Incidental expenses.	48,323 09	54,503 93
Miscellaneous	198,804 72	230,279 42
	$5,949,085 70	$8,834,918 44
Net earnings	$4,520,395 59	$4,594,725 10

Disbursed in 1864 as follows:

Interest on mort. debt	$1,231,806 84	
Rent of railroads	182,400 00	
Rent of Long Dock property	135,163 46	
Internal revenue taxes	323,803 74	
Taxes on real estate	259,819 45	
Pavonia Ferry	84,159 11	
Hire of cars	85,782 70	
Rents, repairs and expenses of operating the Buffalo Division	372,484 89	
		2,625,419 19
Surplus		$1,969,305 91
Dividends July 1, 1864	$925,992 50	
" Jan. 1, 1865	906,631 08	
		1,832,623 58
		$136,682 33
Surplus January 1, 1864		777,817 76
Balance to credit of income account January 1, 1865		$914,500 09

Compared with 1863 the gross earnings of 1864 show an increase of $2,960,162 25, with an increase in expenses of $2,885,832 74—making the increase in net earnings $74,329 53.

The freight and passenger earnings for the past two years compare as follows:

Freight earnings:	1863.	1864.
Through east	$3,858,042 71	$4,748,533 89
" west	1,871,186 35	2,031,184 57
Way east	2,322,774 21	2,382,586 77
" west	929,806 91	1,130,592 88
Total freight	$8,476,810 18	$10,242,897 61
Passenger earnings:	**1863.**	**1864.**
Through east	$209,463 51	$315,112 33
" west	279,863 34	458,985 81
Way east	642,967 74	1,057,201 65
" west	718,716 88	1,170,897 91
Total passenger	$1,850,984 47	$3,002,197 70

—showing an increase in freight earnings of $1,766,087 43, or 17.2 per cent.; and in passenger earnings of $1,151,213 21, or 38.3 per cent.

The tons of freight moved, and number of passengers carried, during the same two years compare as follows:

Freight:	1863.	1864.
Through east	452,667	440,758
" west	169,920	164,118
Way east	635,442	932,151
" west	616,605	6 8
Total tons	1,874,634	2,214,295

Passengers:	1863.	1864.
Through east	24,778	35,143
" west	53,612	59,949
Way east	586,465	844,511
" west	571,651	846,003
Total number	1,236,506	1,785,606

—showing an increase in tonnage of 339,661, and in passengers of 549,100.

The increase in the expenses of operating and repairs are given under the following general heads:

Office and station expenses	$239,164 10
Cost of running	828,314 00
General expenses	117,520 87
Repairs of engines and cars	464,628 87
Repairs of track and roadway	939,257 06
Repairs of structures	259,292 30
Incidental to road and structures	6,180 84
Miscellaneous	31,474 70
Total	$2,885,832 74

A very large increase in cost of running will be observed. Of this amount $357,818 53 is in the cost of fuel, the price of coal having increased very largely the past year, and of which a large amount is now used in the engines.

The increase in the cost of repairs of track and roadway is partly accounted for in the large amount of new iron laid down in 1864, viz: 20,480 tons, at a cost of $2,182,725 01, against 13,967 tons in 1863, costing $817,609 67—a difference of 6,513 tons, and in value of $1,315,015 34. The difference, however, in value should be reduced by the old iron taken up, which in 1864 was about $450,00C, which would leave a net increase of about $850,000. The average cost per net ton for railroad iron in 1863 was $58.66; in 1864 it was $105 per ton, a difference of $46.34 per ton. The estimated quantity of iron required for 1865 is 10,000 tons, which at $105 per ton, last year's price would be $1,050,000. The cost last year for 20,480 tons having been $2,132,000, the decrease in this one item for 1865 will be $1,082,000.

During the year 1¼ miles of double track and turnouts on the Eastern Division, and 4½ miles on the Susquehanna Division, in all 5¾ miles, have been completed; 6¼ miles on the Eastern Division, 16 miles on the Delaware Division, 5½ miles on the Susquehanna Division and 18½ miles on the Western Division, in all 48 miles additional, have been nearly completed, at a cost of $836,108 37. Shop and machinery at Susquehanna nearly completed; depot at Lackawaxen; foundations for shops and depot at Salamanca; and new tools and machinery for other shops, costing $439,877 69. Thirty-five new locomotives and 987 new cars, $1,682,508 54. Hawley Branch—new construction, $129,997 08. Long Dock—shops, freight sheds and docks, $365,475 35—total construction during the year $3,453,967 04.

The increase in capital stock during the year has been $4,830,600, accounted for as follows:

Fourth mortgage bonds converted	$1,386,000
Fifth " " "	737,000
Buffalo Branch " "	13.600
Long Dock " "	469.000
Sold to pay for construction	2,200,000
N. Y. and E. old stock converted	25,000
	$4,830,600

The capital stock and funded debt of the company compare as follows:

December 31,	1863.	1864.
Common stock	$11,569,500	$16,400,100
Preferred "	8,535,700	8,535,700
Total capital stock	$20,105,200	$24,935,800
First mort. bonds	3,000,000	3,000,000
Second "	4,000,000	4,000,000
Third "	6,000,000	6,000,000
Fourth "	5,020,000	3,634,000
Fifth "	1,739,500	1,002,500
Buffalo Branch bonds	200,000	186,400
Real Estate "	1,500	500
Total funded debt	$19,961,000	$17,823,400
Total stock and funded debt	$40,066,200	$42,759,200

The financial condition of the company is exhibited in the annexed balance sheet. The liabilities of the company on the 31st of December, 1864, were:

Accounts payable		$2,941,431 86
Dividends payable Feb. 1, 1865		906,631 08
		$3,848,062 94
Means to pay the same—		
Cash and cash items	$563,217 47	
Accounts receivable	1,383.286 94	
Long Dock Company	834,475 36	
		2,780,979 77
Excess of liabilities		$1,067,083 17
Contract for engines and cars deliverable prior to July 1, say		2,600,000 00
		$3,667,083 17

To meet which the company has in reserve $2,800,000 of common stock, and $900,000 of fourth mortgage bonds.

The property of the company consists of: Main Line from Jersey City to Dunkirk, 460 miles; Piermont Branch, 18 miles; Newburgh Branch, 19 miles; Northwestern Division, Hornellsville to Attica, 60 miles—total length of road owned by the company, 557 miles.

The Branch roads leased and operated by the company are: Buffalo Division, Corning to Buffalo, 140 miles; Rochester Division, 18 miles; Canandaigua and Elmira, 66 miles; Hawley Branch, just completed, 16 miles—total 240 miles.

The whole number of miles owned and leased by the company is 797.

The Warwick Valley road, ten miles long, is operated by the company, but not leased.

The whole number of miles operated by the company is 807.

There are on the Main Line and Branches owned by the company 191.5 miles of double track, and 145 miles of sidings—making the entire length of track equal to 1,132.5 miles of single track.

The equipment of the road consists of 276 locomotive engines and tenders; 114 passenger cars; 247 emigrant, baggage and caboose cars; 2,633 box freight, cattle, milk and oil cars; 1,180 flat freight cars; and 540 coal cars.

In the Report for 1863 the Directors called your attention to the necessity of having increased Motive Power and Rolling Stock; the remarks then made are applicable still. Although the road is now very well supplied with Cars, except Passenger Cars and Coal Cars, there is still a great deficiency of Engines. The Engines have been, for the last three years, worked night and day without any intermission.

In addition to the extra service required of the engines, the shops of the Company were found inadequate to repair them when they could be spared for that purpose, and it has been found absolutely necessary to provide more shops and larger accommodations for the repairs of engines and cars. The room provided did not anticipate so large an increase in the rolling stock as has been found necessary to do the increased, and constantly increasing business offered.

To meet this want the Company have nearly completed a new Machine Shop at Susquehanna, which will much facilitate the repairs of engines now so much needed, and give accommodations for building new ones.

There would have been a much more economical working of the road if the motive power had been greater and in first rate working order.

To provide for this deficiency contracts have been made to furnish sixty-seven Engines of the most approved pattern, to burn coal.

Authority has been given to build a sufficient number of coal cars in the Company's shops, and they are now being finished at the rate of about three coal cars per day.

Passenger cars are also being built in the Company's shops upon the most approved plans; and it is confidently believed that they will compare, in the most favorable manner, with any similar kinds of cars on any road. It is expected that the requirements of the travelling public will be fully met in the increased comfort of these truly complete coaches.

So large an outlay for additional motive power, cars and double track at a time of high prices, is justified by the demand upon the road by both local and through traffic. The total insufficiency of the equipment to do the business offered, and the consequent complaint on the part of those interested in transportation, made it imperative. And the increase in revenue resulting from this increased capacity we have no doubt will satisfy the stockholders that this expenditure is for their interest. With less provision for increased capacity, than is shown in this report, the large amount of business thrown upon the road by the opening of the Atlantic and Great Western Railway would become a source of embarrassment instead of profit. The managers of that road have already complained of our inability to do the business resulting from the connection, although that road has not yet been operated as a through line to Cincinnati or St. Louis. We are assured by the managers of the road forming the broad gauge connection to the Ohio and Mississippi Rivers that by May or June their roads will be fully equipped. And with this assurance the managers of this Company would hardly be held excusable for failure to prepare for so important an accession to its permanent business.

The Buffalo, Bradford and Pittsburgh Railroad, connecting with the Erie Railway at Carrollton Station, 405 miles from New York, will be open for use during the coming summer. This road from its connection with the Erie Railway to Lafayette is about 24 miles in length, and will ultimately, and at no distant period, be carried into the very heart of the great bituminous coal region of the State of Pennsylvania. When opened to Lafayette it will reach a point where coal, iron and lumber can be obtained in almost inexhaustible quantities. It will become the natural outlet for the coal and iron from that great mineral region, to New York, Canada and the Western States, and will be a source of largely increased business to the Erie Railway.

The growing scarcity of wood for locomotives has been a source of much anxiety, but with the opening of the Buffalo, Bradford and Pittsburgh Railroad, and the supply of coal from other tributaries of the Erie Railway, a source of much disquietude will be removed, as the supply of coal will be ample for fuel, and the cost between the supply of wood and coal for locomotive use will be at least one-third in favor of the latter article.

This review of the capacity and business of the Erie Railway—its location and connections for transporting the increasing business of the West and its adaptation to the commerce and convenience of the large population of the country traversed by it—animates us with the hope, that with our substantial and complete structures, and with

ample equipments and facilities, we can well sustain our relative position, and produce for its Stockholders a uniform and remunerative revenue.

In the present disturbed condition of our currency it would be unwise to present any estimates of the future business of the Company. The Directors, however, cannot see anything unfavorable in their affairs; they have great expectations of increased business for the current and future years, and with the increased prices for transportation of freight and passengers recently established, and the reasonable hopes that the cost of labor and material will be reduced, they confidently expect that the result of the present year's operations will be much more satisfactory than the year just closed.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment	$42,583,058 03
Hawley Branch	233,294 63
	$42,816,352 66
Cash and cash items on hand	563,217 47
Long Dock Company	834,475 36
Buffalo, Bradford and Pittsburg R. R. Co	76,792 92
U. S. War Department	464,785 90
Accounts receivable	675,569 31
Materials on hand	2,234,099 00
Fuel on hand	213,852 69
Niagara Bridge Stock	4,140 00
Unadjusted accounts	162,099 71
	$48,045,284 42
Capital stock—common	$16,400,100 00
" preferred	8,535,700 00
	$24,935,800 00
Funded debt ($17,823,400) viz:	
First motgage bonds due 1867	3,000,000 00
Second " " 1879	4,000,000 00
Third " " 1883	6,000,000 00
Fourth " " 1880	3,634,000 00
Fifth " " 1888	1,002,500 00
Buffalo Branch " 1891	186,400 00
Real Estate "	500 00
Accounts payable	2,941,431 86
Accrued interest on bonds not due	523,521 39
Dividends February 1, 1865	906,631 08
Balance of income account	914,500 09
	$48,045,284 42

President.—ROBERT H. BERDELL.

Vice President.—ALEXANDER S. DIVEN.

Directors.—John Arnot, Robt. H. Berdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Thomas W. Gale, Dudley S. Gregory, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Horatio N. Otis, Isaac N. Phelps, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt.

Secretary.—HORATIO N. OTIS.

Treasurer.—JOHN HILTON.

Auditor.—B. E. BREMNER.

Gen. Sup't.—HUGH RIDDLE.

☞ The bridge recently built across the Mississippi river at Clinton, Iowa for the use of the Chicago and Northwestern Railway, is 3,650 feet or more than three-fifths of a mile long. Of this distance 2,850 feet is between the Illinois shore and Little Rock Island and the Iowa shore. The bridge east of Little Rock Island consists of 1,400 feet of piling and seven spans of 200 feet each. West of Little Rock Island the bridge consists of three spans beside the draw. The draw is 300 feet long over all, and is built of iron. The abutments and one of the piers are founded on racks. The large crib is 409 feet and 64 feet wide, on the bottom. The draw turns on a pivot in the center, and when open leaves two clear passage ways for steamboats, 123 feet each. The draw weighs about 325 tons.

Property and Taxation of Ohio.

The following Table of the Property, and Taxes of the State of Ohio, for five years is from the Auditor's Report. It will be seen, that the *local* taxes are double those of the State; and that the taxes arising out of the War directly are $2,112,000, and that the whole amount of Taxes is $6,000,000 greater than in 1860. Probably two millions of this are also for War Bounty Funds, and other similar objects, classed, under the head of "Special Purposes."

	1860.	1861.	1862.	1863.	1864.
Number of acres of land	25,311,705	25,321,275	25,329,580	25,360,407	25,341,845
VALUATION.					
Value of Lands	$492,593,587	$494,064,639	$494,101,182	$495,899,666	$498,221,589
Value of Town and City Lots	147,300 724	149,818,913	151,568,898	154,100,356	157,276,511
Value of Chattel property	248,408,290	248,966,532	243,615,212	286,871,222	351,198,016
Total taxable valuation	$888,302,601	$892,850,084	$889,285,292	$936,371,244	$1,006,696,116
STATE TAXES.					
For Sinking Fund	$1,551,575 11	$1,247,699 94	$1,242,727 11	$1,308,614 36	$904,537 40
For War Fund		311,924 98	310,685 31	327,152 92	100,503 89
For General Revenue Fund.	709,326 04	1,247,699 98	887,661 13	934,726 57	1,005,042 05
For State Com. S. Fund	1,242,811 78	1,249,054 43	1,555,220 99	1,216,410 78	1,307,829 98
For Dis. S. Library Fund					
For Vol. Relief Fund			533,178 80	935,703 28	2,012,050 12
Total State Taxes	$3,503,712 93	$4,056,379 28	$4,529,473 34	$4,722,607 91	$5,329,963 44
COUNTY TAXES.					
For County expenses	$1,309,137 46	$1,326,140 43	$1,159,949 34	$1,111,957 11	$1,062,038 11
For Bridge purposes	437,538 40	321,490 69	214,466 11	339,224 64	432,373 05
For Poor purposes	260,607 20	342,225 10	227,781 54	264,150 30	395,684 58
For Building purposes	228,444 13	261,087 30	157,468 90	83,065 79	192,868 08
For Road purposes	394,424 77	430,253 85	211,864 66	225,148 98	272,380 67
For R. R. purposes & debts	538,869 50	538,175 85	812,204 52	648,386 99	627,540 68
Total County Taxes	$3,169,021 46	$3,222,373 02	$2,783,735 07	$2,671,942 81	$2,982,885 17
TOWNSHIP, &C., TAXES.					
For Township expenses	$349,360 86	$323,286 58	$226,458 84	$290,234 47	$436,736 69
For Special S. purposes	1,487,247 44	1,373,862 68	1,021,011 52	1,226,046 85	1,630,745 54
For other special "	349,236 33	535,028 45	279,743 04	1,202,266 60	3,975,698 07
For city, town &c., purposes	1,506,083 86	1,560,197 88	1,322,092 52	1,455,736 16	1,976,310 98
Total Township &c., taxes	$3,691,928 49	$3,792,375 59	$2,849,300 92	$4,174,284 08	$8,019,491 28
Total county and other local taxes	$6,860,949 95	$7,014,748 61	$5,633,035 99	$6,846,226 89	$11,002,376 45
Delinquencies & forfeitures.	$453,013 46	$585,686 03	$372,776 80	$290,738 88	$263,299 46
Total taxes for all purposes, including delinquencies	$10,817,676 34	11,656,813 92	10,135,285 63	11,859,573 68	16,595,639 35

Statistics of the United States Mint.

The following is a statement of gold and silver Deposits at the United States Mint, the Branch Mint, San Francisco, Assay Office New York, and Branch Mint at Denver, during the fiscal year ending June 30, 1864:

GOLD.

Description.	U. S. Mint, Philadelphia.	Branch Mint, San Francisco.	Assay Office, New York.	Branch Mint, Denver.	Total.
Fine bars	$542,443 52	$	$	$	$542,443 52
Unparted bars	128,896 25				128,896 95
U. S. bullion	1,911,184 04	18,481,350 20	1,170,061 08	486,329 97	22,048,925 27
U. S. coin	62,690 16		1,972 00		64,662 15
Jeweler's bars	209,674 07		141,974 00		351,648 07
Foreign coin	96,816 23		185,296 00		282,112 23
Foreign bullion	50,582 23	432,197 50	85,522 00		568,301 73
Total gold	$3,002,287 19	$18,913,547 70	$1,584,825 06	$486,329 97	$23,986,989 92

SILVER.

Bars	$119,379 51	$	$	$	$119,379 51
U. S. bullion	40,330 03	418,570 00	28,538 00		487,438 83
U. S. coin	24,524 66		22,194 00		46,718 66
Jeweler's bars	26,648 40		62,588 00		89,236 40
Foreign coin	11,882 88		154,736 98		166,619 86
Foreign bullion	930 29		23,495 00		24,425 29
Total silver	$223,695 77	$418,570 80	$291,551 98	$	$933,818 55
Total gold and silver	$3,225,982 96	$19,332,118 50	$1,876,377 04	$486,329 97	$24,920,808 47
Re-deposited at different institutions, gold, $788,687 47; silver, $119,379 51					908,066 98
Total deposits					$24,012,741 49

GOLD, SILVER, AND COPPER COINAGE.

The Coinage at the United States Mint, the Branch Mint, San Francisco, Assay Office, New York, and Branch Mint at Denver, during the fiscal year ending June 30, 1864, was as follows:

GOLD.

Denominations.	U. S. Mint, Philadelphia.	Branch Mint, San Francisco.	Assay Office, New York.	Branch Mint, Denver.	Total.
Double eagles	$2,519,240 00	$18,946,400 00	$....	$....	$21,465,640 00
Eagles	35,800 00	50,000 00	....	....	85,800 00
Half eagles	1,500 00	50,000 00	....	....	51,500 00
Three dollars	16,470 00	....	....	....	16,470 00
Quarter dollars	1,185 00	22,000 00	....	....	23,185 00
Dollars	6,750 00	....	....	....	6,750 90
Fine bars	307,322 07	....	1,539,751 27	....	1,847,073 34
Unparted bars	....	....	....	486,329 97	486,329 97
Total gold	$2,888,267 07	$19,068,400 00	$1,539,751 27	$486,329 97	$23,982,748 31

SILVER.

Dollars	$23,170 00	$....	$....	$....	$23,170 00
Half dollars	159,985 00	324,000 00	....	....	483,985 00
Quarter dollars	17,492 50	5,000 00	....	....	22,492 50
Dimes	37 00	14,000 00	....	....	14,037 00
Half dimes	18 50	4,500 00	....	....	4,518 50
Three cent pieces	11 10	....	....	....	11 10
Bars	7,655 23	120,909 02	173,308 64	....	301,872 89
Total silver	$208,369 33	$468,409 02	$173,308 64	....	$850,086 99

COPPER.

Two cent pieces	$36,450 00	$....	$....	$....	$36,450 00
Cent pieces	427,350 00	....	....	....	427,350 00
Total copper	$463,800 00	$....	$....	$....	$463,800 00
Total coinage	$3,560,436 40	$19,536,809 02	$1,713,059 91	$486,329 97	$25,296,635 30

GOLD AND SILVER PRODUCTION.

The amount of gold and silver of domestic production deposited at the United States Mint and branches to June 30, 1864, was as follows:

Where from.	Years.	Gold.	Silver.	Total.
California	1848 to 1864	$556,718,823 11	$8,324 00	$556,727,047 11
Colorado	1859 "	9,783,071 23	....	9,783,071 23
Idaho	1863 "	2,308,385 07	....	2,308,385 07
Oregon	1848 "	6,142,433 84	....	6,142,433 84
Washington	1862 "	88,799 55	....	88,799 55
Dacotah	1863 "	7,958 88	....	7,958 88
Arizona	1861 "	29,650 84	25,722 00	55,372 84
Nevada	1863 "	66,218 42	2,241,288 49	2,307,506 91
New Mexico	1848 "	63,023 53	....	63,023 53
Sonora	....	....	1,245 00	1,245 00
Lake Superior	....	....	128,241 90	128,241 90
Utah	....	78,559 14	....	78,559 14
Other sources	....	202,773 97	....	202,773 97
Parted from silver	....	2,515,384 90	....	2,515,384 90
Parted from gold	....	....	4,324,820 59	4,324,820 59
		$577,955,082 48	$6,729,541 98	$584,684,624 46
North Carolina	1804 to 1861	9,121,397 03	41,488 00	9,162,885 03
Georgia	1828 "	6,909,375 27	....	6,909,375 27
Virginia	" "	1,558,874 41	....	1,558,874 41
South Carolina	" 1859	1,352,969 44	....	1,352,969 44
Alabama	1838 "	198,330 83	....	198,330 83
Tennessee	1828 "	81,406 75	....	81,406 75
Vermont	1863.	298 00	....	298 00
Totals	....	$597,177,734 21	$6,771,029 98	$603,948,764 19

AGGREGATE COINAGE OF THE MINT AND BRANCHES—1793–1864.

The following is a summary Exhibit of the Coinage of the Mint and Branches to the close of the year ending June 30, 1864:

Mints.	Commencement of Coinage.	Gold.	Silver.	Copper.	Total.
Philadelphia	1793..	$411,158,087 17	$98,299,074 82	$3,705,423 55	$513,162,885 54
San Francisco	1853..	181,111,516 81	3,884,580 41	....	184,996,097 22
New Orleans	1838..	40,381,615 00	29,890,037 13	....	70,271,652 13
Charlotte	1838..	5,048,641 50	....	....	5,048,641 50
Dahlonega	1838..	6,121,919 00	....	....	6,121,919 00
Assay Office	1854..	133,113,361 93	1,731,255 33	....	134,844,617 26
Denver	1863..	486,329 97	....	....	386,329 97
Total	....	$777,421,471 38	$133,804,947 69	$3,705,723 55	$914,932,142 62

The coinage at New Orleans was from 1838 till January 31, 1861. At Charlotte, N. C., from 1838 till May 31, 1861. At Dahlonega, Ga., from 1838 till February 28, 1861.

Canadian R. R. and the Passport System.

The order which issued from the State Department at Washington, by which passports became necessary for travellers between the United States and the British North American provinces, was a necessary precaution taken by our Government to prevent raids from across the border, which for a time threatened to be a repetition all along the Lakes, of the outrages committed at St. Albans. The consequence was that it broke up the railway travel of those Canadian lines connected with the United States, and was especially destructive to the interests of the Grand Trunk connected with the Michigan Central, and those also of the Buffalo and Lake Huron. The Suspension bridge connection was almost completely severed, and at that point trains were discontinued and business with Canada west nearly destroyed. The provincials soon discovered that their interests were more closely connected with ours than they had supposed. Fortunately for them their Government was in the hands of intelligent men, and so Parliament and the Canadian Cabinet went about the prevention of any further violations of their neutrality. Stringent acts were passed which made it dangerous to projectors of any further attempts upon our people across the frontier, and directly with due appreciation of this conduct, the passport order as it relates to Canada was revoked. We learn that the discontinued railway trains have again been restored and travel and traffic are now entirely uninterrupted between Canada and the United States.

Petroleum.

Among the many companies evidently founded on correct principles and conducted with prudence is the "N. Y. Philadelphia and Baltimore Consolidated Petroleum and Mining Company." It is working two wells of 350 barrels per day, and putting down more with every prospect of immense yields. While we have but a poor opinion of many of the schemes that are before the public for the production of petroleum, we have no idea but that the good companies will return large profits to their shareholders, and this we have every reason to believe is one of the best.

Book Notices.

ART OF SAW FILING.—By H. W. Holley.—John Wiley, N. Y. publisher.

That most useful instrument the saw, known in a hundred varieties, is the indispensable assistant of the Mechanic, and yet its principle of action, and the proper form of its teeth for the different kinds of work to which their cutting is applicable are but little understood. Mr. Holley in a neat little hand book illustrated by wood cuts, has explained the whole subject, and it should be in the hands of every person who has occasion to use this instrument.

MANUAL OF DRAFTING INSTRUMENTS AND OPERATIONS, designed as a text book and for self instruction.—By S. Edward Warren, C. E., Professor of Descriptive Geometry, &c., in the Rensselaer Polytechnic.—John Wiley N. Y., Publisher, octavo 115 p.p.

This is a beautifully printed work, and a most valuable text book. When we say it is more comprehensive, more intelligible and more useful than any work of its size with which we have any knowledge, we pay it a high but not an undeserved compliment.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	70c
Acton Vale..... Ca	80,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	27
Algomah ..... "	20,000	....	2	2½
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	8½
American ..... Ca.	200,000	2½	....	....
Amygdaloid ..... L. S.	20,000	....	....	25
Azmapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	4½
Aztec ..... "	20,000	....	1	4
Balt. and N. C..... N. C.	2.,000	5	....	20c
Bare Hill ..... "	....	....	....	3
Bay State..... L. S.	20,000	....	3½	20
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	12,000	5	....	60c
Black River ..... "	200,000	2½	....	10c
Bohemian..... L. S.	20,000	....	7½	10½
Bolton ..... Ca.	200,000	5	....	1
Boston ..... L. S.	20,000	....	5*	1½
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn..... L. S.	20,000	....	2	....
Bronze ..... Ca.	100,000	5	....	2
Cabot ..... L. S.	20,000	....	½	....
Caledonia..... "	20,000	....	....	6
Cambridge..... "	20,000	....	5	25c
Canada ..... Vt.	100,000	1	....	40
Carp Lake..... L. S.	20,000	....	....	1½
Cascade..... "	20,000	....	....	....
Central ..... "	20,000	....	....	4½
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chandiere ..... "	100,000	1	....	50c
Chester..... "	200,000	1	....	12c
Cheticamp..... "	30,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca.	100,000	5	....	....
Cliff..... L. S	20,000	....	....	....
Clifton..... "	20,000	....	....	1
Collin ..... "	20,000	....	½	....
Columbian..... "	20,000	....	4½	9
Consolidated..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	24½	25
Copper Harbor..... "	20,000	....	1	....
Copper Hill..... "	200,000	1	....	....
Copperas Hill..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	25c
Deep River..... N. C.	....	5	....	20c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	2½
Dudley ..... L. S.	20,000	....	½	3
Dunham..... Ca.	200,000	2	....	25c
Durham..... "	200,000	5	....	20c
Eagle River..... L. S.	20,000	....	3½	3
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex ..... "	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka..... "	20,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff... "	20,000	....	....	12
Flint Steel..... "	20,000	....	....	1
Forest City..... "	20,000	....	3	1
Forest Shepherd.. "	20,000	....	6	....
Franklin ..... L. S.	20,000	....	6½	47½
French Creek..... Pa.	100,000	5	....	75c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	8¾
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ... "	20,000	....	1	40
Grand Trunk..... Ca.	100,000	5	....	60c
Great Western... L. S.	20,000	....	2	1
Green Mountain... Vt.	20,000	10	....	4½
Guilford ..... L. S.	20,000	....	5	23c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	8½
Hanover ..... "	20,000	....	....	3
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	....	5
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	½	1½
Hudson ..... "	20,000	....	....	2
Hulbert ..... "	20,000	....	....	7
Humboldt..... "	20,000	....	2	6
Hungarian ..... "	20,000	....	1	1½
Huron ..... "	20,000	....	16	39
Indiana ..... "	20,000	....	....	6
Inverness ..... "	200,000	2½	....	....
Isle Haute.....	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	15	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	6
Lafayette..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	50c
Logan ..... "	100,000	3	....	2
Lyster..... "	200,000	2	....	....
Madison..... L. S.	20,000	....	1	1½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	50c
Manhattan ..... "	20,000	....	2½	3½
Marquette ..... "	20,000	....	....	4½
Maryland ..... Md.	....	5	....	75c
Mass ..... L. S.	20,000	....	....	....
Massachusetts..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	5
Merrimac ..... "	20,000	....	....	3½
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	2½
Michigan..... "	20,000	....	....	....
Middlesex..... "	20,000	....	....	....
Mineral Hill	....	....	....	1½
Minnesota..... L. S.	20,000	....	....	10c
Missisquoi..... Ca.	150,000	2	....	1½
Montezuma ...N. Mex.	300,000	5	....	....
Morrison..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	25½
Native ..... "	20,000	....	3	62½c
Naumkeag ..... "	20,000	....	1	3
Nelson..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver)... "	20,000	....	....	....
New England ..... "	20,000	....	2	75c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	....
N. Y. & Passaic...N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	5
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	10c
North Sutton..... Ca.	100,000	5	....	1
North Western.... L. S.	20,000	....	7½	5
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	2
Ottawa ..... Ca.	200,000	1	....	23c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	2	2½	19
Petherick ..... "	20,000	....	2½	5
Pewabic ..... "	20,000	....	7½	79
Phila. & Boston.. "	20,000	....	15	2
Phœnix ..... "	0,000	....	....	15½
Pittsburg & Boston "	20,000	....	5½	67
Pontiac ..... "	20,000	....	3½	2
Prince of Wales ...Ca.	2.0,000	....	....	....
Providence..... L. S.	20,000	....	....	4
Quincy ..... "	20,000	....	10	70
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford ..... "	80,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	11
Roscoe ..... Ca.	200,000	1	....	....
Rudisell ..... "	....	....	....	65c
St. Clair..... L. S.	20,000	....	3	3½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	8½	3
Salem..... "	20,000	....	1	....
Sharon Consol .... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley..... "	20,000	....	....	20c
Southampton..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side..... L. S.	20,000	....	3	1
Springfield..... Md.	....	5	....	55c
Stadecona ..... Ca.	100,000	5	....	....
Star..... L. S.	20,000	....	7½	4½
Stark..... Vt.	100,000	2	....	....
Strafford..... "	80,000	10	....	50c
Superior ..... L. S.	20,000	....	4	5½
Sussex ..... "	20,000	....	....	....
Sutton..... Ca.	100,000	5	....	85
Toltec..... L. S.	20,000	....	20	1½
Tremont ..... "	20,000	....	5*	2
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria..... L. S.	20,000	....	1½	....
Vulcan..... "	20,000	....	....	....
Washington..... "	20,000	....	....	....
Waterloo..... Ca.	100,000	3	4*	15c
Wankegan ..... L. S.	20,000	....	....	....
West Minnesota.. "	20,000	....	2½	2½
Wickham ..... Ca.	200,000	5	....	10c
Wickopee..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	3½	1½
Wyandotte..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	....	3
East River.....	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin..... Me.	3,000	100	....	....
Lake Superior..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant..... Pa.	10,000	50	....	....
Teal Lake..... L. S.	....	....	....	2
Tyson	20,000	10	....	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	8½
Bucks County ..... Pa.	....	....	....	4
Canada ..... Ca.	50,000	5	....	2½
Clute	....	....	....	4
Crystal Lake.....	....	....	....	....
Erie	....	....	....	21
Gay's River.....	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone..... Pa.	....	....	....	2
Lancaster.....	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	7 •
Mineral Point.....	100,000	5	....	4
Mount Hope ..... N. Y.	80,000	5	2½	....
National.....	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston...N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay..... N. F.	....	....	....	4
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	40c
Union	100,000	5	....	57c.
Wallkill ..... N. Y.	....	....	....	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	50
Ashburton ..... "	50,000	50	....	15
Atlantic & G. C. ..Md.	....	....	....	1½
Baltimore ..... "	....	100	....	86
Bear Valley..... "	40,000	12½	....	20½
Beaver Meadow ...Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	10
Big Mountain ..... Pa.	....	....	....	4½
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou.. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler ..... "	....	....	....	10
Cape Briton..... N. S.	200,000	2½	....	....
Carbondale..... Pa.	20,000	....	....	3
Central..... "	....	....	....	44
Clinton ..... "	....	....	....	1
Coal Brook ..... "	4,000	50	....	....
Continental.....	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	86
Daniel Webster	5,000	100	....	....
East Mahanoy..... Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	55½
Fulton..... "	60,000	5	....	6½
Gilbertson	5,000	100	....	67½
George's Creek..... Pa.	10,000	....	....	110
Grand Tunnel	4,000	100	....	50
Green Mountain... Pa.	....	....	....	3½
Hampton & Balt.. Md.	....	....	....	91
Hazleton ..... Pa.	32,300	50	....	75
Henry Clay.....	8,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	5
Locust Mountain .. "	....	....	....	40
Loberry ..... "	4,000	100	....	40½
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan ..... "	....	100	....	....
Middle Coal Fields. "	....	....	....	9
Milford	2,500	50	....	....
Mill Creek..... Pa.	....	....	....	....
Muigrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	....	....	....	5
North. & Luzerne .. "	....	....	....	....
Penn..... "	100,000	50	....	172
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot..... Pa.	4,000	50	....	....
Port Hood.....	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	8½
Powell ..... Pa.	....	....	....	....
Preston..... "	....	....	....	28
Princess Alex.... N. S.	5,000	100	....	....
Ridgeway.....	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	15½
Schuylkill Valley.. "	5,000	10	....	7½
Shawmut	6,000	50	....	....
Short Mountain ... Pa.	16,000	50	....	38½
Stafford.....	....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	4
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley...Pa.	22,760	50	....	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.)..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	¾
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	....	....	....	....
Am. Pioneer..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.)..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.) Nev.	50,000	10	....	33
Bay State (G.) .... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.)..... Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	105
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.)..... Ca.	200,000	2	....	50c
Central (G.)..... Col.	50,000	20	....	17½
Chaudiero (G.) .... Ca.	100,000	5	....	10c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.)..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	1
Consol. Greg'y (G.) Col.	50,000	100	....	25
Copalinahe (G.)..... "	200,000	20	....	....
Corisannie (G.)..... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	1
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.)... Nev.	100,000	5	....	....
Empire (S.)..... "	....	....	....	....
Empress (S.)..... "	....	....	....	....
Eureka (G.)..... Cal.	....	....	....	....
Excelsior (G.)..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)..... Col.	100,000	5	....	....
Gilbert River (G.)... Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field.....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River.....	100,000	3	....	....
Gould & Curry (G.S.) N.	....	....	....	....
Gunnell (G.)..... Col.	300,000	10	....	1½
Halifax (G.)..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	55c
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.)..... Ca.	100,000	5	....	....
Kent (G.)..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex.	....	....	....	....
Manhattan (G.)..... Col.	100,000	10	....	....
Mariposa (G.) ... Cal.	100,000	100	....	11½
Massachusetts (G.)..Ca.	500,000	1	....	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) ....N. S.	80,000	10	....	....
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) .... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) .... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	10c
Nova Scotia (S.).. "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.)..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.)... L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.)..... Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ...Col	40,000	25	....	6
Quicksilver ..... Cal.	40,000	25	....	65½
Renfrew (G.) ..... Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)..... Col.	....	....	....	13
Sacramento (S.)... Nev.	....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)... Cal.	....	....	....	....
Santa Rita..... Ariz. T.	....	....	....	....
Scottie (S.)..... Ariz. T.	....	....	....	....
Sherbrooke (G.) N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) .... Nev.	....	....	....	....
Sonora (S.)..... Ariz. T.	....	....	....	....
Southam (G.)..... N. S.	100,000	5	....	....
Stafford (G.)..... Ca.	100,000	5	....	2½
Star (G.)..... Col.	100,000	25	....	....
Stewart (G.)..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.)..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	39
30 Nov. '63	4.18	—	161	28	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	95
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,463	7,438	7	....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	539,300	—	297,509	388,616	65,539	10	....	49
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	53
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63.07s	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,796	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	864,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	182,826	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	Brooklyn City and Newtown	284,765	346,000	106,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	449,073	550,000	—	19,791	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,296	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	25
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris's & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st. Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	—	18	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	240,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,208	1,170,000	400,000	—	682.131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	3.55	3.50	—	—	—	Utica City	2,140	7,080	—	—	1,693	310	—	....	—
30 Sep. '63	1.60	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,133	—	50	—
31 Dec. '62	5.00	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	47
31 Oct. '64	8.13	—	155	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	—
31 Oct '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6.876	1,473	—	....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,896	77,583	5,901	7½	....	10½
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	40
30 Nov. '64	24.23	—	235	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,812	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232.954	150,000	98,000	—	166 776	51,491	20	....	36
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	8,929	—	....	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	64,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	80	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct '64	10.57	0.52	60	10	3	Philadelphia and Darby	88,447	100,000	17,000	—	32,449	6,497	2	....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,911	75,000	35,000	4,964	67,930	6,095	—	....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,981	4	....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	9
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130.000	100,000	40,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	53	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,198	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	63
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,239	9,418	5	....	13
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil.&Ger'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	25½
31 Oct. '64	7.65	1.51	200	56	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,387	51,179	20	50	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	219,100	100,000	10,000	220,672	16,233	7½	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd 1st Mortgage	44,500	7	J. & J.	1863	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1891	99½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	67,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	12,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury: 1st Mortgage	7,500	6	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1899	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1900	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1909	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage (road)	50,000	6	M. & S.	71-72	100
Malden and Melrose: 1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	12,000	6	—	—	—
Metropolitan: 1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex: Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	—
Ninth Avenue: 1st Mortgage	57,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1889	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	66,000	7	J. & J.	—	....
Second Avenue: 1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk: 1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue: 1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1899	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848.....registered	8,909,342	6	" "	1-68	113
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850.....coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	110
" " " " ... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 .....registered	13,415,000	6	Jan. & July.	1881	105½
" " " ..... coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	105½
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	105
" " " (5-20s)..... coupon		6	" "	1882	107
Loan of March 3, 1864, (10-40s)....registered	81,680,000	5	Mar. & Sept.	1904	97
" " " " .....coupon		5	" "	1904	93
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	----
" " " " .....coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	----	97
One Year Treasury Notes (legal tender).....	43,585,000	5	"	----	----
Two Year's " " "	15,748,000	5	"	----	----
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	"	1867	----
State Loans.					
Alabama—State bonds .....ocupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. P'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	88,000	6		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	112
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	99½
" — " " ..... "	1,009,000	6	" "	1882	----
Florida—State bonds..... coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	6	Jan. & July.	1872	----
" — " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	99
" — " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	100
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,999,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1866	86
" — " ..... coupon	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	...	----------	d'm'd	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	85
" — " special stock "	1,216,787	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	240,000	7	Jan. & July	1868	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	66,000	8	July.	1885	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'96-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	98
" — " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd	60
" — " (R. R. etc)..... "	3,902,000	6	----------	'67-'96	----
" — " " (banks) ..... "	5,898,533	6	----------	------	----
" — " " (war loan)..... "	670,000	6	----------	------	----
Maine—State bonds .....coupon	---------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" — " " (st'k'g conv.)... "	200,476	5		1965	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	101½
" — " " (st'k'g conv.)... "	2,490,589	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1891	----
" — " " (") ..... "	10,000	4½	Chiefly quarterly.	1868	----
" — " " (") ..... "	767,580	5		'42-'58	----
" — " " (") ..... "	299,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	36,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct	'68-'71	----
" — " " (T. & G. R. R.)..... "	609,380	6	" "	'88 '00	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	800,000	5	" "	1893	123½
" — " " (Eastn R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stock) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'84-'86	----
" — "	247,000	6	June & Dec.	'68-'72	----
" — "	55,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'78	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan..... "	1,000,000	5	" "	1893	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	537,000	7	" "	18-6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	150,000	6	" "	1863	60
" — " " " "	100,000	6	April & Oct	1868	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	71
" — " " S.W. Branch... "	4,000,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	660,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	710,000	----------	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " — " " (" ").. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	531,500	6	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	548,107	6	" "	pleas	----
" " — " " ..... "	900,000	6	" "	1875	----
" " — " " ..... "	442,991	5	May & Nov.	1898	107
" " — " " ..... "	1,189,781	6	Jan. & July	pleas.	----
" " — " " ..... "	1,300,000	6	" "	'68-'78	119
" " — " " ..... "	700,000	7	" "	1870	113
" " — " " Comptroller's bnds	28,678	5	----------	d'm'd	----
" " — " " ..... "	11,050	5½	----------	d'm'd.	----
" " — " " ..... "	14,230	6	----------	d'm'd.	----
" " — " " ..... "	421,000	6	Jan. & July.	'65-'87	----
" " — " " Railroad Loans....	237,700	4½	J., A., J., & O.	1894	----
" " — " " ..... "	68,000	5	Feb. & Aug.	1876	----
" " — " " ..... "	28,000	5½	J., A., J., & O.	1885	----
" " — " " ..... "	320,000	5½	Jan. & July.	1865	----
" " — " " ..... "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " ..... "	15,885,025	6	" "	64-'70	117
" " — " " ..... "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	66
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	378,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	102
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	102
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	125,680	6	" "	1863	106
" — " " (war loan).....coupon	1,500	---	" "	1525	----
" — " " (" ").... "	279,313	---	" "	1569	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----------	----------	----------	----
Pennsylvania—State Stock Loans.....	151,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	----
" —State bonds..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1858	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Military Loan bonds ...coupon	97,360	----------	----------	----------	----
Rhode Island—State bonds (war loan)..coupon	3,000,000	6	Feb. & Aug.	1871	98
South Carolina—State bonds (stg).....coupon	2,000,000	6	Mar. & Sept.	1892	100
" " —Inscribed certificates	484,444	5	----------	1868	----
" " —State b'ds (railroads)..coupon	1,708,017	6	----------	'68-'90	----
Tennessee—State bonds (banks) .....coupon	1,310,000	5	----------	1877	----
" — " " (interm. impr.) "	1,125,000	6	----------	1882	----
" — " " (railroads) .... "	2,063,606	5	----------	Var.	60
" — " " (capitol) ..... "	12,799,000	6	----------	Var.	48
" — " " (Hermitage) . "	605,000	5	----------	1890	56
Texas—Had no debt in 1861	48,000	8	----------	1890	56
Vermont—Inscribed certificates	----------	----------	----------	----------	----
" —State bonds (war loan) .....coupon	175,000	6	----------	'62-'64	----
" — " " (" ") ..... "	58,000	6	----------	'62-'68	----
Virginia—Inscribed certificates (civil).....	751,000	6	Jan. & July	1870	103½
" — " " (railroad) ...	404,000	5	Various.	Var.	----
" —State bonds (railroad) .....coupon	18,264,842	6	Jan. & July.	'83-'93	50
" — " " (sterling)..... "	12,624,500	6	" "	'85-'93	----
West Virginia—No information	1,865,000	5	" "	1892	----
Wisconsin—State bonds (civil)..... coupon	----------	----------	----------	----------	----
" — " " (war) ..... "	100,000	6	April & Oct.	'67 '68	100
" — " " (domestic) .... "	200,000	6	Jan. & July.	1887	----
" — " " (") .... "	100,000	6	" "	1877	----
	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,685	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	295,802	162,722	178,785	266,090	224,256	312,164	320,857	281,419	279,464	244,378	2,661,345
1865	261,908	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	159,142	169,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,538	188 565	205,866	195,103	271,141	351,494	312,049	319,816	308,187	2,885,426
1865	293,585	238,949	------	---- —	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,206	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,485	103,450	107.866	124,283	115,861	160,491	172,072	210,476	153,388	153,522	1.488,197
1864	98.123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55.085	50,386	66,573	84,603	94.406	82,467	82,400	889,499
1861	85,239	73,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	[illegible]
1862	106.263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,467	99,569	90,882	95,134	130,551	160,397	142,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,703	319,593	372,296	380,343	349,953	330.657	361,519	359,114	455,235	465,959	536,608	414,764	4,651,040
1860	354,000	345,000	433,311	457.161	393,409	398,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506.610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	[illegible]	[illegible]	8,400,334
1863	845,695	839,949	956,445	948.059	848,783	770.148	731,243	687,092	816,801	985,284	1,024,649	1,035,321	10.469,481
1864	984,827	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,361	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
1865	908,341	866,039	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	[illegible]	1,720,396
1862	109,867	105,424	74,246	96.180	158,194	225,048	190,456	129.019	188,870	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115.444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129.996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307.330	281,568	308,963	202,346	192,442	151.427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244.771	202,392	190,364	219,561	268,100	302,174	295,780	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	192,322	2,126,066
1860	186,257	185,926	209.994	183,758	219,590	188,060	193,931	248,971	259,643	321,059	243,168	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	288,983	289,862	281,020	[illegible]	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	362,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	522,555	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29.384	37,271	56.687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,364	77,112	85,059	76,764	68,843	710,225
1864	56,510	77,874	90,755	73,215	83,964	75,055	89 533	94 375	96,062	90,576	97,047	92,772	1,017,768
1865	98,112	86,628	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49 102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,950	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,272	61,835	1,163,734
1863	67,181	76,132	44,925	88,177	106,967	111.261	71,587	69,352	155,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	159,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,153	74,286	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	198,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	2-3,851	273,722	203,492	134,972	2,088,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	225,690	276,191	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,926	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257.227	268,613	264.935	241.236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,900	304,445	333,953	327,206	284,818	311,717	279,129	355,264	398,330	404,564	444,523	396,091	4,077,744
1865	356,784	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,843	307,353	242,089	200,134	2 124,214
1862	230,150	159.658	151,902	175.696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	265,244	346,781	408,445	408,566	405,510	376,470	3,969,010
1865	306,324	279,137	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	[illegible]	6,303,703
1860	387,128	402,530	561.078	585,141	551,700	495,943	544,494	692,382	868,985	811.458	730,736	523,047	7,154,622
1861	489,065	420,793	627,951	689,688	677,078	558,743	523,138	562.076	696.175	927,036	962,960	872,965	7,996,783
1862	749,163	631,966	710,814	770,223	736,114	610,417	749,571	792.841	892,744	1,018,376	[illegible]	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,622	1,045,401	1,074,700	11,069,863
1864	921,831	936,687	1,059,028	1,105,864	1,004,436	1,029,736	1,055,793	1,275,117	1,450,076	1,205,764	1,169,142	------	------
Philadelphia and Reading:													
1859	146 725	155,327	[illegible]	215,476	225,464	230,377	248,862	241.605	264,622	283,646	288,619	245,977	2,735,396
1860	163.551	171.541	257,410	248,110	265,011	278 270	314,806	357.495	339,911	368,956	321,208	249,032	3,315,501
1861	161,105	160,538	191,266	252,164	263.917	270,051	289.987	265,358	224,456	276.209	291.763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,557
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,384	574,486	714,302	815,902	746,955	[illegible]	6,324,063
1864	[illegible]	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,082	203,853	245,928	286,544	231,253	191,138	2,335,264
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270.086	352,071	302.790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	397,350	366,598	461,965	462,987	427,094	395,345	350,753	407,077	463,509	505,814	466,300	457,642	5,132,484
1864	230.676	457,227	602,603	574,680	499,547	420,942	486,687	669,102	705,974	758,660	743,751	------	------
1865	634,260	696,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	69,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,154	203,441	202,965	204,776	2,080,717
1865	170,078	153,903	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	[illegible]	51,296	[illegible]
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	188,722	142,537	162,853	137,666	92,674	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,526	1,403,147
1863	86,321	91,971	108,056	132,111	134,372	152,585	105,554	116,379	120,594	151,053	[illegible]	111,520	1,459,766
1864	79,525	95,543	152,396	123,997	127,009	[illegible]	139,020	244,114	243,940	[illegible]	[illegible]	[illegible]	[illegible]
1865	144,000	150,177	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1881	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	595,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850.	700,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	97
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $990,000	790,500	6	"	"	1870	100
" " $676,000	675,000	6	"	"	1876	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		96
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1865	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3168,000	5	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	90
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	600,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	100
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	350,000	7			1891	
Free Land, 2d Mortgage	500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	3,344,600	7	April & Oct	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1865	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	110
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1860	----
2d Mortgage	364,000	10	" "			115
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,892	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	--	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	89
1st Mortgage sterling	1,000,000	7	" "	" "	1901	----
Memphis and Charleston.						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1889	----
emphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	125
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	113
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	695,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central :						
1st Mortgage	1,007,383	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		50
2d Land Grant	650,000	---		" "		----
Income bonds	511,000					----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65).	350,000	6			var.	
Mortgage	450,000	8			1855	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	251,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5				
1st Mortgage Coupon	2,665,000	6	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	560,000	8				
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.		
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1882	
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "		
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "		
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	
5th Mortgage	1,739,500	7	June & Dec	" "	1888	
Buffalo Branch	200,000	7	Jan. & July.	"	1891	
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	"		
3d Mortgage	930,300	7	Jan. & July		1867	
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.		
Mortgage Bonds Coupon		6	April & Oct	"		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.		1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	268,000	†	April & Oct.	" "	1890	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71-'87	71
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1851, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	810,000	6	" "	"	1850	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1856, "	1,442,000	7	" "	"	1856	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
21 " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	80
Bridge Bonds	185,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	30,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	500,000	7	Feb. & Aug.	New York.	1865	----
Ogdeusburg and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,000,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	60
2d Mortgage	937,500	7	" "	"	1863	23¢
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1886	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1868	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1906	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	95
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	60
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1890	55
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'65-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,509	105,255	1,515,704	54.0	.....	101,102	37,886	—	----
28 Feb '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	20,991	—	335,010	109,500	21,63*	518,985	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.6	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	895,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,235	100,000	1,419,789	922,622	23,579	2,582,505	116.2	.....	505,156	280,295	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	----
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,453	—	307,060	100,000	—	422,200	23.8	46,925	85,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,410	164,337	—	----
31 Aug '61	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,850,000	927,000	—	4,280,09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439 775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	18,966	8	----
29 Feb '64	62.0	—	2.6	—	8	17	26	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,126	212,563	----	—	117
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,365,942	—	—	156,665	78,631	5	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,305	51,000	—	810 982	66 0	211,836	270,672	54,289	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,416	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	365	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	207,841	434,559	180,839	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,280	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	22.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,864	619,112	32.0	.....	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '62	100.0	3.5	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	205,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	—	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,158,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	526,043	8	120
30 Nov. '60	102.5	—	—	19	18	171		Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	—	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	3	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	138,833	11	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.		138.0	.....	882,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	82
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,671,140	6,128,031	—	14,837,839	394.0	1,955,619	3,090,211	1,350,499	8	110
1 Apr. '63	242.0	—	----	29.0	36	28	705	Chicago and Northwestern	12,825,849	510,983	—	3,731,316	8,3*5,000	226,641	13,147,13*	242.0	.....	1,983,054	448,503	—	22
31 Mar. '64	181.6	—	----	—	61	69	1,196	Chicago and Rock Island	7,429,635	*	—	6,000,000	1,402,748	—	8,350,575	228.4	1,162,840	2,143,875	1,103,414	6	98
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,386,988	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,06*	2,291,451	1,279,40*	6	----
31 May, '63	174.5	5.5	14.3	—	24	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	99
— — '58	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,850	—	25
— — '58	108.0	—	----	—	...	...	.....	INDIANA.								108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	109.0	.....	248,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	236	Evansville and Crawfordsville	2,233,413	*	2,750	956,061	1,219,100	51,772	2,283,748	109.0	.....	442,993	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,634	9	100
1 Dec. '63	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,57*	998,000	11,086	2,491,368	84.0	365,887	598,09*	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,17*,225	108.0	312,969	527,863	288,156	—	----
31 Mar. '64	66.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,528,763	132.0	.....	315,172	117,941	6	100
— '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '64	73.0	—	----	—	21	25	440	Terre Haute and Richmond	1,938,150	*	109,379	1,900,150	88,000	—	3,061,108	73.0	370,556	1,007,979	521,254	18	154
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,614,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	96.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	360,084	.....	86 0	7 mo's.	86,239	46,771	—	----
31 Dec. '63	100.0	—	----	289.0	10	7	189	Dubuque and Sioux City	3,230,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	----
-- -- '62	186.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99*	111.8	.....	428,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	.....	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1	181,633	222 909	120.069	3	66
30 Jun. '64	186.0	85.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,866,430	300 0	.....	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	612	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	.....	.....	.....	206.0	.....	1,232,624	555 454	—	----
31 Aug '60	83.7	—	----	125.5	...	...	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,959	103.434	1,710,819	83.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada		—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	----
31 May '64	284.8	—	29.4	—	97	97	1,289	Michigan Central	13,806,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.8	1,658 2	3,417,1**	1,897,060	12	97
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	55
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,242	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	66.5	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,224	1,047,567	420,026	—	25
21 Dec. '62	268.5	—	17.7	55.0	21	26	307	*North Missouri*	6,298,779	504,962	—	2,459,207	4,350,000	.....	.....	168.8	.....	.....	444,460	182,595	—	----
31 Dec. '62	152.0	—	5.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
30 Feb. '63	198.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,398	—	----
28 Feb. '63	77.0	—	5.9	206.0	...	...	.....	*South-Western Branch*	4,***,586	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	84.1	5.0	8.2	—	16	13	219	*St. Louis and Iron Mountain*	3,***,*13	344,168	—	1,971,127	3,501,000	57,861	5,900,277	90.1	292,631	753,325	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nh
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,955	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.5	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	103½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,838	630,555	33,673,664	286.8	1,933,769	4,481,859	3,054,653	6	101
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '63	139.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	50
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,620	2,275,629	70.9	372,063	503,718	167,051	6	104
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	114
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	129
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	125
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	125,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,814,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	99½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	59.0	477,753	812,556	390,594	6	92½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	104
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	125½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	430,160	52,518	14,000	500,000	285,000	—	785,600	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	2,016,100	416,000	339,915	3,771,015	102.1	436,407	722,068	411,544	7	105
30 Nov. '63	43.4	1.0	14.9	—	13	16	868	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	391,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	2	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	37½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,429,838	1,232,831	10	128
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	93½
								NEW HAMPSHIRE.													
31 Mar. '63	91.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	58.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	493	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	55
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	108
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	229,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	61.0	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	125
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,356	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	54.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	55.0	—	.....	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	55.0	.....	293,857	103,645	7	116
31 Dec. '63	38.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	53.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	28,592	—	.....
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	103
31 Dec. '62	38 5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	551,898	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	55.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	100.5	618,390	1,134,256	317,213	5	108½
30 Sep. '63	59.2	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	204,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,431	3,511,414	7½	60
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,881,713	1,844,287	7	96
30 Sep. '63	54.0	2.5	12.1	—	13	26	100	Long Island	2,305,663	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '64	297.8	256.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	19,997,899	3,506,745	9	94
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,960	—	1½
30 Sep. '63	85.0	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	—	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	229,750	—	938,884	58.2	151,198	336,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	23	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	586,201	279,210	6	106
30 Sep. '63	40.0	6.7	3.8	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,286	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,200	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	304,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	8	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,581	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	485,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	26	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	95.0	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	118,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '63	136.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	11	135
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,606	94,229	8,251,646	203.5	.....	1,436,317	552,800	—	54½
31 May '64	109.2	79.4	.....	—	37	54	659	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	92
31 Dec. '58	61.4	—	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,678	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,847	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	259,630	—	.....
30 Apr. '62	192.0	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	155.0	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,260 887	1,498,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	.....
31 Dec 63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,906,630	*	25,000	3,314,775	6,651,550	38,272	10,152,632	250.0	1,279,960	1,439,798	540,921	—	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0			360,215	171,286		
31 Oct. '61	65.0	2.0	7.0	—	21	13	434	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,489	149,013			
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,385,500	74.0	176,968	394,952	195,901	8	10½	
31 Oct. '64	113.0	—	57.0	—	77	26	5,214	Del., Lackawanna and West'n	7,295,395	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20		
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	232,560	202,009			
31 Oct. '64	78.0	—	10.0	—	18	1	619	Elmira and Williamsport	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0	303,846	652,150	68,714	2½		
31 Oct '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10		
31 Oct. '64	81.0	—	2.0	—	5	9	155	Erie and Pittsburg	1,588,878	194,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	65,456			
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½	
31 Oct '61	32.0	—	1.2	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,906	—	—	
31 Oct '64	43.5	14.5	11.0	0.0	15	4	126	Huntingdon and Broad Top	2,012,245	*		1,325,992	1,383,427	268,281	2,977,700	58.0	206,743	335,280	143,472	—	—	
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—	
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,718	Lehigh Valley	7,434,700	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,250,262	1,462,154	20		
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	8	—	
31 Oct. '64	130.5	—	65.5	—	31	—	51	Mine Hill and Schuylk. Haven	5,700,000	*		3,700,000	—	—	3,700,000	(	"	"	")	7½	55	
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,650,418	517,375		3,150,150	3,105,705	—	6,255,855	69.5	320,638	741,977	346,401	—	25	
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,936	Pennsylvania	27,639,576	3,386,315	5,604,810	19,800,000	16,644,840	—	43,520,356	356.9	5,846,778	14,759,057	4,065,112	10	56½	
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,599		1,134,100	315,500	—	1,673,100	24.0	253,739	428,147	207,893	5	57½	
31 Oct '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,628	—		5,013,054	9,940,009	10,500	14,963,564	(ope	r. by Penn. R.R.	Co.)	—	—	20	
31 Oct '64	93.0	54.0	218.8	—	216	74	12819	Philadelphia and Reading	18,998,276	5,736,480	—	20 072 323	7,271,879	—	27,344,202	512.5	1,926,309	9,269,341	4,508,150	15	47	
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,696	999,200	250,000	—	1,249,200	28.2	176,447	224,008	477,668	10	14½	
31 Oct. '64	96.9	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	692,000	—	9,349,300	197.0	859,238	3,205,560	1,365,300	10	64½	
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,466	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	12	
31 Dec. '63	468.3	—	78.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	81½	
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northu	Cen	40,476	144,728	87,112	10	40	
31 Oct. '64	26.4	—	3.5	—	7	16	24	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1,009,005	102,312	1,855,443	26.4	118,658	273,232	149,817	—	—	
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,666	295,338	211,317	8	43	
								RHODE ISLAND.														
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,217	8,500	—	.....	13.6	24,916	31,702	9,718	.....	—	
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	—	
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,[illegible]	151,536	6	—	
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—	
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,748	960,410	108,172	2,067,325	102.0	.....	220,014	96,146	—	—	
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—	
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—	
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—	
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,866	149,167	—	—	
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,090	873,597	—	—	
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	160,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—	
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—	
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	85,129	44,666	—	—	
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,808	13,892	—	—	
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—	
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—	
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	87,950	127,953	87,243	—	—	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—	
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—	
— — '58	56.0	—	.....	194.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—	
— — '60	50.6	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,306	32,670	.....	—	—	
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—	
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—	
								VERMONT.														
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	.....	3,036,338	90.7	139,877	368,850	167,430	—	—	
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,251	423,027	112,163	—	—	
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.6	136,761	185,474	67,785	—	—	
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1	
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	100	
30 Jun. '63	22.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	616,164	793,200	.....	1,301,886	23.7	48,995	61,257	26,451	—	—	
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,852	—	—	
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—	
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	702,024	136,302	43,062	—	—	
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,096,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,232	—	—	
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10	
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,665	2,517,500	590,056	.....	167.7	270,848	450,427	222,214	—	—	
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,300	1,851,500	292,842	4,745,256	133.4	.....	410.166	201,344	—	—	
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	526.554	273,882	7½	—	
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328	—	57	
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279.945	145,585	7	77	
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.6	1,058,054	163,753	79,585	6	66	
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—	
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—	
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,755	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 908	634,081	359,130	5	75	
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,269	836,475	2,400	3,452,813	3,265,000	571,988	10,233,271	214.9	490,198	740,489	347,987	—	—	
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—	
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—	
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,784	414,741	—	35	
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,045	490,597	128,210	—	—	
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—	
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,341	1,631,180	911,029	22,964	2,563,376	49.0	.....	242,798	117,842	—	15	
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,268,510	1,154 858	—	—	
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,425	.....	26,084,180	257.0	.....	3,011,860	1,649,510	1½	—	
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	*	—	.....	4,909,980	768,959	5,678,939	98.1	402,670	467,386	191,182	—	—	
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—	
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	18,100	186,000	1,709,232	60 0	.....	132,555	36,670	—	—	
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	130,107	87,121	—	—	
								NEW GRANADA.														
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,655	5,000,000	5,575,000	—	10,763,723	48.7	.....	5 027,438	1,823 924	18	258	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	5½	49¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	47½
Erie (preferred)	8,535,700	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	—	42
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	63
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	668,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	67
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	94
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	100¾
2d Mortgage	294,750	6	-------	-------	97
North Branch:					
1st Mortgage	490,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,960,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	630,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	---
Delaware Division	100	1,633,350	—	25
Delaware and Hudson	100	7,500,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	2,479,950	6	64
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	29
Susquehanna and Tide Water	50	2,048,260	—	11½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	56 —	@ 57 —
Pig, American, No. 1		— —	@ 50 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		165 —	@ — —
Bar, English, common		145 —	@ — —
Band, English		190 —	@ — —
Horse Shoe		180 —	@185 —
Rods, English		160 —	@240 —
Hoop, English		195 —	@230 —
Nail Rod	per lb.	— 14½	@ — 16
Sheet, Russia	per lb.	— 28½	@ — 30
Sheet, English, Single, Double and Treble		9 @	— 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 23	@ — 29
English Spring (1st & 2d qlty.)		— 13	@ — 17
English Blister (1st & 2d qlty.)		— 15	@ — 24
English Machinery		— 17	@ — 20
American, Blister		— 14	@ — 18
American, Cast, Hammered		— 24	@ — 28
American, Cast, Rolled		— 15	@ — 20
American Spring		— 14	@ — 18
German		— 16	@ — 18
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 58
Sheathing, &c. Old (cash)		— —	@ — —
Sheathing, Yellow		— —	@ — 45
Pig, Chile		— —	@ — —
Bolts		— —	@ — 58
Braziers'		— —	@ — 58
American Ingot (cash)		— 35	@ — 39

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— —	@ 10 50
German Refined		— —	@ 10 50
English		— —	@ 10 50
Bar	per lb.	— —	@ — 17
Pipe and Sheet		— —	@ — 21
Plates, Charcoal I. C	per box	15 50	@ 16 —
Plates, I. C. Coke		12 50	@ 14 50
Terne, Coke		12 —	@ 12 50
Terne, Charcoal		15 —	@ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	7 50	@ 8 —
Clinch (cash)		— —	@ 9 —
Horse Shoe, Forged (cash)	per lb.	— —	@ — 35
Wrought, English (cash)		— —	@ — 65
Ausable Horse, Norway Iron, Forged		— —	@ — 45
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 05	@ 1 10
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		72 —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— —	@ — 34½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 53	@ — 54
Naptha, Refined, (60@63 gravity)		— —	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22.
American Coal Co.	80	----	----	----	----	----
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	112	117
Canton Co.	31¾	31¾	31	30¼	27½	28
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	86	86	----	----	82	----
" " pref.	----	----	----	90	88	92
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	116	110	----
" " 8 p.c.	112	----	----	----	----	----
Ohio. & Northwest'n.	31¾	30¾	30½	27¾	24½	26
" " pref.	69½	57½	57½	53¾	51½	52
" " 1st M.	80	----	----	79	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	99½	98	98½	96½	91½	92
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	130
Clev. and Pittsburg	70½	70¼	69	67	59½	58½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	----	99	96
" " S. F. 7 p.c.	95	95	95	----	----	95
Cumberland Coal, pref.	63½	53	51½	47¼	36	35
Del. & Hudson Canal	160	155	----	151	147	150
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5, 106		106	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	106	----
Erie	67½	65½	----	64	60½	61¾
" pref.	----	80¾	66¼	----	----	79½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	103	----	----	----
" 3 M. 7 p.c. '85	102	102	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	95	----	92
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	25	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110¼	109	110	108	100¾	102
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	100¾	----	----	100
" 2 M. S. F.	107	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	111	109	----	105	101½	101½
" Can. b'd sec.	----	----	----	----	----	----
" bonds	----	----	110	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14¾	12¼	12¾	10¼	11¼	12¾
Michigan Central	106	----	105	99	98	
" S. F. 8 p.c. '82	113	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	65	63¾	64	62½	58	59½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	103	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	35	35	35½	35	34	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	70	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	----	----	----	----	----	60
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	71	----	----	----	----	----
New York Central	107	107½	106½	104¼	100¼	101
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	99	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	100	----
" " 2 M. 7 p.c. '64	----	----	----	----	----	----
" " 2 M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27	26¾	26½	25½	23½	23½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	172
Phila. and Reading	107¾	106¼	106½	105½	97½	100
Pitts. Ft. W. & Chicago	88¼	89	89	86¼	83¼	85
" " 1M. 100	100	100	----	----	----	----
" " 2M. 98	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	75½	75	72½	72	63½	65
St. L., Alton & T. H.	----	----	----	----	25	----
" " pref.	67	----	----	----	----	----
" " 1M.	----	----	----	----	----	90
" " 2M. pref.	80	----	----	----	----	70
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	85	----	----	85	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	100	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	96⅜	95⅛	97⅛	98⅛	91⅜	92⅛
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	108	....	108	....	105⅜
U. S. 6s, 1881, coup.	....	108⅛	108⅛	108⅛	105	107
U. S. 6s, '81, O. W. L. y.	....	....	....	....	....	....
U. S. 6s, 1881, " ⅓y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	115	....
U. S. 6s, 1 year certif.	....	98⅛	98⅛	98⅛	97	97⅛
U. S. 6s, 5-20s, coupon	109⅛	109	108⅞	109⅛	105	106⅛
U. S. 6s, 5-20s, new	109⅛	108⅞	108	107⅛	104⅛	105⅛
U. S. 6s, " reg.	....	108	....	....	104	105
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	....	....	....	....	....	....
American Gold	168	164⅛	165½	159⅛	156⅛	156

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	10⅛	....	....	....	....	....
" preferred	....	....	26	25⅛	25	....
Camden & Amboy	130	125	126	....	....	125
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	92	....	90	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	90
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	20	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	64	....	....	....
" 6s	....	....	....	....	94	....
Lehigh Valley R. R.	....	....	....	....	....	....
" " 6s	....	97	....	....	....	95
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	57	....	56½	....	....	55
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	25	....	....	....	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	57⅛	57	56⅜	56	56	56⅛
" 1st m.	....	....	102	102	....	....
" 2d m.	....	....	....	....	....	....
Penn. State, 6s	86⅛	86⅛	86⅛	83	84	....
" " 6s, coupon	....	....	....	....	....	....
" " 6s, W. L.	100	....	....	....	....	....
Philadelphia City, 6s	92	....	....	90	....	....
" " new	95	94⅛	94	93	90	90⅛
Philad., Germ. & Nor.	....	58	....	....	57⅛	....
Phila. & Reading	53⅛	53⅜	53⅛	53⅛	52⅛	48
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	21	....	....	21	20	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	25	....
" " pref.	32⅛	....	32	32⅛	31	29
" " 6s '82	....	....	....	78	....	78
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	89½	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	13⅛	12⅛	....	....	11¼	....
" " 6s '78	....	54	....	....	....	10
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	20	....	18	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	60	....	....	....	....	60
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	63	....	....	....	....
Spruce & Pine, "	....	....	....	25⅛	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875	99	....	....	....	....	....
" " 1886	....	98	97	97	....	....
" " 1870	....	....	....	....	....	....
" " 1890	100	100	100	....	....	100
Balt. and Ohio	....	....	101	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	93	97	....	....
" " " '85	95¼	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	....	89½	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	....	....	104	....	....	....
Boston and Maine	117	115	....	114½	....	114
Boston and Providence	....	....	129	....	....	....
Boston and Worcest.	....	130	128	....	125	....
Cheshire, pref.	48	45	44½	....	....	....
Concord	56½	....	54½	....	53	55
Connecticut River	....	....	99⅛	....	....	....
Eastern, Mass.	95	95	95	91	....	92½
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	108	108	107	106½	....	104
Manchester & Lawr'ce	....	....	....	....	108	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	78	78	....	....	....	....
Old Colony and Fall R.	....	108	....	....	106	105
Pb., Wil. & Baltimore	67	....	67	....	....	64⅛
Portl'd, Saco & Ports.	....	103	103⅛	....	....	....
Vermont & Canada	....	....	....	....	....	100½
Vermont & Mass.	....	88	....	87⅛	....	....
Western	....	....	130	....	128	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	95	....	95
Metropolitan "	....	....	49⅛	....	49⅛	49
Middlesex "	....	....	....	....	55	....
Central Mining Co.	....	....	....	....	45	....
Franklin "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	10	....	....	10⅛	....
Pewabic "	45	43	39	39½	39⅛	39⅛
Pittsburg "	....	67	....	....	....	....
Quincy "	....	....	....	....	....	79
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of March:

Maryland 5s	60	to	65
United States 6s, 1881	63⅛	"	63⅜
Do. 6s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	66	"	68
Do., 2d mort., 1881	61	"	63
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	61	"	62
Erie shares, $100 (all paid)	35	"	35½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	53	"	53½
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	64
Do. do. S. F. 1st mort., do., '52	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, March 25, 1865.

Stock Exchange and Money Market.

The large decline in the price of gold as measured by the currency employed to purchase it, (for gold in fact has not fallen at all in the general market of the world,) has caused a lively sensation in financial circles, and is the subject of continual speculation by the press. All sorts of theories, all kinds of opinions and all varieties of suggestions are daily ventilated for the benefit of the public, but make no change in the current of events. We have recently seen an elaborate article in a daily paper to explain why prices do not go down with the fall of gold, and why they may not be expected to go down. But the writer does not explain the converse and complement of his theory, why prices should not go up when gold went up, as he is bound to do unless his rule does not work both ways, as rules of any value usually do. It is sheer nonsense, however, to undertake any such explanations as those referred to. Prices in inflated currencies will decline to gold prices as paper and gold assimilate, and though there may be exceptions while inflation lasts, the final tendency is certain. The exceptions only confirm the rule.

The desire expressed to have the return to specie payments a gradual one is natural enough, and not by any means improper. At the same time those who express it should also show some desire to meet the decline in the prices they ask for their stocks of goods on hand. For if they deprecate a return to the specie standard in order that they may still get 2 or 300 per cent. for their goods, as much for them now as when gold was approaching 300, we think they ask a little too much, and what they ask will not be granted by the public be it ever so indulgent. Nor do we think any combination of journalism will much alter the tendency of events. The public mind is fixed in the idea that the price of gold has been always too high. On the very strictest principles, if the old rule of currency circulation was a sound one, viz., that on one dollar of gold three dollars in paper might be safely set afloat, then in fact, the Government and the bank currency is not three times greater than the estimated quantity of gold in this country at this moment. But it is not concentrated anywhere in amounts enough to be at command, and thus paper money is redundant and redemption is impossible for the present. So the people have judged, while they never believed that the high premiums paid for gold were reasonable or justifiable. We have always contended that combinations, disloyal feeling and corrupt motives had much to do with the speculations in the commodity. In a letter lying before us from that well known banker and profound thinker, A. B. Johnson, Esq., of Utica, he says: "I wonder if those who thought the price of gold depended on the deterioration of our paper money are now satisfied of their mistake, though no doubt should the demand for gold make it rise again we should still hear repeated, the old song of the depreciation of paper money. What a man gets into his head by inculcation or otherwise you can hardly drive out with a sledge hammer." If gold continues to fall with the currency remaining in amount as it is, some interesting questions would arise. In the meantime we ask where is all this much abused United States currency? Where are all these legal tenders? Here in the commercial metropolis, here where all the financial power of the country concentrates or is delegated to representation, we see by the report of the 54 city associated banks made for the week ending March 18, that to redeem their circulation of $4,662,505, and deposits $174,479,367—total, $179,141,872, the only lawful available means at hand were specie, $22,256,596, and legal tenders about $33,645,014! Thus upon liquidation and settlement with their creditors and stockholders, but for these much despised legal tenders these institutions would find themselves in difficulty. This state of things is very suggestive. It demonstrates that so far as the Government issues are concerned, the rise and fall of gold has been entirely independent of that circumstance, and that legal tenders are not to be

found in places of deposit like banks, in sufficient quantities to pay more than one-third of their obligations. There are those who with considerable show of reason think this a fair conclusion. The Southern States now about to re-enter the Union are destitute of a sound currency, their paper has disappeared or is worthless. A very large amount of legal tenders will inevitably be required there, and be retained there on the resumption of business. The legal tenders will therefore become scarce in the loyal States, and be worth perhaps a premium as they several times have been, and appreciate to gold. Under these circumstances therefore, it may also be asked why should the Government issue any more stocks to be paid for the use of irredeemable bank paper, when it can issue its own which is so much more prized and so much safer. Why not better issue what it yet requires in legal tenders imperatively convertible after a year or two in stock, and thus save the interest in the interim. Will not the increase be a valuable aid to the business men of the South at the crisis of their return to the protection of the old flag? In this view of the subject, these inquiries are also important.

The absorption of our National securities on the continent of Europe continues large. It is asserted by a Philadelphia cotemporary, that of the original issue of $511,000,000 of the 5-20's, $409,000,000 are coupon bonds, and that of these $106,000,000 with coupons are held by firms in Frankfort, and $105,000,000 in Amsterdam. In these purchases the British capitalists have taken little or no part. On the contrary, there seems to have been a settled purpose to discredit all American securities. In the London Money Market *Review* of February 18, and it assumes to lead as a financial journal, we find the following (in one particular,) ignorant and unjust remark: "The debt of the United States is at present very large, and the amount of interest payable upon it, prodigious. *As matters now stand the sum annually receivable from taxation is insufficient to pay the interest.*" How such statements can be put forth by any respectable journalist we cannot conceive. Not only are the means received from taxes direct and indirect sufficient to pay the interest of the National debt, but more than sufficient. The Treasury has constantly a surplus of gold on hand for this purpose, and on several occasions had such a plethora, that it has paid the interest in advance several months before it was due. No nation in Europe has ever done this, or ever will.

We also notice the same unfriendly spirit in regard to other American securities. A combination was actually made to defeat the loan proposed by the Atlantic and Great Western Railway Company, because of the friendliness of its great promoter Mr. McHenry to the cause of the Union. Late advices assure us that vigorous efforts were made to prevent a realization on that loan which fortunately for the public, and the friends of the company was signally defeated, and the debt stands at 3 per cent. premium. While on this subject we take the liberty of extracting from a letter received within a few days past from Thomas W. Olcott, Esq., President of that well known and stable institution the Mechanics' and Farmers' Bank of Albany, a few powerful suggestions in regard to the future financial relations between Great Britain and the United States.

"Your money article of the 18th inst., is very suggestive and presents matter for grave consideration. England may yet receive from us, that aid which she volunteered to deny to us in anticipation of our wants and wishes. If she was staggered in her attempts to get cotton from the East to a degree that she was obliged to put up interest to the unprecedented rate of 9 per cent. when it was only 3½ at Hamburg; if through the stimulus of high prices she has on hand as is probable a full ordinary supply of cotton; if in addition to this we should through the restoration of peace within a few months throw upon her two or three millions of bales, and then call upon her for 100 millions of gold which she holds subject to sight draft from this country; if also in addition some of her timid and panic stricken citizens should send over a few millions for a more safe investment in the stocks of this country—if all this happens, and happen it may, who can estimate the dangers and terrors of the convulsion which awaits her?"

"And then bringing all the above resources to our aid, with the amazing product of our gold fields and our rapidly developing mineral wealth, with recuperated energies and a restored nationality, who can doubt, under the Divine blessing the future of the United States of North America?"

We commend these remarks of one of our wisest and most successful and deep thinking bankers, to the consideration of the Money Market *Review* and all who believe in it.

That all these speculations are not groundless is apparent from the tone of the London newspapers brought by the last steamer. The London *Times* of the 6th inst., considers a return of specie from England to this country, as "not anomalous," or in other meaning, improbable, under the circumstances, begun already perhaps by the recent arrival of $16,000 at Boston, and to be increased by the absorption of American securities abroad, and the sale of captured and liberated cotton. With regard to the much discussed question whether the 30 or 40,000 bales captured at Savannah are to be sold here, or shipped direct to England on Treasury account, we believe we are warranted in saying that it will be positively sold in this city. Without knowing or pretending to know the reasons of this determination it is not difficult to suppose them. Thus the expense of cartage and shipment on Government account, the freights, insurance, and commissions to agents in charge, the charges and commissions on the sale abroad, the reshipment of the proceeds with new freight charges and commissions, added to the delay of two voyages would probably influence the Secretary of the Treasury. If to these we add the possibility after the cotton arrived in England, of claims being made on it through its Courts of Justice by real or pretended English owners, or if parties who have made claims against the United States for seizure of their vessels and goods on the way to blockaded ports, should obtain injunctions against the funds realized from the sales of this cotton, there would arise an interminable delay before the decision of these Courts could be arrived at. It might take them as long as it has in the Thelluson case to find out to whom the proceeds shall go; these proceeds of five or six millions would be perhaps for years in the Bank of England, and if our Government remonstrated we should be told perhaps, it could not interfere in the course of justice any more than it did when we remonstrated against the continual violation of neutrality, and we were pointed to the Foreign Enlistment act, and the action of the Court as our only mode of redress. If any of these suppositions extend into the mind of the Secretary of the Treasury, we can well understand why he has deemed it best to sell the cotton here and make literally a clear thing of it. One thing is certain, that the very idea of shipments of cotton from the United States gives much apprehension in England. We notice in Ryland's Circular another quotation from this Journal on the subject, on which it comments as follows:

"What wonder if we hear of weakness in the Liverpool market? We anticipated a heavy fall in prices and advise our readers once more to exercise caution in their Liverpool and Lancashire transactions generally."

During the week we have quite a panic in the gold and stock market. It is quite an easy affair at any time. The currency has not been diminished in amount, in fact by the operations of the New National Banks, it has been actually increased. Yet gold has tumbled down to 155, and at this rate a paper dollar is worth about 68 cents, or about double what it was when gold was at its highest. We must lay then the rise and fall of gold at some other door than that of our inflated currency.

With the fall however, has come wild apprehensions of commercial ruin, and great efforts are made in influential quarters to stop the decline, at least until the speculators can save themselves. The Philadelphia *News* opposes this doctrine, and large numbers of persons here do so. Let the downward tendency says that journal "go on until its force is spent on the natural and proper victims." "Have not thousands of loyal people been ruined and rendered almost homeless by their devotion to the Government while the gold gamblers, and the speculators in provisions have grown to princely estates?" Now as the Secretarp of the Treasury has determined not to expand the currency another dollar, it is as idle to attempt to arrest the course of events, as it was in Dame Partington to keep back the Ocean with her broom. The public universally think that gold has been too high, and attribute its enormous rise to combinations of all kinds, not the least to those supported from treasonable motives. We all wish to see it fall to its proper level, whatever that may be whether 25 or 50 per cent. The stoppage of the fall by temporary expedients will do but little good, for consumers will buy as little as possible until a permanent rate is established. They will will not buy to save any speculator in gold or provisions or stocks, no matter how much argued with or implored. So we see no advantage whatever in laying anything on the track to stop the train of events. If the decline is gradual, we shall not seek to hurry it on. Let the laws of commerce, of finance and of political economy work out their own problems. It is very certain that as yet certain dealers in the necessities of life boldly hold on to the highest prices and do not care a pin for the public.

In this condition of panic it is not wonderful that good securities have been sacrificed, both by those who bought and held them for speculative purposes, and those who have held them in good faith. People throw their looking glasses out of the window when their houses take fire. But we think this plan a decided blunder. As the currency appreciates we come nearer to gold, and as

all payments come nearer to gold so will all companies, banks, railways and all monied associations become the stronger. Especially will railway property improve, for the dollars they receive for freights and passengers will double in value, while their outgoes will by the very same process be lessened one half. This is a simple and self evident proposition. A Bank now lending money gets but 3½ per cent interest. Restore specie payments and it will get seven in specie. We therefore think the panic in this respect is a perfectly idle one.

One of the vagaries of the market is the sudden rise in Exchange which has been as low as 106 for good merchant bills. We are not afraid to hazard the opinion that those who are buying at an advance are throwing away their money. When the London *Times* predicts a flow of specie westward, when six millions worth of cotton are likely to be converted into bills, and when we may count on large continuous shipments of the same article Eastward, we think that exchange is not likely long to be scarce or high.

Our private advices from Washington assure us that the Govrnment officials are confident of a very sudden cessation of hostilities by the voluntary or forced submission of the rebel authorities, exhausted as they are in men and money, and are unsupported by their fugitive congress which will be sorely puzzled to find either their states or constituencies except under the Federal flag. To this inevitable conclusion we must come, and we should shape our movements accordingly. A prolongation of the war is apparently impossible, and the threats of guerillas are a baseless reliance for permanent existence, as all history teaches. Napoleon the 1st was not driven out of Spain by guerillas but by the phalanx of Wellington, and his misfortunes and defects elsewhere. It is well known he always looked upon their operations with contempt, and Napier the historian of the Peninsular war tells us so.

Those of our readers who wish to follow accurately the fluctuations of the market since our last issue, will find them appended. The prices of all securities have been affected as will be seen but as we believe with a wholesome reaction near at hand.

The subscriptions to the 7-30s continue to be made on a large scale under the active management of Jay Cooke & Co., who have by an excellent arrangement with Wells Fargo & Co., prepared for their extensive distribution in the gold producing States and territories on the Pacific. There can be but little doubt that our miners there will largely invest in their securities, since they will pay in gold, and get them at that advantage, while beyond all question both the principal and interest by the resumption of specie payments will be repaid to them in the equivalent at no distant day.

The value of the exports from New York the week ending 26th March, exclusive of specie was $3,608,485, and the specie was but a trifling sum.

The balance in the Sub Treasury on Tuesday, was $2,629,007.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—McGregor 1st mort., 71½; Milwaukee and St. Paul 1st mort., 75; At. and Great Western (Penn. Div.) 1st mort., 70; Brooklyn 6s Water Loan, 102; Stonington R. R., 120; Ohio 6s, 1886, 105; Mariposa 2d mort., 20; Wyoming Valley Coal, 50; Central Coal, 44; Consolidated Coal Co., of Md., 50; Ashburton Coal, 15; Bank of Commerce, 100; Am. Ex. Bank, 120; Market Bank, 100; 4th National Bank, 91; 9th National Bank, 110; Hanover Bank, 102; Park Bank, 145; Fulton Bank, 175; Metropolitan, 125; Shoe and Leather Bank, 108; Corn Ex. Bank, 110; Central National Bank, 103; Merchants Bank, 116; Smith Parmalee Gold, 6; Buchanan Farm Oil, 1.05@1.08; Oceanic, 2.50@2.55; Excelsior 5; Cherry Run, 70c.@71c.; Germania, 85c.; Rynd Farm, 3.90; Tack, 3.05@3.10; United States, 14.50@14.70; Webster, 1.15; Adamantine, 8; Empire City, 2.75@3; Highgate, 1.05; Brooklyn, 2@3; Allegheny, 1.

Philadelphia.—Westchester 7s, 100½; Huntingdon and Broad Top, 25; Allegheny County 5s, 75; Pittsburg 6s, 87; Schuylkill Navigation Boat Loan, 90; Union Canal, 1½; 13th and 15th street R. R., 19; Swatara Falls, Coal, 7; Big Mt., 4½; Green Mt., 3¾; Keystone Zinc, 2; Mechanics Bank, 30; Bank of North America, 191; North Bank of Kentucky, 120: Bank of Kentucky, 107; Commercial Bank, 102; Farmers and Mechanics Bank, 140; Adamantine Oil, 7; Alcorn, 1; Atlas, 1⅛; Briggs, 3⅛; Big Tank, 3⅛; Bull Creek, 2¼; Bruner, 1; Brandon, 1¼; Blue Creek, 3; Corn Pl., 4⅝; Caldwell, 5⅛; Cherry Run, 5¼; Continental, 2¼; Crescent, 1½; Densmore, 4; Duncard, ⅞; Dalzell, 7½; Eagle Rock, 4; Excelsior, 1⅜; Eldorado, 1¼; Eureka, 1; Egbert, 8; Feeder Dam, ⅞; Flemington, 1; Franklin, 2⅛; Gt. Eastern, 1⅜; Gt. Basin, 2¼; Hibbard, 1¼; Howe's Eddy, 1½; Hoge Island, 2⅛; Junction, 3; Jersey Well, 3¼; Logan, ½; Mingo, 8⅝; McClintock, 4⅛; Maple Shade, 21⅛; McElheny, 4¾; McCrea, 2¼; Mutual Petroleum, 44; McElrath, 3½; Oil Creek, 6; Organic, ⅝; Olmstead, 2¼; Petroleum Centre, 2¼; Royal, 2; Rathbone, 1½; Rock, 3⅜; Ross, 1⅞; Slipper Run, 5½; St. Nicholas, 4; Sherman, 1⅛; Sugar Creek, 15¾; Story Farm, 1⅛; Starr, 2; Seneca, 4; Sugar Dale, 4½; Sutley, 1⅛; Tack Petroleum, 3⅛; Tarr Homestead, 4; Tionesta, 2¼; Upper Island, 2; Wm. Penn., 4¼; Winslow, 2; Walnut Island, 1½; Winfield, 1¼; Watson, 3. The latest quotations are: City 6s, 87½@88½; do., new, 90@90; State 5s, 85@85½; do., coupon, 6s, 92@93; do., W. L., 100@100; Phila., Wil. and Balt., 64½; Reading, 47½@41⅝; do., 6s, 1870, 90@94; do., bonds, 96@98; Camden and Amboy, 126@130; Penn. R. R., 53½@54; do., 1st mort., 102@104; do., 2d mort., 99@99¼; Little Schuylkill R. R., 32@32¾; Morris Canal, 90@90; do., pref., 120@124; do., bonds, 98@100; Wyoming Valley Canal, 50@57½; do., 6s, 92½@95; Susquehanna Canal, 9½@10; do., 6s, 49@52; Sch. Nav., 22@25; do., pref., 28¼@29; do., 6s, 1882, 79@80; Union Canal bonds, 15@20; Delaware Div. Canal 31½@33; do., bonds, 90@95; Elmira and Williamsport, 28@29; do., pref., 46½@48; do., 7s, 1873, 95@99; do., Chattle 10s, 73@74; Long Island R. R., 37@39; Lehigh Coal and Navigation, 62@64; North Pennsylvania, 25@27; do., 6s, 88@89½; do., 10s, 105@114; Philadelphia and Erie, 15@16; do., 6s, 90@95; Minehill, 55@55; Catawissa, 9½@10½; do., pref., 20½@23½; Lehigh Valley, 65@68; do., bonds, 95@98; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 62¾@65; Race and Vine, 9@10; West Philadelphia, 69½@70; Spruce and Pine, 25@25; Green and Coates, 25@30; Chestnut and Walnut, 30@45; Arch, 11½@12; Thirteenth and Fifteenth, 17@19; Girard College, 18@27; Tenth and Eleventh, 43¾@44; Norristown, 55@56½.

Boston.—Northern (Ogdensburg) 2d mort., 23¾; Rutland and Burlington 1st mort., 60; Boston and New York Air Line 6s, 49; Eastern R. R. 6s, 1874, 99¾; Cheshire R. R. 6s, 92; Vermont and Massachusetts 6s, 1865, 96½; Western R. R. 6s, 1875, 101⅛; Nashua and Lowell R. R., 125¾; Boston, Hartford and Erie R. R., 17; Pittsfield and North Adams R. R., 98; Vermont State 6s, 96; Brooklyn City 7s, 1885, 100½; Chicago 7s, sewerage, 103; Boston 5s, 1868, 116½; do., 1886, 114; do., 1874, currency, 102¾; Boston Water Power Co., 37¼; Union Steamship Co., 130; Bear Valley, etc., coal, 20¾; Mammoth Vein Coal, 27½; Franklin Coal, 55¾; Belmont Coal, 10; Short Mt. Coal, 38¾; Locust Dale Coal, 29¾; Rocky Mt. Gold, 13; Macomb Lead, 75c.; Buckingham Plumbago, 6; Great Basin Oil, 2; Fuller Farm Oil, 2; 1st National Bank, 124; Bank of Commerce, 112; Webster Bank, 112; Traders' Bank, 104; Boston Bank, 80; New England National 117¼; Columbian Bank, 140; Tremont National Bank, 111¼; State Bank, 80; National Bank of Commerce, 113; Howard National Bank, 113; 3d National Bank, 105; Suffolk National Bank, 117; National Bank of Redemption, 110; Shawmut National Bank, 102; Atlantic Bank, 185; Acton Mining Co., 70c.; Boston, 1¼; Canada, 60c.; Copper Falls, 25; Huron, 39; Hancock, 87⅛; Mesnard, 2½; Madison, 1¾; Manhattan, 3½; Superior, 5¾; St. Clair, 3⅛.

Baltimore.—N. W. Va. 1st mort., 96½; Western Maryland Bonds, 84; do., guaranteed, 97; City Passenger R. R., 17; Canton Co., 28½; Springfield, 0.55; Mineral Hill, 1.40; Baltimore and North Carolina, 0.20; Atlantic Coal, 1.35; Laurel Cannel Coal and Oil Co., 5.00; Santa Clara, 13; Maryland Anthracite, 29¾; Penn. Oil, 1.40; Chesapeake Oil, 3.00; Lake Chrome, 0.30; Citizens Bank, 12¼; Union Bank, 70⅛; Bank of Baltimore, 105½; Bank of Commerce, 24¾; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 95@98½; do., 6s, 1867, 90@95; do., 1875, 96@98; do., 1880, 97½@98; do., 1885, 97@98; Northern Central, 45@50; do., bonds, 1885, 86@90; N. W. Va., 00@05; do., 1st mort., 90@96½; do., 2d mort., 92@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 80@84; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 83½@84; do., guar., 96@98; Maryand 6s, coupon, 1870, 99@100; do., Ins., 99@100; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 99@99½; do., 1886, 96½@97; do., 1890, 99½@100; do., coupon, 101@102; do., 5s, 1838-'70, 82⅛@86; City Passenger R. R., 16@17; Canton Co. 28½@30; Gardner, 0.50@0.75, Gas Coal, 1.25@1.80; Maryland, 0.55@0.55; North State, .10@.10; Springfield, 0.50@0.65; George's Creek, 100@110; Santa Clara, 13@19; Balt. Chrome, 2.30@2.35; Bare Hill, 2.00@2.75; Atlantic Coal, 1.30@1.45; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.00@5.30.

Commerce of Toledo.

Toledo is by no means a city of recent date. It has had a place on the map for the full third part of a century. The western tide of immigration, however, had given it the "go-bye," and as a consequence its growth was not demonstrative. In 1840 it had only 1,222 inhabitants, and in 1850, only 3,829.

But now it became from its geographical position a great railroad entrepot, and having also water connection by river and canal with the lakes and the Ohio, its commercial relations began to extend. The immigration which had passed it on its westward course had in the meanwhile laid the foundations of a vast empire, producing little but agricultural staples and wanting all the products of the anvil and loom. The interchange of these, while advantageous to the west as well as east, was no less valuable to the interlying settlements and especially to those on the great lines of transit. Toledo was one of these and soon emerged from its obscurity, and so rapidly did it expand that the census of 1860, found it with a population numbering 13,768 souls. The report of its commerce for the year 1864, which it is the purpose of this article to illustrate, claims that the city at the present time contains no less than 20,000.

Toledo is situated on the Maumee river, which five miles below the city enters the bay of the same name, an arm of Lake Erie. It is thus accessible from the lake, and is in fact one of the principal ports of its southern coast. Four miles above the city, the canals connecting it with Cincinnati and Evansville, come into the river and make Toledo their lake terminus. Four or five railroads also centre here, coming from the four cardinal points and connecting the port with all the great commercial centres of the Union and Canada. Thus Toledo is abundantly supplied with avenues, and as the result will prove is making them tributary to its own aggrandizement.

Toledo, says the report, is rapidly advancing toward a position among cities of the first class. In the grain trade she has already attained that distinction, and enjoys the reputation of being second only to Chicago, as a grain receiving and shipping point. The population of our city is estimated at over 20,000 and the rapidity with which it is growing, even at the present time, has hardly been exceeded by any of the cities of the West. Toledo has also an extensive provision and grocery trade, and the dry goods trade is becoming a prominent interest. The valuable timber trade of the Maumee valley has also its outlet at Toledo, and even from this distant part of the country New York derives a large part of its ship timber. For several years past oak ship timber has been exported to the ocean ports, and is highly prized by builders. The wholesale trade of the port becomes more and more important, keeping up with the development of the country. The retail trade is also rapidly increasing, and the merchants are considered as generally prosperous.

With these preliminary remarks we now proceed to tabulate the commercial results as shown in the "*Toledo Blade's seventh annual statement of the Trade and Commerce of Toledo for the year ending December* 31, 1864."

And first as to the aggregates, and then the details so far as may be compatible with the dimensions of a current article for the JOURNAL. The total value of imports and exports for the year 1864 was as shown in the following summary:

	Imports.	Exports.
Flour	$8,419,792	$8,304,703
Wheat	12,664,912	11,589,700
Corn	1,541,160	887 892
Oats	308,892	299,106
Barley	104,653	56,000
Rye	44,561	31,153
	$23,083,970	$22,168,554
Live stock	8,282,162	3,975,500
Provisions	13,819,896	14,059,896
Lumber and staves	3,372,965	4,332,566
Salt	180,500	195,200
Other items by lake	10,250,000	9,450.000
" canal	2,325,450	2,560,320
" Railroad.	24,865,423	29,163,722
Total value 1864	$81,180,366	$95,905,758
" 1860	46,727,754	52,248,627

The following statement shows the amount (bushels) of flour and grain received and shipped during the year:

	Received.	Shipped.
Flour (reduced to wheat)	5,262,370	5,178,960
Wheat	7,237,093	6,622,604
Corn	1,041,160	788,892
Oats	454,254	439,862
Rye	89,435	27,658
Barley	74,681	.....
Total, bushels	14,108,993	13,057,976
Consumed at the port		188,681
On hand Jan. 1, 1865		862,336

The table annexed exhibits the amount of flour and grain received by rail, canal and lake etc:

	Railroad.	Canal.	Lake.	Total.
Flour, bbls.	811,344	241,130	.....	1,052,474
Wheat, bu.	5.314,342	1,822,750	100,000	7,237,093
Corn, bush.	769,945	246,215	25,000	1,041,160
Oats, "	417,192	16,562	20,500	454,254
Rye, "	89,435	.....	.....	89,435
Barley, bu.	29,546	21,461	23,674	74,681

The amounts shipped were as follows:

	Railroad.	Lake.	Total.
Flour, bbls.	122,108	913,684	1,085,792
Wheat, bush.	309.220	6,313,384	6,622,604
Corn, "	45,336	743,556	788,892
Oats, "	168,222	271,640	439,862
Rye, "	9,778	17,880	27,658

It may here be remarked that the report gives in full the quantities of each article received and shipped in each year from 1860, and also the prices of each bi-weekly for several years. The details would occupy too much of our space, and in the nature of things it would not be possible to condense such information.

The receipts of otner principal articles are given as follows:

Pork, barrels	160,826
Bacon, lbs.	23,499,712
Dressed Hogs, lbs	12,050,278
Lard, barrels.	70,292
Beef, "	64,680
Butter, pkgs.	14,543
Wool, lbs.	4,806,486
Ashes, casks	3,813
Tobacco, hhds	42,404
High wines, bbls	76,870
Cotton, bales.	12,548
Live stock—Cattle	4,661
" Hogs	2,357
" Sheep	234
Hides, lbs	13,095,198
Sheep Pelts	700,000
Furs (various)	77,275
Lumber Pine, feet	55,799,200
" Black Walnut, feet	24,828,586
Staves	8,756,639
Lath	15,275,000
Shingles	18,149,000
Salt	50,659

The amounts of the above shipped from the port are given only in a few instances, and these we recapitulate as follows:

Wool, lbs.	4,806,486
Cotton, bales.	12,548
Live stock—Cattle	84,471
" Hogs	229,645
" Sheep	233,599
Hides, lbs	12,697,313
Lumber pine, feet	18,223,713
" Black Walnut, feet	26,750,728

The chief reason given for the omission to report shipments, is that the greater portion is shipped as third or fourth class freight instead of by name.

The rates of freight for grain by lake to Buffalo during the season were as follows:

April	3¼@6	3½@6
May	3 @4	3½@4½
June	4 @6	4 @6½
July	4¾@5¾	5 @6
August	4¾@5½	5. @6
September	4½@5	4½@5
October	4 @7¼	4 @7¼
November	7 @10	7½@12½

To Oswego the rates averaged twice as much as to Buffalo. Owing to the high price of gold and Canada money, however, the business by vessels was very light. No other currency was received for tolls on the Welland Canal.

The facilities at Toledo for elevating and storing grain, have during the past few years been vastly extended, and it has now storage for 3,000,000 bushels, and can receive or deliver 500,000 bushels daily. The principal grain elevators at the port are named below:

Names of Elevators.	Capacity. Storage.	Elevating.
Toledo and Wabash, No. 1	246,000	60,000
" " No. 2	445,000	60,000
" " No. 3	761,000	60,000
Canal, King Brothers	100,000	30,000
Michigan Southern, No. 1	200,000	30,000
" " No. 2	300,000	60,000
Canal, Walford & Co	250,000	40,000
Dayton and Michigan	120,000	30,000
Canal, Hopkins & Griffith	60,000	20,000
Canal, Young & Backus	150,000	30,000
Total	2,632,000	420,000

The Lake Commerce of Toledo as indicated by the Custom House returns of tonnage entered and cleared during the season of navigation is shown in the following tables—

Arrivals for each quarter:

Quarters.	Number.	Tonnage.	Crews.
April—June	702	171,199	6,720
July—September	951	244,043	8,978
October—December	530	147,108	5,126
Arrivals	2,183	562,350	20,824

Clearances for each quarter:

Quarters.	Number.	Tonnage.	Crews.
April—June	717	171,514	6,764
July—September	925	254,890	9,038
October—December	527	148,660	5,065
Clearances	2,169	575,094	20,867
T'l arrivals & clearan's.	4,352	1,139,414	41,691

The foreign commerce of the port consisted of —goods imported $1,650 and produce exported $224,700—the whole free under the Reciprocity Treaty.

The following table compares the receipts of flour and grain at three principal western Lake ports for the year 1864:

	Toledo.	Chcicago.	Milwaukee.
Flour, bbls..	1,052,474	1,141,791	280,874
Wheat, bush..	7,237,093	11,257,196	9,120,255
Cron, " ..	1,041,160	13,623,087	473,309
Oats, " ..	454,254	13,653,941	1,051,953
Rye, " ..	39,435	969,116	89,459
Barley, " ..	74,681	740,446	198,038
Total in bush.	14,108,993	45,952,741	12,337,679

The total bushelage—reducing the flour to wheat at 5 barrels to the barrel—is shown in the annexed table for the last four years:

Years.	Toledo.	Chicago.	Milwaukee.
1861	19,593,565	54.093,219	18,778,627
1862	21,518,065	57,558,950	19,104,749
1863	14,452,719	56.079,903	16,845,699
1864	14,108,993	45,952,741	12,337,679
Total	69,683,342	213,684,813	67,066,754
Average	17,420,835	53,421,203	16,766,688

Wealth and Resources of Vermont.

The Green Mountain State as it is called, has an area of 10,212 square miles, or 6,535,680 acres. Its length from north to south is about 157 miles. Its greatest breadth is about 90 miles. It is intersected its whole length by the Green Mountains which divide the streams that flow into the Connecticut River on the east, from those which flow into Lake Champlain on the west. Its water and mountain scenery is of the most splendid kind, attracting annually large numbers of travelers.

Its first constitution was formed in 1777. Its present one in 1793, and though simple in form and ultra democratic in its character, has moulded into homogeneity one of the most stable and industrious populations in the Union. Its earliest settlements date back to the year 1724. Its population in 1790 was 85,416, and in 1860 it was 315,098. In the same year the value of the farm lands was $91,511,673, and of the implements of husbandry used upon them $3,554,728.

The live stock consisted of 67,250 horses, 35 asses and mules, 171,698 milch cows, 42,280 working oxen, 149,359 other cattle, 721,993 sheep, and 49,433 swine, valued altogether at $15,884,393.

The products of animals was as follows: Butter, 15,681,834 lbs., cheese, 8,077,689 lbs., wool, 3,975,544 lbs., wax and honey, 212,905 lbs., while the value of slaughtered animals was $2,549,001.

The cereal crops were: Wheat, 431,127 bushels, rye, 130,976 bushels, Indian corn, 1,463,020 bushels, oats 3,511,605 bushels, barley 75,282 bushels, and buckwheat 215,821 bushels. The commercial crops were: Tobacco, 12,153 lbs., hops, 631,641 lbs., and flax, 5,107 lbs.

The miscellaneous crops were returned as follows:

Grass seed, bushels	11,420
Flax " "	831
Maple sugar lbs.	9,819,939
Peas and beans, bushels	68,812
Irish potatoes "	5,147,908
Sweet " "	628
Wine, gallons	2,923
Hay, tons	919,666
Clover seed, bushels	2,444

The orchard products were of the value of $198,427, showing a considerable falling off from the year 1850, and the products of market gardens were valued at $24,792, showing an increase of 25 per cent. on the valuation of 1850.

The number of manufacturing establishments in 1860 was [illegible] nearly 300 less than in 1850, while [illegible] them was $9,500,000, four millions *more* than in the former year. The cost of raw material used was $8,110,000 about double what it was in 1850. The number of operatives employed 10,800, while the value of the fabrics was $16,000,000, or about double their value as raw materials.

The value of the principal articles of production were as follows:

Woollen and mixed goods	$2,550,000
Flour and meal	1,659,898
Lumber	1,065,886
Leather	1,000,153
Steam engines and machinery	493,836
Boots and shoes	440.366
Iron castings	296,430
Furniture	268.735
Clothing	250.669
Agricultural implements	157,647
Printing	99,701
Iron, bar and solid (1,100 tons)	68,250
" pig (2,156 tons)	61,940
Musical instruments	57,960
Sewing machines (8,500)	42,000
Jewelry	37,950
Gas	15,215
Cotton goods	357,430

The value of its foreign imports $2,731,857, and its exports $783,702.

The total of its tonnage cleared and entered was 52,572 tons, of which the foreign was 17,173 tons. The tonnage owned in the State was 7,744, of which 4,492 were in steamers. Its foreign trade is with the Canadas.

The number of banks in 1860 was 44, with a capital of $3,872,642. There were also 10 savings banks, the deposits in which were $1,386,259. There are ten railways which cost $23,339,215, the total length being 526 miles. The system was that of opening the trade of the Connecticut Valley, and of Lake Champlain and of Canada, by a series of direct and transverse connections with Canada, New York, Boston and Portland.

The longest single line finished is 119½ miles between Rutland and Salem. The next is the Connecticut and Passumpsic which at present terminates north at Newport on Lake Memphramagog a port of entry, but is graded to the Canada line some 16 miles further. Vermont has three short canals, altogether not a mile in length originally intended to improve the navigation of the Connecticut River, but not now in use. At an early day boats went up from Springfield almost to the upper waters of the Connecticut, but the railways have superseded them. The State debt was small before the war, but $192,438; but the rebellion has largely increased it.

The future of Vermont will depend much on the re-establishment of the trade with Canada, which the cessation of the reciprocity treaty at the end of the year's notice will materially impair. But there is not much doubt it will be restored if wise counsels prevail. The project of a ship canal by the way of Lake Champlain between the St. Lawrence and the Hudson is still cherished both in the Canadas and this State. The widening and deepening of the Chambly and the Champlain Canals, both short, with but slight summits to overcome, will throw a large part of the trade of the lakes into the Hudson.

Surveys, calculations and reports, both American and Canadian have determined the feasibility and the cheapness of the work. It remains to be seen how soon circumstances will enable it to be undertaken.

Locomotive Express.

American enterprise is always busy. One of the latest novelties as well as one of the most useful arrangements of the day, grown out of the production of petroleum, is the establishment of a special Express for the transportation of stationary and portable engines to the oil regions. This is a large stride from the original idea of package Express, and is a proof that the world moves, and moves fast when American talent and capital apply their lever. Kassox's advertisement in another column, is proof of what we say.

Jerome, Riggs & Co.

This well known House is acting as the Government agent for the sale of the 7-30s, which continue to attract great attention. The subscriptions are going on by millions every week, and the people are evidently determined to place their surplus funds in this loan. Mr. Jerome is not only a capitalist like his associate Mr. Riggs, but has during the present war been lavish in his expenditures in the support of patriotic measures. We know of his having paid $20,000 at one time for a great public demonstration by which the Government and the Union were nobly sustained. It gives us pleasure to speak of such men and such Bankers.

Gilbert & Entz.

We publish in another place the card of this firm engaged in the business of Bankers and Brokers, No. 4 Wall street. These gentlemen are eminently qualified for their undertaking; Mr. Gilbert was lately Paying Teller of the Bank of the Republic, and Mr. Entz comes from the house of Winslow, Lanier & Co., one of our best schools of training in financial affairs. With these advantages the house may justly claim the confidence of the public, and will doubtless receive it.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 12, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$27,693 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	79,189 00
Total	$110,006 00
Corresponding week, 1864	117,335 00
Decrease	$7,329 00

The earnings of the Chicago and Rock Island Railroad for the second week in March, 1865, were $57.815 00
Corresponding week of previous year.. 38,826 00

Increase $18,989 00

The earnings of the Chicago and Northwestern Railway for the 2d week of March, are $111,786 49
Corresponding week of 1864 87,098 09

Increase $24,688 40

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 14th, were:

	1865.	1864.
Passengers	$2,788 26	$2,517 72
Freight	3,429 20	5,998 08
Express	162 80	104 16
Mails	296 58	296 58
Total	$6,676 84	$8,916 54

Receipts from January 1 to March 14:

1865	$95,103 93
1864	82,089 06
Increase	$13,014 87

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for Feb., 1865, were..$153,902 72
Corresponding month of previous year 147,485 00

Increase $6,417 72

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of Feb., 1865, were $74,283 18
Corresponding month of previous year 115,135 20

Decrease $40,852 02

The business of the Illinois Central Railroad for the month of February, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	15,362.10 for	$173,984 19
Acres Int. Fund Lands sold	642.22 for	9,865 21
Acres Free Lands sold	3,569.88 for	41,489 82
Total sales during month of Feb., 1865	19,574.20 for	$225,339 22
To which add Town Lot Sales		3,623 30
Total of all		$228,962 52
Cash collected in Feb		$238,797 29

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$198,065 75
do.	Freight	208,130 95
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	6,000 00
Total Receipts in month of Feb., 1865		$522,555 03
Total Receipts in month of Feb., 1864		416,587 86
Increase		$105,967 17

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of February, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$417,339 80	$293,323 16
Passengers	252,289 25	140,600 10
Express matter	9,449 89	5,000 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,750 47	3,395 47
Total	$696,737 74	$457,227 06
Increase		$239,510 68

Earnings from Jan. 1, to Feb. 28:

1865	$1,380,997 37
1864	747,902 97
Increase	663,084 40

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railroad Company have declared a quarterly dividend of two and one-half per cent., free of tax, payable April 17th.

The Philadelphia, Wilmington and Baltimore Railroad have declared a dividend of 5 per cent., payable April 1.

The interest coupons of the first mortgage bonds of the Chicago and Great Eastern Railroad Company due April 1, will be paid on and after that date by Messrs. Schuchardt & Gebhard.

The coupons of the Chicago and Alton Railroad Income bonds will be paid April 1st, less government tax, by M. K. Jesup & Co.; also the coupons of the St. Louis, Jacksonville and Chicago Railroad bonds, free of tax.

☞ The opening of the Suez Canal to navigation through its entire length, from the Red Sea to the Mediterranean, has been officially announced to all the Chambers of Commerce in Europe by M. Lesseps, President and Superintendent.

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OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, March 17, 1865.

DIVIDEND NOTICE.—At a meeting of the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Co., held on the 16th inst., the regular dividend of TWO AND ONE HALF (2½) PER CENT. on the capital stock for the quarter ending March 31st inst., was declared payable, free of government tax, on and after April 17th prox., by the Treasurer, to Shareholders registered at Pittsburgh, and by Messrs. Winslow, Lanier & Co., No. 52 Wall street, to shareholders registered at New York.

The transfer books will close March 31st inst., and will reopen April 17th prox. By order of the Board.

4t-12 F. M. HUTCHINSON, Secretary.

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NEW HAVEN, CONN.

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EDWARD P. MOORE, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 1, 1865.

Accident Assurance.

The business of assurance against accidents, though a new one in this country, has been practised for years in Europe. The first company having in view the specific object of insuring against bodily injury or accidental death, was established in England, by act of parliament, in the year 1848. A second one, with similar powers, was established in the following year. From small beginnings, the oldest of these companies has grown into business and extent, till now its capital is £1,000,000, or five million dollars. Such is the natural growth of an enterprise which meets a public need, and commends itself to the sagacity and good judgment of the people.

Although in previous years several charters were obtained, contemplating a similar business, the first company of this description organized and doing a successful business in the United States, is the TRAVELERS INSURANCE COMPANY of Hartford, incorporated under a charter granted by the Connecticut Legislature of 1863. It has been in active operation, however, but about eight months, having waited to secure some important amendments to its charter by the legislature of 1864. During these eight months, about *ten thousand* policies have been issued.

Organizations for mutual relief, in different forms, have always been popular to a certain extent, whether in the form of Union Trading Associations, Orders of Free Masons, Odd Fellows, or Sons of Temperance, Firemen's Benevolent Associations, Mutual Fire and Life Insurance Companies, and the like. The principle in all cases is the same; by the payment of a small sum at stated intervals to secure pecuniary reimbursement in the case of a heavy loss. The same arguments which have induced the public to insure so largely against losses by fire, the perils of the sea, or to obtain the payment of a stated sum in case of death, apply with equal force in case of insurance against disabling accidents of whatever kind.

A policy of insurance will of course do nothing to prevent the occurrence of an accident; but by its weekly compensation, helps to bear the necessary expense consequent upon an accident which disables the policy holder from attending to his usual occupation; and in case of death resulting, the widow and children are provided for. This plan especially commends itself to men of moderate means and small income. The mechanic, whose pay is measured by the number of days he works, can easily lay aside from his earnings the small sum necessary to procure a policy; but, being suddenly disabled by a broken leg, or other casualty, the relief furnished is invaluable—he finds his wages are paid by the company, instead of his employers, and his mind is not harrassed with the sense of running deeply in debt, and losing time needed for the support of his family; while, if death ensues, the handsome sum secured leaves his family better provided for, pecuniarily, than they might have been by years of small savings.

The liability of persons to accident, in whatever occupation or condition in life, is shown by too many instances to need proof. Cases are not rare, even in this state, where a man has passed safely through three years of active service in the army, participating in numberless marches, skirmishes and battles without a scratch, and returned home to be killed or maimed by an accident occurring in the workshop, on the farm, or on the railroad.

Without further argument upon the propriety or necessity of Accident Assurance, let us briefly state the method by which insurance is effected in the Travelers. The risks taken are divided into three classes: ordinary, special and hazardous, the former including the class of persons least liable to serious accident. General Accident policies cover every kind of risk by accident, are issued for terms of one to twelve months, renewable on payment of the usual premium under such a policy; a premium of $3 secures to the family of the assured $1,000 in case of *fatal* accident, or $5 a week in case of disablement—or a premium of $5 secures both. To secure $15 a week compensation, and $3,000 in case of death, the annual premium is $15; to secure $25 a week compensation, and $5,000 in case of death, the premium is $25.

To railway and steamboat travelers, travelers' risks are issued for periods of from one to twelve months, insuring only against accidents while traveling. The annual premium of $2.50 secures the payment of $5 per week compensation, in case of disablement, together with the sum of $1,000 in case of death. Larger risks in proportion.

Policy tickets, for travelers, are also issued, hich are sold at railroad stations only, covering all risks for accidents to the conveyance by which the purchaser may at the time be traveling, for periods of from one to thirty days. The premium is very small—for ten cents only, a risk is taken for one day, or $2 for thirty days, securing $15 per week compensation or the sum of $3,000 in the event of a fatal accident.

The company have agents in all the leading cities and towns.

Mr. Edgar Forman is the General Agent for the City and County of New York, and policies are issued at the office No. 161 Fulton street, corner of Broadway.

Philadelphia, Wilmington and Baltimore Railroad.

We regret to learn that the able and highly successful President of this Company, Mr. Samuel M. Felton, has, from long continued ill-health, superinduced, as is supposed, from the arduous duties of his office during the last three or four years, felt compelled to resign his place as President of the Company, to take effect April 15. Mr. Felton, as an engineer and railroad manager, has long stood at the very head of railroad men in this country. His place in the Wilmington road has been sup-

plied by the election of Mr. Hinckley, of Lowell, Mass., a gentleman said to possess many requisites for the office.

Northern Central Railway.

The earnings of this road for the fiscal year ending December 31, 1864, were as follows:

From freight	$1,494,555 25
" passengers	752,936 82
" U. S. mails	26,100 00
" express	60,697 41
" United States transportation	586,907 86
" rents	15,104 79
" individuals and companies	59,210 81
" all other sources	56,156 71
	$3,051,669 15

The expenses were:

Conducting transp	$524,428 42	
Motive power	552,240 78	
Maintenance of cars	155,857 00	
" way	703,401 19	
General expenses	30,355 13	
		1,966,282 52
Balance of earnings		$1,085,386 63

Disbursed as follows:

Interest on funded debt and exchange	$295,613 58	
Dividend on capital stock	345,880 60	
Taxes on capital stock and dividend	33,911 54	
Discount & abatements	10,249 39	
Sinking funds	55,561 55	
Dividend on Wrightsville Branch	10,911 82	
		752,078 48
Leaving a net revenue of		$333,308 15

The earnings of the Elmira Division were:

From passengers	$192,523 53
" freight	284,923 61
" mails	11,550 00
" express	14,610 00
" U. S. transportation	135,030 65
" other sources	17,880 49
	$656,518 28

The expenses were:

Conducting transportat'n	$110,121 92	
Motive power	158,778 60	
Maintenance of cars	80,776 28	
" way	297,424 70	
General expenses	15,675 82	
Rental	165,000 00	
		777,777 32
Showing a loss of		$121,259 04

The receipts of the Shamokin Division were:

From passengers	$11,340 55
" freight	197,307 48
" mails, express, etc	17,669 87
	$226,317 90

The expenses were:

Conducting transportation	$31,260 78	
Motive power	82,553 76	
Maintenance of cars	9,704 26	
" way	40,720 55	
General expenses	4,588 14	
Rental	74,358 95	
		193,186 44
Showing a net gain of		$33,131 46

By adding the net gain of the Shamokin Division to that of the Main Line and deducting the loss on the Elmira Division, we have a net profit on the entire operations of the road of $245,180 57, thus showing a net revenue on the capital stock paid in, (after paying working expenses, interest on the funded debt and instalments on sinking funds,) of about eighteen *per cent.*

The working expenses have been sixty-four and three-fourths *per cent.* of the receipts; this might be reduced by deducting expenses which are extraordinary, but as it will be necessary to continue like expenses for some time, it has been thought best to consider this class of expenditure as a part of the ordinary or working expenses.

In accordance with the resolution of the stockholders, the capital stock of the company has been increased one hundred *per cent.* We have called in upon this stock, $1,084,860, and have expended on the second track $620,394 41.

There has been added to the equipment 12 locomotives, 209 house cars, 200 gondolas, 8 passenger cars, and 200 coal cars, at a cost of $630,918 14, to the payment of which, $245,180 57, the unappropriated balance of this year's earnings have been applied, and the remainder, $385,737 57, has been taken from the funds acquired by the increase of the capital stock, which must be returned for the use of the second track. This can readily be done without affecting the continued payment of the two *per cent.* quarterly dividend.

The coal business of the road has necessarily been very much restricted during the past year—the tonnage to Baltimore being but 75,000 tons as against 107,000 tons in 1863. This instead of falling off, would certainly have very much increased—perhaps 100 *per cent.*—had it not been that the demands on us on account of Government transportation of troops and supplies interfered.

The impression is prevalent, that the continued success of your road is dependent to a great extent on the continuation of the war, or upon the patronage of the United States Government. This is a mistake. The receipts from coal alone, (had we been excluded from Government patronage,) would have more than counterbalanced the revenue derived from United States business; but being compelled to carry freight for the Government for one-third less than the rates of 1861, and passengers at the same reduction, to the exclusion of the present rates of all other roads that are not used for military purposes, is severe, and will account to a very great extent for the percentage of the working expenses.

The work on the double track between York and Baltimore has been progressing favorably during the year. Eighteen miles have been completed, making twenty-five miles now in use. The balance is almost entirely graded and ballasted, and will be completed during the early part of the summer. The grading for the double track between Dauphin and Sunbury, is partially completed, and we hope to have the track laid between these points during the present year. When this work is finished it will permit a more economical working of the road, and enable us to take freight to Baltimore which has been forced in other directions by our inability to carry it on a single track.

We are glad to be able to state that the difficulties which have so long existed between this company and the City of Baltimore, are likely soon to be adjusted. The Committee of the Board have lately had several interviews with the Mayor and Finance Committee of the city in reference to the matter, and have agreed upon a settlement, which will be submitted to the City Councils for their approval. By this adjustment this company is to receive from the city the right to extend their road through the city to tide water at Canton, and also to change the route of the present line to Calvert Station, from a point on the line of the Canton Extension, thus avoiding the heavy grade of the present track in the city, which has always been a source of serious annoyance, and very great expense; and for this right, and the claim held by the city, we agree to pay $22,000 in cash, and $300,000 in bonds of this company. The city retaining her four thousand shares of capital stock.

We have had during the present year several offers from different parties, to lease the Shamokin coal lands now controlled by this company. But it has been our desire to retain the power to control the route which the coal of this region should take to market. It has been agreed upon to lease these lands to a company, which shall be owned and controlled by the stockholders of the Northern Central Railway Company. The details of this arrangement have been referred to a committee. That committee has the subject now under consideration, and will be ready to carry out the proposition as soon as the necessary legislation can be obtained. This we think will require but a short time, and we hope to be enabled to commence the development of the lands early this season.

From the reports we have from Mining Engineers and other experienced persons who are familiar with the property, we have every reason to expect that, when these lands are developed, the receipts, both of the Shamokin Division and our main line, will be very much increased.

We carried during the year 1,085,043 passengers. The large amount of money expended in the improvement of the road, has reduced the liability to accidents.

It is gratifying to us to be able to assure you that the main line of your road is in excellent condition, equalled to and not excelled by any road in the country. But to make it attractive, particularly to the local trade, which is the most desirable, it will be necessary to expend considerable money in the erection of suitable station houses at all stations on the line.

Another improvement which is necessary, and which we hope to accomplish soon, is a better connection with the Cumberland Valley Bridge at Harrisburg, to enable us to avoid the delay now necessary in transferring the trains from our road to Harrisburg, and to avoid the necessity of re-crossing the river. A proper connection with that bridge, and the right from the Schuylkill and Susquehanna Railroad, and the Pennsylvania Railroad, to use their tracks between Harrisburg and Dauphin, would save nearly an hour in the running time of the road.

The operations of the Shamokin Division during the year have been very satisfactory. The net revenue derived therefrom, as previously stated, (after paying expenses and rental) being $33,131 46, or about 4 per cent. on the capital stock of that road.

The results from operating the Elmira Division have not been so good. The condition of that road was referred to in the Report of the General Superintendent last year, who stated that it would require the entire receipts (after paying rental) to put it in good condition. We have found it necessary this year to exceed that sum, and have expended $121,000 additional in its improvements; a like expenditure will be required during the present year, when we hope to have it in good condition. We believe the trade from the Northwest is sufficient at all times to make that road profitable—independent of the advantage it is to this company as a feeder—and the power which it gives us to attract trade to Baltimore, which would otherwise go to New York.

Compared with the previous year, the gross earnings show an increase of $744,220 85; with an increase in expenses of $279,415 11—making the increase in net earnings, $464,805 74. The expenses were 64.6 per cent of the earnings—a reduction of 8.5 per cent.

The passenger business has increased $160,260 32; the freight business, $230,994 35.

During the year there have been transported northward 327,420 passengers, travelling an average distance of 40.4 miles; and southward 276,221, an average distance of 39.5 miles. The number of local passengers moved northward was 198,490; and southward, 156,057—an increase of 77,701; and to and from connecting roads 247,857—an increase of 53,151. The whole number of passengers carried was 742,117, (exclusive of soldiers) travelling 31,881,385 miles.

The number of tons of through freight moved northward was 1,611; do., southward 94,581;

local freight and connecting roads 651,706—total 747,898, a decrease of 14,837 tons. The reduction in tonnage is altogether in coal, amounting to 47,874 tons. The increase in local and through tonnage, other than coal, being 33,037 tons.

The engine mileage during the year was 1,099,848, at a cost of $127,897 58 for repairs; $163,135 55 for fuel: and $25,766 16 for stores. An average per mile for repairs of 11.7 cents.; for fuel, 14.8 cents; and for stores, 2.3 cents—total 28.8 cents per mile run.

The company have 85 locomotives—60 on the main line, 18 on the Elmira, and 7 on the Shamokin divisions. Twelve passenger and ten freight engines have been purchased during the year. Deducting the freight engines loaned to leased roads, the freight equipment for main line has been increased four engines.

The car equipment on main line and leased roads consists of 47 passenger, 14 baggage and 9 express cars; 1,189 freight, 2,132 coal, 130 truck, 3 drover, 9 tool, 6 caboose, and 37 maintenance of way cars—making a total in freight and roadway service of 3,506. The equipment added during the year was; 8 passenger, 2 baggage, 409 freight and 200 coal cars. There have been renewed: 8 passenger, 2 baggage, 40 freight, 123 coal and 3 express cars. Two passenger cars have been changed to baggage cars.

There have been used in repairs of track and renewals, 352 tons new rails, 4,990 re-rolled rails, 83,119 cross-ties, 14,673 chairs, and 147,994 lbs. spike.

The sidings have been increased in length 11,162 miles.

The receipts and expenditures of the company during the year have been as follows:

Receipts:	
Balance cash assets, Dec. 31, 1863..	$260,974 45
Earnings Main line and branch	3,025,491 52
" Shamokin division	226,317 90
" Elmira "	656,518 28
Int. on bonds of L. & B. R.R. Co.	5,669 06
" N. C. R. R. Co.....	587 30
Interest on bonds, debt and stock of W. Y. and G. R. R. Co.....	7,184 72
Interest on sinking funds	12,786 55
Augmented capital stock	1,084,860 00
	$5,280,389 78
Expenditures:	
Expenses of main line and branch .	$1,966,282 52
" Shamokin division	118,827 49
" Elmira "	612,777 32
Interest and exchange.....	295,613 58
Dividends on capital stock	345,830 60
Taxes on capital stock and dividends	33,911 54
Discounts and abatements.....	10,249 39
Interest and divid'd W., Y. & G. R.R.	10,911 82
Interest and dividends S. V. & P. R.R.	74,358 95
Interest, dividends and organization expenses E. & W. R. R. Co.....	165,000 00
Construction of Main line	620,394 41
" Canton Extension...	2,121 03
Equipment and real estate	630,957 51
Sinking funds for loans of $150,000 and $2,500,000.....	55,561 55
General sinking fund	100,000 00
Balance of cash assets Dec. 31, 1864	237,542 07
	$5,280,389 78

The total number of passengers carried on the Elmira division was 117,266, of which 63,967 went north, and 58,319 south—equivalent number of through passengers, 81,755.

The number of tons of freight moved was 170,081 viz: through north, 82,099; do., south, 89,595; local, 48,837. Total mileage of freight 10,831,514.

The mileage of engines was 308,770, at a cost of $41,278 23 for repairs, $41,340 04 for fuel, and $7,379 08 for stores, or 29.24 cents per mile run.

The number of engines owned by the road is 16. The car equipment is included in the statement of Main line.

In the twenty months past, 2,660 tons of rails, 51,399 cross-ties, 18,526 chairs, 125,087 lbs. spike have been renewed, and 1,103 feet of bridging rebuilt. The sidings have been lengthened 15,527 feet and are still too short for the business of the road.

The number of passengers carried on the Shamokin division was 21,190, of which 10,769 went north, and 10,421 south; of these 2,040 were through, and 19,450 way passengers.

The number of tons of freight moved was 402,883, viz: local east, 179,489; do. west, 222,062; through 1,332. Total mileage of freight 4,013,459.

The engine mileage was 87,070, at a cost per mile of 8.2 cents for repairs, 14.1 cents for fuel, 2.4 cents for stores—total 24.7 cents per mile.

The engine equipment is five, the cars are included in statement of Main line.

The condition of the road has been fully maintained. 179 tons of rails, 6,363 cross-ties, 397 chairs, and 4,500 lbs. of spike have been used.

Condensed Balance Sheet.

Cost of road.....		$7,104,735 96
Canton extension		320,520 12
Real estate.....		421,785 41
Equipment		1,104,744 02
		$8,951,785 51
Sinking funds		455,664 68
Augmented stock subscribers.....		1,174,040 00
Cash.....	$227,854 11	
Post-office department .	16,646 97	
Bills receivable	400 00	
Due from agents, etc...	271,568 62	
B'ds W. Y. & G. R.R. Co.	52,000 00	
Stock " "	47,595 00	
Debt " "	24,180 43	
Bond of N. C. R. R. Co.	500 00	
United States	450,965 10	
Materials and supplies..	600,447 06	
		1,692,157 29
		$12,273,647 48
Capital stock paid up.....		$3,344,860 00
" unpaid.....		1,174,040 00
		$4,518,900 00
Loans secured by mortgage (see Bond List).....		4,850,000 00
Debt to City of Baltimore		850,000 00
Bills payable.....	$150,000 00	
Interest coupons	84,474 95	
Pay roll and vouchers..	624,530 46	
Dividend No. 4, payable Jan. 20, 1865.....	62,879 20	
Div. W. Y. & G. R. R. Co.	3,315 77	
Interest and dividend S. V. & P. R. R. Co. payable Feb. 1, 1865....	31,284 78	
Foreign roads.....	436,200 10	
Individuals and corporations.....	61,929 96	
		1,454,615 22
Profit and loss account		600,132 26
		$12,273,647 48

President.—J. D. Cameron.
Vice President.—C. G. Miller.
Secretary.—Robert S. Hollins.
Treasurer.—John S. Leib.
Gen'l Superintendent.—J. N. Dubarry.

Pork Packing in the West.

The packing season for 1864–'65, has been shorter than usual, and the accounts are all made up. From these we announce a continued decrease in the totals, owing to the partial failure of the corn crops for the two last years. Not only is there a falling off at the packing places, but the amount of meat cured by farmers for their own use, and by storekeepers at small places, has been much less than in average years. The number of hogs in the country is also diminished, and hence the supply of pork for summer use will be light.

The returns by States for the years 1863–'64, and 1864–'65 aggregate as follows:

	1863–'64.	1864–'65.
Ohio	621,935	498,852
Illinois	1,290,490	985,784
Iowa.....	347,431	176,807
Kentucky	126,019	118,267
Indiana	899,197	251,287
Wisconsin	160,076	121,128
Missouri	383,736	270,654
Total	4,828,884	2,422,779
	2,422,779	
Decrease in 1864–'65.....	906,105	

—or about 27¼ per centum.

The average weight of hogs and the yield of lard show a light average increase, though this was not uniform, for in Illinois and Missouri there is a falling off in these respects; but an increase in all the other States. The comparison by States is as follows:

	—Average Weight.—		—Yield of Lard.—	
	1863–'64.	1864–'65.	1863–'64.	'64–'65.
Ohio.....	196⅞	210¼	22⅛	26
Indiana...	182½	201¼	19⅛	22½
Illinois ...	189¼	185⅝	21⅛	20⅛
Kentucky .	182	208	21	28¾
Missouri ..	188¾	184½	23	20¾
Iowa	188⅜	189½	22⅜	20½
Wisconsin .	202	197	28	24

The general average weight of hogs and yield of lard, for the whole West this season have been: of hogs 195¼, and of lard 24⅛ pounds, which compare with the general averages last season as follows:

	Weight of Hogs.	Yield of Lard.
1863–'64	188⅞	22⅛
1864–'65	195⅛	24⅛
Increase	6¼	2

In speaking of lard, as above, we have alluded solely to what is called leaf lard. The yield of head and gut lard is 8 to 10 pounds per hog. To obtain the total yield therefore this must be added to our previous estimate, making it greater by about 30 per cent. than represented.

We have not the means at hand to count the number of live hogs sent east for slaughter; but from the partial information we possess we are certain that it has been light, though the numbers exceed those sent last year. Compared with 1862–'63 they are a third less.

After taking the whole subject into view we have come to the conclusion that the supply is a fourth part less than in 1863–'64. It is lighter than for ten years past, and prices even without the intervention of speculation must inevitably rule high. They are already up to a point that forbids exportation, and which will materially affect the home consumption. In fact the supply is inadequate to the home demand, and exportation is out of the question.

Marblehead and Lynn Railroad.

The Boston *Journal* says there is much interest manifested in the proposed new railroad between Marblehead and Lynn. The road will be three and three-fourths miles in length. After passing through the "Marblehead Farms," it will join the Eastern Railroad at what is known as the old Marblehead depot, in Swampscott.

Railroads of Massachusetts, 1864.

We give below, from the *American Railway Times*, a tabular statement showing in detail the result of the operation of each road of the Railroad system in Massachusetts, for the fiscal year ending November 30, 1864. The following is a comparative statement of the gross amounts of the *whole* system for the past and preceding year:

	1863.	1864.
Number of companies ...	51	51
Length of roads, miles...	1.595	1.570
Aggregate capital.....	$69,362,052	$77,614,305
Amount paid in.....	57,546,563	60,629,823
Aggregate cost of roads..	66,809,802	73,723,920
Total revenue	11,950,739	16,478,596
Funded and floating debt.	18,121,108	22,859,585
Surplus earnings on hand.	2,843,804	5,093,550

The results of *operation*, in detail, for the past two years, may be found in the following abstract:

	1863.	1864.
Number of railways.....	38	38
Length of main lines	1.303.8	1,272.4
Length of branches	171.9	163.5
Double track and sidings.	540.9	545.2
Cost of railways	$61,610,448	$61,896,123
Capital paid in.....	45,988,956	46,643,848
Funded debt	14,510,061	14,178,801
Floating debt	1,282,444	1,573,548
Total debt	15,792,505	15,775,750
Interest paid on debt....	902,212	1,141,655
Dividends paid	2,981,890	3,448,115
Surplus.....	5,392,661	4,993,411
Receipts from passengers.	4,912,121	6,649,343
Receipts from freight....	4,878,131	6,158,442
Receipts from mails, &c..	660,531	735,636
Total receipts	11,711,027	14,981,015
Expense of road bed	1,066,831	1,396,444
Expense of machinery...	1,044,727	1,755,524
Other Expenses.....	4,282,570	6,301,957
Total expenses	6,429,841	9,619,324
Net income	4,331,153	5,313,070
Per ct. of exp. to income.	54.9	64.2
Net income per ct. on cost	7.03	8.6
Miles run by pass. trains.	3,620,540	4,070,107
Miles run by freight trains	2,863,442	3,224,943
Miles run by other trains.	238,622	270,918
Total miles run.....	6,890,306	7,606,811
Receipts per mile run, cts.	175.6	196.9
Expenses per mile run, cts.	96.1	126.5
Net income pr. m. run, cts.	64.7	69.9
Cost of fuel pr. m. run, cts.	13.2	17.6
Road rep'rs pr. m. run, cts.	11.8	13.7
Engine rep'rs p. m. run, cts.	6.9	9.7
Car rep'rs pr. mile run, cts.	7.4	13.1
Passengers carried.....	14,297,194	17,575,230
Passenger mileage	218,080,413	290,819,276
Tons of freight carried ..	4,366,685	4,954,676
Tonnage mileage	161,422,514	182,377,580

The *net income* is here taken as the amount remaining after deducting operating expenses only. The movement of freight and passengers shows quite a large increase, and the "net income per cent. on cost," has gone from 7.03 in 1863 to 8.06 in 1864. The actual dividends paid in 1864 average on the whole system 6.05 per cent. Many of the roads pay 10 per cent., others 9 and 8 per cent. The net income per cent on cost shows the very handsome figure of 8.06 per cent. In the tabular statements only roads in operation are included.

Names of railways.	Length. Main lines.	Branches.	Double track & sidings.	Cost.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Debt.	Interest paid on Debt.	Dividends paid.	Surplus.	Receipts. From Passengers.	From Freight.	From Mails, etc.	Total.	Total Expenses.
Boston and Worcester.....	44.6	24.0	60.8	$4,500,000	$4,500,000	$.....	$229,060	$229,060	$.....	$473,684	$558,408	$.....	$.....	$62,300	$1,471,985	$984,520
Western Railway	156.0	17.3	126.6	11,271,656	5,150,000	6,267,520	.....	6,267,520	619,853	515,000	863,227	1,143,318	1,739,796	118,739	2,996,853	1,818,141
New York and Boston.....	33.0	....	0.6	1,912,985	788,047	1,072,900	187,589	1,260,489	89,025	.....	13,476	51,825	22,918	8,750	83,492	89,024
Fairhaven Branch (1).....	15.1	....	0.7	243,809	.....	.....	.....	.....	14,982	.....	.....	69,653	82,761	6,287	158,700	88,662
Providence and Worcester	43.4	1.0	14.9	1,622,489	1,700,000	.....	.....	.....	754	134,000	.....	204,694	252,945	13,388	470,978	311,860
Worcester and Nashua	45.7	....	9.7	1,204,897	1,141,000	76,000	51,390	127,390	2,000	83,721	112,750	148,462	181,470	8,362	338,285	200,680
Fitchburg and Worcester.....	14.0	....	2.7	333,884	266,126	8,800	397	9,197	939	14,826	14,465	25,697	51,516	4,451	61,664	40,267
New London Northern (2).....	29.0	....	....	223,993	.....	20,740	11,789	32,529	1,374	16,124	.....	43,890	35,889	10,090	89,929	74,777
Connecticut River	50.0	2.3	9.5	1,801,943	1,591,100	250,000	.....	250,000	10,817	98,418	148,881	253,106	206,486	12,728	472,320	306,389
Pittsfield and North Adams	18.6	....	0.7	443,677	450,000	.....	.....	.....	.....	27,000	7,105	31,700	48,644	2,783	83,128	49,023
New Haven and Northampton (3)	25.0	....	....	691,561	308,000	195,000	.....	195,000	12,000	12,120	38,824	17,785	29,440	1,999	49,448	49,272
Stockbridge and Pittsfield (4)	21.9	....	1.1	448,700	448,700	.....	.....	.....	.....	24,886	.....	.....	.....	.....	81,409	.....
West Stockbridge (4).....	2.7	....	....	89,600	89,600	.....	.....	.....	.....	1,782	567	.....	.....	.....	1,911	.....
Boston and Providence	47.0	....	32.5	3,160,000	3,160,000	27,720	.....	27,720	4,268	284,400	420,439	570,306	603,824	43,211	1,117,340	723,431
Taunton Branch	11.1	0.6	1.1	250,000	250,000	.....	.....	.....	.....	20,000	43,823	120,718	83,826	2,159	206,702	179,642
New Bedford and Taunton	20.1	1.5	1.3	606,545	600,000	219,500	.....	219,500	.....	35,000	73,319	127,666	85,344	7,811	220,820	177,292
Stoughton Branch (5)	4.0	....	0.6	101,719	85,400	.....	.....	.....	.....	6,832	9,611	11,042	7,652	503	19,197	14,562
Easton Branch (5)	3.8	....	....	55,894	49,325	.....	.....	.....	30	3,500	786	5,160	3,350	.....	8,510	4,073
Middleboro' and Taunton.....	8.5	....	0.6	152,777	149,092	.....	6,000	6,000	326	.....	8,491	17,961	20,497	600	39,058	33,741
Norfolk County	26.0	....	1.8	.....	.....	.....	.....	.....	12,452	12,462	25,102	42,888	25,751	11,398	80,987	63,139
Old Colony and Newport.....	98.5	8.7	27.5	4,258,879	3,609,600	452,000	451,360	903,360	98,589	300,675	163,049	622,025	315,319	65,847	964,029	494,098
South Shore Railway	11.5	....	0.4	501,592	259,685	150,000	.....	150,000	9,000	.....	16,157	81,804	6,146	1,228	80,179	76,569
Cape Cod Railway	46.0	1.0	2.7	1,081,625	681,665	102,900	.....	102,900	7,040	37,276	15,848	121,736	33,427	6,039	161,203	82,988
Fitchburg Railway	51.0	42.5	75.8	3,540,000	3,540,000	.....	.....	.....	.....	298,105	371,356	339,087	489 609	39,664	868,351	559,010
Vermont and Massachusetts....	69.3	8.0	5.5	3,265,259	2,214,225	924,960	.....	924,960	33,115	.....	.....	122,381	164,764	55,152	342,297	207,984
Lexington and West Cambridge.	6.6	....	0.6	251,257	241,200	.....	.....	23,400	.....	.....	.....	21,299	4,508	800	26,609	26,442
South Reading Branch	8.1	0.2	1.8	299,468	209,532	.....	.....	.....	.....	.....	.....	10,740	1,867	22	12,629	20,213
Boston and Lowell	26.7	1.8	43.4	2,635,592	1,830,000	640,000	12,325	652,325	27,148	113,195	514,020	303,440	324,321	23,238	650,999	468,389
Nashua and Lowell.....	14.5	....	17.2	654,603	600,000	.....	50,465	50,465	.....	48,000	128,621	136,328	145,709	9,580	291,617	228,599
Lowell and Lawrence (5)	12.8	....	2.3	368,158	200,000	75,000	3,373	78,373	4,744	10,000	25,381	.....	.....	.....	21,780	8,202
Salem and Lowell (6)	16.9	....	1.7	464,013	243,305	226,900	727	227,627	13,623	3,649	.....	.....	.....	.....	17,500	907
Stony Brook Railway (7)	13.2	....	1.0	267,380	267,380	.....	.....	.....	.....	15,714	.....	.....	.....	.....	17,762	.....
Boston and Maine	74.3	8.8	50.4	4,360,145	4,076,374	.....	.....	.....	.....	342,178	834,753	784,334	395,170	93,096	1,272,601	829,269
Eastern Railway.....	44.1	30.5	27.3	4,295,944	3,155,000	1,667,200	237,200	1,904,400	95,608	220,626	303,885	777,426	198,642	87,572	1,040,188	579,765
Essex Railway	19.9	1.3	3.8	747,008	299,107	280,261	180,020	460,282	12,864	.....	.....	30,691	78,881	8,851	80,374	62,897
Newburyport Railway (8)	27.0	....	2.4	597,386	220,340	234,900	140,902	375,802	.....	.....	.....	.....	.....	.....	.....	.....
Cheshire Railway	53.6	....	8.0	2,783,488	2,085,925	679,500	.....	679,500	33,339	77,368	40,253	156,762	366,820	16,170	539,743	388,846
Norwich and Worcester.....	59.4	7.0	8.2	2,618,694	2,338,600	607,000	10,691	617,961	31,915	217,604	245,815	254,439	359,350	17,988	631,728	357,256
Totals.....	1,272.4	163.5	545.2	$61,896,123	46,643,848	14,178,801	1,573,548	15,775,750	1,141,655	3,448,115	4,993,411	6,649,343	6,158,442	735,636	14,981,015	9,619,329

Names of Railways.	Per cent. of Expense to Income.	Net Income.	Net Income per cent. on cost.	Per ct. of Dividends.	Number of miles run.	Total Rec'pts p.m. run, cents.	Total Exp'ses p.m. run, cents.	Net Income p.m. run, cents.	Cost of Fuel per mile run, in cents.	Repairs (per mile run) of road bed.	Repairs (per mile run) of engines.	Repairs (per mile run) of cars.	Passengers carried in the cars.	No. of passengers. carried one mile.	Tons. carried in the cars.	No. of tons. of merch'se hauled one mile.
Boston and Worcester	66.8	$487,464	10.8	10.0	638,522	230.7	154.3	76.4	21.0	15.0	13.7	10.9	2,141,198	29,301,252	458,320	17,823,785
Western Railway	60.7	1,178,712	10.5	10.0	1,430,223	209.5	127.1	82.4	23.1	11.5	10.5	10.4	936,715	42,043,314	682,860	57,749,666
New York and Boston	107.2	.....	...	...	94,748	88.8	94.7	....	24.7	9.2	8.9	1.9	239,116	1,886,701	16,446	347,513
Fairhaven Branch	81.5	20,838	8.2	...	27,856	402.6	316.6	86.0	10.9	29.3	9.9	21.8	71,141	879,065	14,762	218,145
Providence and Worcester	66.2	159,118	9.8	8.0	236,408	199.6	132.1	67.5	16.1	16.4	13.3	17.6	1,016,465	8,591,850	190,776	6,941,105
Worcester and Nashua	59.4	237,604	11.3	7.3	194,712	174.4	103.4	71.0	16.1	9.1	7.7	10.7	228,872	3,742,686	146,520	3,650,520
Fitchburg and Worcester	65.6	21,397	6.3	6.0	37,947	162.2	106.0	56.2	18.7	14.9	15.6	8.0	62,858	715,415	38,988	491,817
New London Northern	84.2	14,852	6.6	7.5	68,537	131.8	109.9	21.9	....	....	....	....	81,430	1,115,640	17,673	139,522
Connecticut River	64.6	165,931	9.2	6.0	228,818	211.8	137.4	74.4	14.7	20.5	6.7	17.9	601,523	7,600,172	151,183	4,006,011
Pittsfield and North Adams	59.0	34,105	7.7	6.0	35,812	237.5	136.2	101.3	23.2	36.0	19.6	12.1	76,891	902,437	67,025	1,092 241
New Haven and Northampton	100.0	.....	...	4.0	48,200	103.1	102.7	0.4	....	....	....	....	55,000	450,000	30,000	680,000
Stockbridge and Pittsfield	...	31,409	7.0	7.0	.....	.....	.....	....	....	....	....	....	17,572	.....	.....	.....
West Stockbridge	...	1,820	4.6	4.5	.....	.....	.....	....	....	....	....	....	36,101	.....	.....	.....
Boston and Providence	64.7	393,908	12.4	9.0	457 640	244.5	158.3	86.2	20.0	12.5	7.8	12.6	1,765,781	25,048,292	421,647	13,975,142
Taunton Branch	87.0	27,060	10.8	8.0	49,319	421.8	366.8	55.0	24.8	9.4	18.1	20.9	185,264	1,971,856	64,542	701,626
New Bedford and Taunton	80.1	43,527	8.5	7.0	54,272	409.0	328.3	80.7	14.7	37.0	4.5	29.1	136,119	2,196,049	56,173	586,897
Stoughton Branch	76.3	4,635	4.5	8.0	6,480	293.7	224.0	69.7	....	....	....	....	102,424	300,773	43,587	90,249
Easton Branch	47.0	4,436	8.0	7.0	6,045	141.8	68.0	73.8	....	....	....	....	17,572	70,288	10,430	41,720
Middleboro' and Taunton	86.3	5,317	3.5	...	24,086	162.8	140.6	22.2	13.6	10.0	....	4.2	86,101	284,920	16,746	93,457
Norfolk County	77.7	17,858	...	3.0	54,952	147.3	115.0	32.8	22.6	21.3	10.3	16.4	181,890	2,279,753	24,806	468,925
Old Colony and Newport	51.2	469,931	11.0	8.0	510,010	189.0	97.0	92.0	14.5	15.1	7.2	11.1	1,641,849	25,462,654	260,653	9,721,253
South Shore Railway	85.4	12,610	2.5	...	40,757	217.5	186.7	30.8	22.6	13.6	12.7	16.0	221,000	1,591,793	.....	17,491
Cape Cod Railway	51.5	78,264	7.5	6.6	82,108	196.6	101.2	95.4	11.0	19.3	6.2	11.3	179,020	4,009,500	43,790	743,640
Fitchburg Railway	64.4	309,341	8.8	8.0	434,622	200.1	128.8	71.3	16.4	20.0	9.5	7.4	1,100,271	16,416,868	466,630	13,943,402
Vermont and Massachusetts	60.8	134,362	4.1	...	151,327	206.6	137.7	68.9	13.8	17.3	17.0	15.5	162,202	3,004,468	114,134	2,207,284
Lexington and West Cambridge	100.0	166	...	...	19,968	133.0	132.2	0.8	23.0	25.0	15.0	7.1	180,851	756,482	30,539	114,117
South Reading Branch	159.0	.....	...	...	25,120	50.5	80.8	....	10.6	12.3	7.0	8.2	38,659	279,518	9,713	25,978
Boston and Lowell	71.9	182,609	6.9	6.0	413,213	157.6	181.4	44.2	15.2	8.9	10.3	12.0	919,442	11,283,998	461,191	7,002,386
Nashua and Lowell	78.4	68,018	9.7	8.0	185,647	157.3	123.5	33.8	15.2	9.0	10.3	12.0	418,082	5,069,622	207,202	3,145,999
Lowell and Lawrence	147.4	21,779	6.1	6.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salem and Lowell	...	16,602	8.6	1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stony Brook Railway	...	14,468	6.4	6.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine	65.1	383,381	8.8	8.0	737,505	172.7	112.5	60.2	18.8	17.9	6.0	4.4	2,574,346	37,903,702	283,542	9,038,626
Eastern Railway	55.7	460,422	10.7	6.0	527,336	197.3	110.0	87.3	15.7	7.4	10.9	21.0	1,920,767	31,211,880	175,898	5,066,939
Essex Railway	78.0	16,611	2.2	...	62,806	127.5	99.0	28.5	15.1	30.3	7.2	10.0	128,467	1,102,259	49,160	888,363
Newburyport Railway	...	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cheshire Railway	71.2	155,895	5.6	3.5	382,852	140.9	100.5	40.4	11.7	9.5	8.4	18.0	104,345	4,034,041	217,972	12,492,748
Norwich and Worcester	61.2	244,470	9.3	7.5	344,463	183.6	112.6	71.0	14.3	14.2	15.2	18.5	160,580	8,112,738	180,400	8,881,983
Totals and averages	64.2	$5,313,070	8.6	7.4	7,606,811	196.9	126.5	69.9	17.6	13.7	9.7	13.1	17,576,230	290,819,276	4,954,676	182,377,580

(1) Owned and operated by the New Bedford and Taunton Railway Company.

(2) The New London Northern Railway embraces the New London, Willimantic and Palmer, and Amherst, Belchertown and Palmer roads. The whole length is 81 miles; of which 29 miles are in Massachusetts. The amounts tabulated are only twenty-nine eighty-sixths of those returned, and are entered only to add to the correctness of the footings.

(3) The whole road with its branches is 85 miles long; of which 25 miles are in Massachusetts. The earnings and expenses above tabulated are thus divided in the report; but the remaining items are twenty-five eighty-fifths of the amount returned, and are entered only that the footings of the columns may be more correct.

(4) Leased to the Housatonic Railway Company of Connecticut.

(5) Operated by the Boston and Providence Railway Company.

(6) Operated by the Boston and Lowell Railway Company.

(7) Operated by the Nashua and Lowell Railway Company.

(8) Leased to the Boston and Maine Railway Company.

Chicago and Rock Island Railroad.

The earnings and disbursements of this road for ten months have been as follows:

Earnings for 10 months		$2,801,838 78
Operating expenses	$1,280,881 90	
Construction land and equipment	404,613 20	
		1,685,495 10
Net		$1,116,343 68
Peoria and Bureau Val. rent, 10 months	$104,166 00	
Interest on debt 10 mos.	116,660 00	
October dividend, 3 per cent.	189,000 00	
April dividend, 5 per ct.	315,000 00	
		724,826 00
Surplus of 10 months		$391,517 00

Erie Railway Company.

To the report of this company, an abstract of which was published in our last issue, the following "Note" is appended:

NOTE.—The tables and statements in the foregoing report are as of January 1, 1865. The present liabilities of the company on account of the new construction and equipment are as follows:

Bills payable to Daniel Drew, Esq., for which 28,000 shares of stock are hypothecated—the debt to mature in one year from January 6, 1865, with a right to the company to pay the whole, or any part thereof, before maturity	$1,960,000 00
29 freight cars to receive	31,436 00
18 engines to receive in March	339,356 15
16 " " April	451,464 48
22 " " May & June	842,000 00
	$3,624,256 63

And the means to pay the same are—

28,000 shares of stock at par	$2,800,000 00
900 fourth mortgage bond	900,000 00
	$3,700,000 00

ROBERT H. BERDELL, President.

OFFICE ERIE RAILWAY CO.,
NEW YORK, March 16, 1865.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	70c
Acton Vale ..... Ca	10,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	4½
Aztec "	20,000	----	1	4
Balt. and N. C. .... N. C.	2,000	5	----	20c
Bare Hill "	----	----	----	3
Bay State ..... L. S.	20,000	----	3½	20
Beaver "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	3
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth .... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	2	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake ..... L. S.	20,000	----	1½	2
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	½
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	24½	17½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	25c
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	----	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S	20,000	----	6½	37
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	8½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western .... L. S.	20,000	----	2	1
Green Mountain .... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	28c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8½
Hanover ..... "	20,000	----	½	45c
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	½
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	2½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	38½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	10

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Meenard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	10½
Missisquoi ..... Ca.	150,000	2	1½	----
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24½
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	5c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	20c
North Sutton ..... Ca.	100,000	5	1	----
North Western .... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewable ..... "	20,000	----	3½	39½
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	13½
Pittsburg & Boston "	20,000	----	5½	67
Pontiac ..... "	20,000	----	3½	2
Prince of Wales .... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	77
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	15
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	55c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	5½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior .... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant .... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	80
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	56
Bear Valley ..... "	40,000	12½	----	19½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	4½
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	24
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	53
Fulton ..... "	60,000	5	----	4½
Gilberteon	5,000	100	----	66½
George's Creek ..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	50
Green Mountain .... Pa.	----	----	----	3
Hampton & Balt ... Md.	----	----	----	91
Hazleton ..... Pa.	82,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	9
Middle Coal Fields .. "	----	----	----	----
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	170
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	9½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	24
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	11
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	35½
Stafford	----	----	----	----
Suffolk	4,000	100	----	90
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	44
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	49

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	20
Isaac's Harbor (G.) N. S.	100,000	5	----	65c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Pulma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	62
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	12½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.30	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	38
30 Nov. '63	4.18	—	161	20	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.06	—			—	Cambridge	664,171	657,800	150,000	94	—	—	9	....	97
30 Nov. '63	6.74	—			—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—			—	Dorchester	156,672	121,600	—	—	8,463	7,438	7	....	....
30 Nov. '63	1.48	—			—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—			—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	91
30 Nov. '63	3.41	—			—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	25½
30 Nov. '63	2.97	—			—	Medford and Charlestown	34,000	22,000	12.000	—	2,040	2.040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,589	10	....	43½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	50
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.52	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.65	—			—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,691	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	43,178	217,253	13,036	8	....	....
30 Nov. '63	1.59	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	— Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	—	23	1 Central P'k, N. & E. Riv. (N. Y.)	994,655	448,073	550,000	—	19,793	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	— Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	— East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	—	91	— Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	—	70	— 42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	— Grand St. & Newtown (W'g'y	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	— Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	—	34	— Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	— N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	— Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	—	18	— Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	8	— Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	—	40	25 Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	— Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	— Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	— Utica City	2,160	7,080	—	—	1,698	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	6.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	47
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	11½
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	450 000	200,000	18,500	251,897	81,029	8	50	40
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81.612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	32	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168.776	51,494	20	....	26
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29.500	—	—	37,905	1,491	—	—	6
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,006	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	9
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	12
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	50	63
31 Oct. '64	5.82	—	75	16	0	17th & 19th st. (Phila.)	114.368	120,000	—	—	41,269	9,418	5	—	16
31 Oct. '64	8.38	—	116	17	4	Spruce & Pine (Phil. & Gr's F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	25½
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	3.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	2.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov '62	10.90	—	—	—	—	St Louis	299,004	299,004	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-secon' street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,000	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	112
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,062,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	102
" " " ..... coupon		5	" "	1871	102½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106
" " " ..... coupon		6	" "	1881	105½
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	105
" " " ..... coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1864, (10-40s) ..... registered	81,080,000	5	Mar. & Sept.	1904	99
" " " " ..... coupon		5	" "	1904	91½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	105½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	76,068,550	7.3	Feb. & Aug.	1867	114½
Debt Certificates	236,373,000	6	At maturity.	----	98
One Year Treasury Notes (legal tender)	43,585,000	5	" "	----	----
Two Year's " " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " " " "		6	" "	'81-'82	99½
" " " " " " "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'83-'80	88
" — " " (R. R.) ..... "	525,000	7	" "	'82-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,999,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,058,178	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	--	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" — " special stock "	1,216,737	5	" "	----	----
" — Deferred stock ..... "	1,213,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1884	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	66,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'90	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'90	98
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	60
" — " " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	103
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'68	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	188,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) ... stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" " ") ... dollar	416,500	6	" "	'90-'91	121
" — " " (" " ") ... "	300,000	5	" "	1893	124½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" " ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" " ") "	200,000	5	May & Nov.	'65-'72	----
" — scrip	94,000	5	Jan. & July.	1874	----
" — "	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1887	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	55
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1858	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	71
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	94
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1589	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ... coupon	531,820	6	" "	'65-'71	----
" — " " (" ") ... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1885	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	110
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's bnds	25,696	5	----	d'm'd	----
" " — " " " " ...	11,050	5½	----	d'm'd.	----
" " — " " " " ...	14,230	6	----	d'm'd	----
" " — " " Railroad Loans ...	421,000	6	Jan. & July.	'68-'87	----
" " — " " " " ...	287,700	4½	J., A., J., & O	1864	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	29,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'71	105
" " — " " " "	16,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " (" ") ..... "	1,015,000	5	" "	1865	95
" — " (" ") ..... "	379,866	6	" "	1868	----
" — " (" ") ..... "	2,183,532	6	" "	1870	100
" — " (" ") ..... "	1,500,000	6	" "	1876	101
" — " (" ") ..... "	4,095,309	6	" "	1881	102
" — " (" ") ..... "	2,400,000	6	" "	1886	105
" — " (domestic debt)	125,680	6	" "	1868	108
" — " (war loan) ..... coupon	1,500	---	" "	1886	----
" — " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	87
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1854	----
" — " " " "	1,558,673	5	Jan. & July.	1855	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	50
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	423,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans	360,237	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan) ... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ... coupon	484,444	5	----	1868	----
" " —Inscribed certificates ...	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) ... coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	----
" — " " (interl. impr.) "	2,063,006	5	----	Var.	50
" — " " (railroads) ... "	12,799,000	6	----	Var.	48
" — " " (capitol) ..... "	608,000	5	----	1890	56
" — " " (Hermitage) ... "	48,000	6	----	1890	56
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	----	----
" —State bonds (war loan) ..... coupon	55,000	6	----	'62-'64	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " (railroad) ...	18,264,642	6	Jan. & July.	'85-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	6	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) ... "	100,000	6	" "	1877	----
" — " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,595	86,211	76,423	81,453	103,635	94,928	107,758	73,751	64,937	838,641
1861	61,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,754	89,206	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	384,554	320,879	307,803	252,015	2,720,484
1865	261,908	252,583	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,829	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,096	146,265	141,508	135,795	155,595	1,423,439
1863	140,024	130,295	122,512	125,708	144,995	170,937	189,142	160,306	210,729	216,030	196,436	201,134	1,959,267
1864	158,735	175,482	243,150	175,338	188,565	205,986	195,103	271,141	331,494	312,049	319,816	309,167	2,885,423
1865	293,535	236,949	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,515	95,340	71,305	104,094	134,787	105,956	90,991	994,677
1863	69,691	81,160	92,453	103,450	107,886	124,288	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,335	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,202	63,137	52,269	80,285	84,640	98,523	88,401	105,253	955,559
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,589	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	120,000	100,000	113,515	154,245	182,110	183,640	184,514	208,291	1,942,963
Erie:													
1859	304,703	319,593	372,296	380,343	349,953	330,667	361,819	359,114	455,235	465,959	538,609	414,764	4,651,049
1860	354,000	345,000	453,311	457,161	393,409	395,409	319,985	477,642	600,124	587,242	561,448	412,723	5,285,494
1861	404,507	391,982	468,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,132
1862	699,097	601,595	638,006	626,070	587,416	628,842	695,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,009	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,183	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,864	1,301,005	1,222,568	1,224,909	1,284,217	13,429,645
1865	908,341	886,039	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,263	76,859	101,600	103,795	168,707	162,823	145,389	150,359	200,276	221,326	172,700	122,509	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,525	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,205	155,164	156,978	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	129,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	130,808	122,688	114,804	135,290	146,424	173,261	197,762	246,283	2,028,587
1862	307,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,871	2,922,970
1863	458,955	425,047	396,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	454,550	3,726,140
1864	501,231	472,240	396,626	278,540	281,789	253,049	273,726	306,595	351,500	340,900	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,544	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,904	198,758	219,890	188,060	193,951	248,971	259,643	321,059	243,163	225,126	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	288,953	259,562	284,020	248,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,236	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,805	478,576	496,453	437,679	424,531	4,571,023
1864	327,900	416,588	445,320	421,457	414,781	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	522,555	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,354	37,271	56,687	46,452	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,955	89 533	94,375	96,062	90,576	97,047	92,772	1,017,763
1865	98,112	86,626	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	46,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	45,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,181	76,132	44,925	88,177	106,967	111,261	71,587	69,352	156,417	208,054	138,342	112,913	1,247,258
1864	102,743	115,185	85,222	140,417	186,747	212,226	139,647	113,393	168,213	178,626	157,099	121,113	1,723,361
1865	98,168	74,283	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,506
1861	140,925	116,938	153,170	186,951	170,302	161,391	126,558	178,773	235,990	276,181	231,265	189,077	2,169,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,618	264,935	241,236	189,145	238,012	308,106	375,567	339,289	345,049	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,120	355,264	398,330	404,565	444,523	398,091	4,077,744
1865	356,784	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,336	102,959	151,564	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	122,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,548	307,333	242,089	200,124	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	293,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,452	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,194	305,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,187	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,626	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,701
1860	387,128	402,580	561,078	585,141	551,700	496,943	544,494	692,382	868,955	811,458	730,736	623,047	7,184,622
1861	489,065	420,793	627,051	639,686	677,073	558,743	522,138	662,076	696,175	927,656	952,900	872,985	7,986,793
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	966,228	1,002,758	9,633,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,557	1,069,028	1,105,664	1,004,435	1,029,736	1,055,796	1,273,117	1,450,076	1,203,764	1,169,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,882	241,595	284,622	283,646	238,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	266,011	278 270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,967	265,368	254,456	276,209	291,763	278,219	2,905,529
1862	192,216	217,161	244,423	258,674	283,986	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,553	245,988	286,844	231,253	191,138	2,335,854
1861	217,262	202,071	266,735	270,675	216,501	204,778	180,429	248,031	270,086	262,071	202,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,324	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	497,300	487,642	5,132,984
1864	290,676	457,227	602,603	574,650	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
1865	684,260	696,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,745	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	113,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,945	67,428	84,879	122,785	106,100	125,027	77,599	51,295	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	92,464	138,722	142,537	162,858	127,096	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,546	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,564	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	96,842	132,896	123,987	127,009	146,338	139,926	244,114	243,940	221,569	230,395	222,851	2,007,316
1865	144,000	139,171	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$200,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	855,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,300	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	965,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	97
" " " 1850	700,000	6	Jan. & July.	"	1880	97
" " " 1855	1,128,500	6	Jan. & July.	"	1875	97
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	500,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	550,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	660,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1862	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $800,000	790,500	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		98
Camden and Atlantic:						
1st Mortgage Coupon	1,067,375	7	Feb. & Aug.	Philadelphia.	1873	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	108
1st Mortgage E. Div.	500,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	500,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1555	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1863	100
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	99
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1836	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.		1864	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	74
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	87½
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	93
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	" "	1864	110
3d Mortgage	655,200	8	" "	" "	1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1872	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	97
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1875	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1858	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	103
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'85-'71	59½
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	95
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	70
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	522,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,295,500	6	" "	New York.	1875	110
Right per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1855	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	108,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,560	6	Jan. & July.	New York.	'83-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	50
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,500,000	7				
Memphis, Clarksev. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1881	114
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	114
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	891,000	7	" "	" "	1866	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,194,600	7	" "	" "	1877	92
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	572,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		50
2d Land Grant	850,000			" "		
Income bonds	511,000					
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,960	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	875,085	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1880, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	211,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1866	90
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5				
1st Mortgage Coupon	2,565,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1886	
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	98½
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	100
Exchanged St'ks (S. F.) B'ds	653,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	103
Buffalo Branch	188,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$222,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	5,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	80
Debt to city of Baltimore	850,000	---	----------	"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	90
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	250,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1873	96
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	65
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1904	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1850-'70-'75)	565,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1855	105
Convertible Loan	292,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1890	105
" 1849, "	2,950,800	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	99½
" 1844, "	810,000	6	" "	"	1880	99½
" 1848, "	101,000	6	" "	"	1880	99½
" 1849, "	67,000	6	" "	"	1850	98½
" 1857, (convertible)	2,480,500	6	" "	"	1888	114
" 1856, "	1,442,000	7	" "	"	1856	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1859	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	89
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1861	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	767,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1908	60
2d Mortgage	937,500	7	" "	"	1903	23½
3d Mortgage	440,000	7	" "	"	1853	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	155,000	7	----------	----------	1906	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1864	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----------	----------	------	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	60
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	508,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,961	—	335,010	109,500	21,637	518,965	30.5	.....	56,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	23.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	110.0	.....	505,156	260,259	6	....
								ARKANSAS.													
8 Nov. '58	58.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	50,000	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	835,219	17	217
31 Dec. '64	74.0	—	8.6	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,387	13,968	8	....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	155,429	1,644,967	62.0	172,124	212,553	.....	—	117½
30 Nov. '63	8.48	3.8	9.3	—	3	3	...	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	.....	.....	156,663	78,631	3½	....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66.0	211,836	270,672	84,299	5	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	50.4	7.0	8.3	—	16	17	353	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	55.4	307,841	432,559	180,839	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	...	...	.....	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '62	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,233	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.6	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	8.9	10.0	155.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	152,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	2½	81
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749.270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,965,519	3,090,211	1,350,499	8	104
1 Apr. '63	242.0	—	—	29.0	56	28	705	Chicago and Northwestern	12,325,889	510,988	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	21½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	87
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,266,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,820,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	92½
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,660	—	25
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	236	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	840,000	—	1,538,763	132 0	... ...	315,172	117,941	6	100
.. .. '58	238.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	78.0	—	....	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	68,000	—	3,063,108	73.0	370,558	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,553	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	309,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	260.0	10	7	150	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134.831	276.197	155,889	—	....
1 Jun. '58	35.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	90.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '63	99.0	—	....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	60
30 Jun. '63	66.1	—	....	—				Louisville and Frankfort	1,398,832	125,735	5,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	85.0	18.3	54.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	218	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	512	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	....
31 Aug '60	53.7	—	....	125.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,598	.....	—	....
31 May '64	284.5	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,228	6,315,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,697,080	12	91½
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,256	—	18 407,685	527.0	2,171,477	3,384,294	1,680,777	—	50½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	605.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	705,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	295,092	—	....
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	—	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.5	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	25
21 Dec. '62	268.5	—	17.7	68.0	21	26	507	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	....
31 Dec. '62	152.0	—	3.0	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,396	—	....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,462	128,886	—	....
30 Sep. '62	86.5	3.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	[illegible]	344,108	—	1,971,127	3,501,000	97,561	5,906,277	90.1	232,631	268,236	66,260	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage ran by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,633	205,584	757,351	36.5	76,344	70,761	43,461	—	.....
30 Jun. '62	149.0	—	25.0	—	41	17	549	Atlantic and St. Lawrence	6,788,205	807,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	61.0	9.5	5.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	189,955	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	22	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	328,632	174,028	—	.....
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	102½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	.....	169,200	556,900	.....	.....	37.0	.....	56,403	28,404	—	.....
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,824,873	3,621,755	3,990,254	16,151,962	10,781,533	630,555	33,673,564	286.8	1,985,769	4,481,859	3,054,653	8	100
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '63	138.0	4.0	16.4	—	55	29	1,318	Northern Central	7,916,244	774,568	501,895	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	42
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	104
30 Nov. '63	74.3	5.8	51.1	—	36	74	635	Boston and Maine	4,830,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	113
30 Nov. '63	47.0	7.0	32.6	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	127½
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	124½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	831,666	121,000	—	1,087,722	47.1	77,036	180,058	69,191	6½	60
30 Nov. '63	50.0	2.4	2.6	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,948,286	52.4	169,351	344,194	168,008	8	91
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,263	315,165	264,102	3,000,000	1,337,600	56,500	4,894,100	59.0	477,753	812,556	390,594	6	92½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	782,282	328,043	8	107
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	282,835	30,275	—	200,000	75,000	3,961	357,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	96,584	—	690,000	—	—	704,336	71.0	167,154	238,704	59,077	8	125½
30 Nov. '63	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	38.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,422	—	357,155	662,900	206,502	1,245,565	33.9	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.5	26.5	—	25	54	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	105½
30 Nov. '63	42.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,550,000	28,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	225,900	1,286	471,592	—	.....	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	59.2	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,843	—	2,214,225	925,760	—	3,821,695	77.8	112,506	271,815	140,136	—	37½
30 Nov. '63	156.1	17.3	124.6	—	73	58	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,338	1,232,831	10	128½
30 Nov. '63	45.7	—	9.5	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	108,700	39,591	1,378,159	45.7	183,647	251,024	132,153	6	93½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	5.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	635,400	—	2,969,552	53.6	328,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.5	.....	470,078	125,286	7	55
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,256	*	—	695,588	568,000	—	.....	52.7	.....	37,701	11,918	—	.....
31 Mar. '63	69.2	12.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	2,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	77
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	.....
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	65.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,070,233	*	3,971,080	5,009,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,548	15	136
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	54.6	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	59.6	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,167,800	240,000	87,080	1,849,625	53.0	.....	298,557	103,615	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,660	694,914	10	140
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	.....	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	.....
31 Dec '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,605	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	238,888	154,905	6½	105
31 Dec. '62	88.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,883	212,500	31,743	821,984	—	82,026	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '62	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,558	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '62	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,906	1,587,665	—	2,587,725	48.9	.....	329,225	176,095	—	.....
30 Sep. '62	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,389,088	160.5	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,572	149,000	2,051,750	1,149,000	—	3,600,000	88.0	596,428	1,691,944	635,584	10	200
31 Dec. '54	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,858	—	6,104	24,935,300	17,823,400	1,067,083	48,045,234	307.0	6,916,324	13,429,643	4,594,725	8	46
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	98½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,481	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,276,999	554.9	5,990,208	12,997,890	3,506,745	9	85
30 Sep. '63	130.7	2.1	31.1	—	92	90	481	New York and Harlem	9,389,919	811,987	922,553	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,503	788,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	578,512	153,989	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,450	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	28.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	163,000	—	610,000	239,750	—	988,554	58.2	151,198	355,625	117,460	7	.....
30 Sep. '63	189.6	43.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	265,863	585,201	279,210	6	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,561	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,388	200,000	66,800	339,188	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	416,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	5.4	—	—	—	—	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,285,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,787	*	212,900	1,180,470	1,045,000	51,300	2,254,509	171.9	.....	460,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	2.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	50.0	50.0	.....	136.0	21	8	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	496,519	761,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,870	106,113	1,625,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.2	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	400,086	118,147	2,600,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	125
31 May, '59	121.8	—	.....	31.0	18	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	125.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,286	1,035,530	6,000,000	510,000	—	7,232,518	191.2	1,012,130	2,151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,357	2,917,322	67.0	248,387	875,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.6	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,788	23	.....
30 Nov. '62	101.	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,336,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	52
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	90
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,893	*	—	569,673	575,250	622,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,300	208,000	—	2,187,857	ope	r. w. Lit.	Miami.	296,581	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	58	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,943,778	791,362	10	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,822	*	—	10,279,554	373,487	55,095	11,164,820	226.6	445,157	620,025	299,230	—	.....
30 Apr. '62	192.5	—	.....	—	48	54	628	Ohio and Mississippi	16,863,514	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	629,852	119,082	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	258	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	20	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,250 837	1,496,728	11,190	5,139,662	205.9	388,894	600,182	133,747	—	82
31 Dec. '63	116.0	9.0	.....	39.6	—	10	11	200	Sandusky, Mansfield & New'k	2,253,156	*	—	562,571	1,299,100	127,118	2,094,594	125.0	220,717	272,202	92,283	—	.....
31 Dec '63	242.4	—	.....	—	49	18	928	Toledo & Wabash	9,996,656	*	25,000	8,314,776	6,854,320	38,272	10,152,682	250.0	1,279,960	1,486,798	540,921	—	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	——	360,215	171,286	——	——
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,684,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	——
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,087	*	——	956,900	375,600	——	1,335,500	74.0	176,968	394,952	193,901	8	10
31 Oct. '64	118.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	——
31 Oct. '64	58.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	87.7	153,041	233,550	202,009	——	——
31 Oct. '64	78.0	——	10.0	——	18	1	619	Elmira and Williamsport	2,027,662	*	——	1,000,000	1,020,000	——	2,020,000	78.0	303,846	652,150	68,714	2½	——
31 Oct. '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,788	189,007	10	——
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	——	——
31 Oct. '64	56.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct '64	32.0	——	1.3	44.0	2	3	12	Hempfield	1,616,458	41,341	——	1,309,565	1,000,000	100,000	2,909,565	32.0	21,760	50.103	7,906	——	——
31 Oct. '64	45.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	——	——
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	366,571	698,596	301,041	——	——
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	——	6,627,050	1,477,000	17,682	8,121,582	87.5	502,028	2,280,262	1,462,154	20	98
31 Oct. '64	28.5	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	900,000	61,152	3,607,252	(ope	r. by Re	ading	R. R.)	6	——
31 Oct. '64	130.5	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	")	7½	53½
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	25
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,385,315	5,604,810	19,860,060	16,634,840	——	43,520,356	356.9	5,846,778	14,739,057	4,065,112	10	55½
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	——	1,358,100	315,000	——	1,673,100	24.0	253,789	423,147	207,893	8	85
31 Oct. '64	287.6	——	29.1	——	——	——	——	Phila. and (Sunbury) Erie	15,760,623	——	——	5,018,054	9,940,000	10,500	14,963,554	(oper	r. by Pe	nn. R.R.	Co.)	——	17
31 Oct. '64	98.0	54.0	218.8	——	216	74	12819	Philadelphia and Reading	18,998,276	5,736,480	——	20,072,323	7,271,873	——	27,344,202	512 3	1,926,309	9,259,241	4,568,150	15	45
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,404	——	245,695	999,200	250,000	——	1,249,200	28.2	175,447	824,006	477,658	10	145½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,647,300	692,000	——	9,349,300	107 0	839,288	2,205,560	1,365,200	10	61
31 Dec. '64	59.5	——	7.2	32.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	——	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	——	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,985,173	——	19,982,741	468.3	3,472,914	5,132,934	2,106,623	——	80½
31 Dec. '63	28.0	——	6.2	——	5	1	434	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd t	o Northu	Cen.	40,476	144,738	87,112	10	40
31 Oct. '64	29.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,982	——	684,036	1,009,095	162,312	1,855,443	26.4	118,698	278,282	149,817	——	——
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,253	165,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	43
								RHODE ISLAND.													
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,299	——	437,917	8,500	——	.....	13.6	24,916	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	——	283,263	151,586	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	——	341,190	125,871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,662	*	——	965,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	700	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	80.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	180,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,009	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	878,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	——	570,000	1,361,000	145,000	.....	——	——	——	——	——	——
1859	100.0	——	50.0	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	——	——	——	——	——	——
1859	59.6	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,255	554,949	319,518	.....	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859	54.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	596,922	360,000	204,544	.....	45.5	57,960	127,963	87,243	——	——
1859	80.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	80.0	.....	1,248	.....	——	——
								TEXAS, (*all cided by State*).													
— — '58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	55.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	55.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,500	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,282,845	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '64	110.3	——	5.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,388	90.7	139,877	208,850	167,430	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	695,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,633	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	——	I
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	100½
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,088,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	83,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,024	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,686	374,996	——	1,365,800	1,851,500	202,842	4,745,256	138.4	——	410,166	201,344	——	——
30 Sep. '59	59.2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,528	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
30 Sep. '60	146.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,961,197	1,200,000	75 908	6,783,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,950	96,528	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,553	.....	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	80.0	——	——	——	——	10	11	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,648	80.0	.....	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,882,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	102.9	——	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,541	234.4	.....	1,163,734	414,741	——	30
10 May, '64	108.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	181.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	257.0	.....	3,011,860	1,649,510	1½	——
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	*	——	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,206	191,182	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	5.5	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	156,600	1,709,232	60 0	.....	125,555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.6	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	87,181	——	——
								NEW GRANADA.													
31 Dec. '63	48.7	——	——	——	11	22	120	Panama	5,000,000	*	615,658	5,000,000	2,278,000	——	10,763,723	48.7	.....	5 027,438	1,323,924	13	286

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	...	...	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	820,900	7	—	21
Catawissa (preferred)	1,150,000	7	—	23
Chemung (guarantied)	380,000	...	...	....
Cayuga & Susquehanna (guarant.)	343,500	...	...	....
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	85
Chicago & Northwestern (pref.)	2,400,000	7	5½	49½
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,155,200	10	10	63
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	...	...	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	—	....
Elmira & Williamsport (preferred)	500,000	...	—	47½
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	—	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	....
New York & Harlem (preferred)	1,560,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	...	8	....
Paterson & Ramapo (guarantied)	248,000	...	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	...	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	...	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	57
Toledo & Wabash (preferred)	982,900	7	7	89
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1 t Mortgage	850,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,226,595	—	....
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	143½
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	...	...	...	....
Lehigh Navigation	50	2,479,950	6	64
" (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100	.....	—	....
Sault Ste Marie	100	.....	—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" (preferred)	50	2,722,607	—	28½
Susquehanna and Tide Water	50	2,048,200	—	9½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	156
Wyoming Valley	50	700,000	16	49½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 55 —	@ 57 —
Pig, American, No. 1		— —	@ 50 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
Bar, English, Refined		— —	@140 —
Bar, English, common		— —	@130 —
Band, English		— —	@170 —
Horse Shoe		170 —	@175 —
Rods, English		145 —	@225 —
Hoop, English		175 —	@250 —
Nail Rod		per lb. — 12	@ — 14
Sheet, Russia		per lb. — 25	@ — 27
Sheet, English, Single, Double and Treble		— 8	@ — 11

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. — 23	@ — 29
English Spring	(1st & 2d qlty.)	— 13	@ — 17
English Blister	(1st & 2d qlty.)	— 15	@ — 24
English Machinery		— 17	@ — 20
American, Blister		— 13	@ — 16
American, Cast, Hammered		— 24	@ — 27
American, Cast, Rolled		— 15	@ — 18
American Spring		— 14	@ — 18
German		— 16	@ — 18
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb. —	@ — 58
Sheathing, &c. Old	(cash)	— —	@ — —
Sheathing, Yellow		— —	@ — 40
Pig, Chile		— —	@ — —
Bolts		— —	@ — 58
Braziers'		— —	@ — 58
American Ingot	(cash)	— 34	@ — 36

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish		9 75	@ 10 —
German Refined		9 75	@ 10 —
English		9 75	@ 10 —
Bar		per lb. —	@ — 14
Pipe and Sheet		—	@ — 18

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb. — 45	@ — 47
Straits	— 43	@ — 44
English	— 38½	@ — 39
Plates, Charcoal I. C	per box 14 50	@ 15 —
Plates, I. C. Coke	11 50	@ 13 50
Terne, Coke	11 —	@ 12 —
Terne, Charcoal	13 —	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb. 7 50	@ — —
Clinch	(cash)	8 50	@ 9 —
Horse Shoe, Forged	(cash)	per lb. —	@ — 35
Wrought, English	(cash)	—	@ — 65
Ausable Horse, Norway Iron, Forged		—	@ — 45
Zinc Nails	(6 mos.)	—	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb. 1 —	@ 1 05
Para, Coarse and Medium	— —	@ — —
Carthagena, &c	— 65	@ — 70
Guayaquil	— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	— 33 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 72 @ — 75
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 53 @ — 54
Naptha, Refined, (60@63 gravity)	— 47 @ — 48

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
American Coal Co.	....	....	....	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N.Y. & E., 1M. 98	....	....	....	....	....	....
California 7s	....	....	....	....	117	....
Canton Co.	....	29	27½	30	30	29½	29½
Central Am. Transit.	....	....	....	....	....	....	....
Chicago & Alton	....	....	83	....	83	....	81
" " pref.	....	....	....	85½	....	....	86
" " 1 M.	....	....	....	....	....	99	....
" " Inc. b'ds	....	....	....	....	....	....	....
Chicago, Burl. & Q.	105	105	102	106	107	105
" " " 8 p.c.	109	....	....	....	....	....	....
Chic. & Northwest'n	22	21½	25	23½	24	21½
" " pref.	40½	49	51	50½	50½	49
" " 1st M.	....	75	....	....	73	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	87½
Chicago & Rock Isl.	87	87	88	89	90	87
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	130	....	....	....	130	....
Clev. and Pittsburg	53	52	53½	53½	53	53
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	92	....	....	93	....	....
" " S.F. 7 p.c.	....	95½	....	97	....	....
Cumberland Coal, pref.	36	31½	35½	38½	39	34
Del. & Hudson Canal	150	145	145	145	....	143½
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	60	54½	56	55½	54½	48¾
" pref.	....	....	80	78	75	....
" 1 M. 7 p.c. '67	....	....	....	....	100	100
" 2 M. 7 p.c. '79	....	....	....	100	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	93	....	93	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	95
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	40	....	....	....	....	....
" " bonds	....	....	....	....	....	90
Hudson River	96	96	101½	101½	99	96½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	100	100	100	102	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	98	....	....
Illinois Central	98	98	99½	....	96½	94½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	102½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	50	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	10½	10½	11½	11	11½	11½
Michigan Central	97	98½	97	97	95½	92
" SF. 8 p.c. '82	....	....	116	....	114	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	55	53½	55½	55	54	51
" " guar'd.	....	....	....	....	....	....
" " 1M. S.F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	32	....	....	31
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	56	55	56	56	60	....
" iss. to H. & St. J. R.	....	74	70	70	70	70
" " Pacific	....	....	67	....	....	65
New York Central	94	88½	91½	93	94½	87½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	100
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	....	....	....	98½	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	22	20½	21½	22	22	21½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	285	....	285	280	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	....	170	....	....	170	....
Phila. and Reading	....	94	95	96	95½	95	91
Pitts. Ft. W. & Chicago	81½	79½	81½	84	86	82
" " 1M.	....	....	102	102	....	101½
" " 2M.	....	....	....	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	75½	61	61	61½	65½	62
St. L., Alton & T. H.	....	25	27	25	....	....
" " pref.	....	....	55	57	....	....
" " 1M.	....	....	90	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	....	....	....	52	....	....
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	62	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.23.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	102
U. S. 5s, 1871, coup.	----	----	----	----	----	102½
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	95	91½	91½	92	91½	91½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104½	105	----	105	106	105
U. S. 6s, 1881, cou.	107	105½	105½	105½	105½	105½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97	97¼	97½	97½	----	98
U. S. 6s, 5-20s, coupon	107	106	105½	105½	105½	105½
U. S. 6s, 5-20s, new	106½	105½	105½	105½	105½	105½
U. S. 6s, " reg.	----	105	104½	104½	104½	104½
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	151½	155½	155½	154	152½	150½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Beaver Meadow	----	----	----	----	----	----
Cattawissa	10	----	----	----	----	----
" preferred	20	22	23	----	----	----
Camden & Amboy	----	129½	130	130	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	96	----	----	98	98	98
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	95	----	----	----	----	----
Lehigh Valley R. R.	68½	68	65	66	----	----
" 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" 6s	----	----	----	----	----	----
Minehill	----	53	53	52½	----	----
Morris Canal	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" 6s	----	----	85	85	----	----
" 10s	----	----	----	----	----	----
Northern Central	44	43	----	----	----	----
Pennsylvania R. R.	53½	54	54	53½	55½	55½
" 1st m.	102	102	102	102	102	102
" 2d m.	99	100	----	----	----	----
Penn. State, 5s	----	84½	86½	86½	87	87½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	92	83	80	----	88	80
" " new	90½	86	87	87½	88	88½
Philad., Germ. & Nor.	----	----	55	----	----	----
Phila. & Reading	49½	48	45½	48½	48	47½
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	15	17	----	----	----	----
" 6s	----	95	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" pref.	29	28½	27½	28	28½	28½
" 6s '82	80	----	----	----	----	79
" 6s '75	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	10	9½	9½	10½	----	9½
" 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	45	49½	49½	----	----	----
" bonds	----	----	----	----	----	----
Arch street, (Horse)	----	11½	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.
Baltimore City 6s, 1875	----	----	----	----	100	97
" " 1886	----	----	----	----	97	97
" " 1870	----	----	----	----	----	----
" " 1890	100	100	100	100	100	----
Balt. and Ohio	99½	----	----	100	100	100
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	97½	----	----	----	----	----
" " '80	----	----	----	97	----	97
" " '85	97	97	----	----	----	97
Northern Central	----	----	----	----	45	----
" " b'ds,'85	----	----	80	----	----	----
" " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	114	112½	114	113	113	
Boston and Providence	127½	----	----	----	----	
Boston and Worcest.	122½	----	123	----	124	124½
Cheshire, pref.	----	----	----	----	45	44½
Concord	----	55	56	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	93	93	93	----	----	91
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	104½	106	105½	105½	107	----
Manchester & Lawr'ce.	107	----	103½	105	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	78	78	----	----	----	77
Old Colony and Fall R.	105	105	----	----	105½	----
Ph., Wil. & Baltimore	64	83	62½	61½	61½	61
Portl'd, Saco & Porta.	102½	----	103½	102½	----	----
Vermont & Canada	100½	----	----	----	----	----
Vermont & Mass.	----	----	----	----	----	----
Western	----	128½	----	----	128½	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	97	----	----	----	----	----
Metropolitan "	----	----	----	----	----	48½
Middlesex "	----	----	50	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	39	50	----	----	37	----
Isle Royale "	----	----	----	10	----	----
National "	----	----	----	----	24½	----
Minnesota "	----	10½	----	----	----	----
Pewabic "	----	38½	38	39	39½	39½
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	77	----	----
Rockland "	----	----	6½	11½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 14th of March:

Maryland 5s	60	to	65
United States 6s, 1881	52½	"	53
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	23	"	30
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	63	"	65
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	34	"	35
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	53	"	54
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, April 1, 1865.

Stock Exchange and Money Market.

The weekly report of the associated banks of this city, 54 in number, this report being for the week ending 25th of March, shows the total of their loans and discounts to be $267,677,503, a falling off from the previous week of $3,809,148.

Specie	$22,066,524
Circulation	4,457,162
Deposits	166,965,508
Legal tenders	35,295,156

The amount of transactions at the clearing house were for that week $604,796,728 89, but the actual balance to be settled for these transactions or exchanges of liabilities was but $20,023,167.32. The first above tables shows a falling off in deposits in round numbers from the previous week of about eight millions, an increase of loans of fifty-six millions, a trifling decrease in specie of about two hundred thousand dollars, a falling off in circulation of about the same amount, and an increase in legal tenders of about one and a half millions.

The exports of specie from the port of New York for the week were but $164,440. Since January the total exported was $4,392,526, against for the same period in 1863 $14,066,188, and 1864 $10,032,465. The arrivals from California of the same article since January 4th, have been $4,627,165, against $3,106,077, in 1864 for the same period of time, thus showing an increase of $1,521,088. The National Banks number at the present time 908, with a capital of $202,844,486, with a circulation of a little more than half their capital, or $104,750,540, having increased their issues for the former week about $3,224,440. All these figures give a good idea of the condition of our bank policy, here and elsewhere.

The gold market continues to be much agitated. Quite early in the mornings William street and some of the neighboring streets are filled with crowds of people collected to anticipate and then to learn the turns at the board. No matter how slight, they are regarded with the deepest interest and the noise of the crowd is quite stunning. It is curious to observe what slight reports affect the price. It is generally conceded that the tendency is downward, but there is still a strong party which struggles for a rise, or at least a lull in the storm. It is currently reported that a good many houses, some notoriously connected with the South and with Canada, and operating hitherto on a large scale have been obliged to succumb. The principal hopes of the confederate leaders for some time past, expressed in their harangues have been that the North would break down both in its means, credit and currency. And the attempt to produce this result has been constantly made in this city, but happily in vain.

Never was there more confidence in the stability of the resources of the country, nor in its ability to meet its engagements, or a more decided determination to see this rebellion through, than are now manifested. It is understood that the whole of the 7-30's are now taken, but should there be a deficiency in the Treasury, the Secretary may fall back upon 70 millions of compound 6 per cents. It is stated on good authority that the unpaid requisitions in his department have been reduced to a trifling amount.

We cannot understand what is the meaning of a broad assertion of a cotemporary that to meet the "immense expenditures" of the Government, its "only dependence is on the 7-30's." We always supposed that the revenue from direct taxation was large, millions a week, and that this resource continued on the increase. Nor does this remark tally well with another in the same article we have already quoted from, that "if the Treasury should be in want of money at any time it will be its own fault."

There is much more truth in this last remark than the other which we have quoted. It appears from recent statements emanating from the Bureau of Internal Revenue, that the total receipts from July 1, 1864, to March 25, 1865, were $159,664,846 84, and by the 1st of June they will be swelled to $200,000,000. Now as we may safely calculate on the speedy termination of the war,

(General Grant has said within a few hours that Richmond cannot be held more than ten or twelve days longer,) and may also expect an immediate reduction of one half of the expenses of the Navy, and a large cessation of expenditure for the future materiel of the army, the financial condition of the country was never more promising.

There is certainly much hastiness of remark in these daily notices of the market which impairs their credit as financial and economical reviews. He who philosophises on the events of the hour only, is as much out of the way as he, who in giving the quantity of rain that falls in our latitude, should take the heaviest fall during a tempest and call that the mean.

It is a prevailing opinion that government stocks will shrink less than gold, and though the prices of some securities have fallen under a sudden pressure in some quarters to sell, the result of necessity or design, they still stand pre-eminent in the favor of the people and will stand. Combinations to break them down are currently reported in the street, but the operators may shortly find even the "attempt and not the deed confounds them."

The news from Europe is more satisfactory. We cannot conceal our disapprobation of the conduct of those foreign journals which insist that the United States, for such they are again sure to be, desire any quarrel with the people or Government of Great Britain. They have no such wish and no such intention, although they feel that they have been very unfairly treated throughout this rebellion, not only by a premature recognition of the character of the rebels as true belligerents before there was any certainty of their maintaining themselves for six months, and by the constant violations of the Queen's proclamation of neutrality. The fitting out of armed vessels to prey upon the commerce of a friendly nation, and the constant supply of the means of aggression by blockade running were unfriendly acts which we cannot forget. Yet at the same time the prudence, persistance and valor of our people, our love of freedom and our respect for and devotion to the institutions handed down to us by our forefathers are accompanied by magnanimity, a spirit of forgiveness, and a love of peace. The same feelings prevail among us with regard to the Canadas. Those provinces have only to behave with courtesy and fairness to be forever free even from a dream of invasion from the United States. Their interests are almost identical with ours; this the wise men of the Provincees well know, and none but political barrators would seek to sever them.

The failure of the Bank of Attica in this state is announced in the papers. The cause of its misfortunes is its heavy speculations in butter of which it held large amounts waiting for a rise, and a heartless profit gained from the necessities of consumers. We have no sympathy for such forestalling institutions. Those that lay their foundations on butter must expect to see them melt, and the superstructure fall to the ground. No one will grieve at the demolition of such institutions.

The course of the market the last week may be thus described.

Notwithstanding the combination to break down the Government securities, they stand firm and in good demand, the gold bearing bonds improving. Railway shares are not doing so well, and a heavy break in some leading companies, occurred on Tuesday. The truth is that whenever the public see that any great line falls under the entire control of individual operators with immense capital, with nothing of the experience or science or talent for governing so complex an institution as a Railway, they continually apprehend disasters, loans and accidents. This is the real reason why the popularity of these companies is declining so rapidly, and no other.

Miscellaneous shares are quite steady. Money is plentiful and large amonnts are held by the Banks in deposit. The rate is 7 per cent generally, but on call it is 1 per cent. less.

The exports from this city for the week ending March 25, exclusive of specie were $2,301,742.

The balance in the Sub Treasury on Tuesday was $34,089,174 64.

Gold sold at the morning board on Thursday at 149¾.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 97; McGregor Western 1st mort., 71½, Brooklyn Park Loan, 85; Manhattan Gas, 185; Long Dock bonds, 105; Smith & Paramalee Gold, 5¾; Nicaragua Transit, 5; Mariposa 1st mort., 45; Central Coal, 41¼; Wyoming Valley Coal, 49; Bank of the State of New York, 115; 4th National Bank, 90; Central National Bank, 100; Bank of Commerce, 99½; Bank of America, 130.

Philadelphia.—Allegheny County coupon 5s, 72; 13th and 15th streets R. R., 19; Fulton Coal, 4¾; Swatara, 5¾; Preston, 24; Green Mt., 3; New Creek, 81c.; Big Mt., 4¼; Keystone Zinc, 1½; Bank of Kentucky, 117; Miners' Bank, Pottsville, 50; Bank of North America, 191; Kentucky Bank, 107; Atlas Oil, 1⅛; Alcorn, 1⅛; Adamantine, 6¼; Big Tank, 3¼; Bull Creek, 2¾; Briggs, 2¾; Black Diamond, 3; Bruner, ⅞; Caldwell, 5½; Cherry Run, 26⅞; Corn Pl., 4¾; Crescent, 1½; Cow Creek, 1¼; Dalzell, 6⅞; Duncard, 1¼; Dawson's Run, 2½; East Oil Creek, 1⅛; Egbert, 3; Eldorado, 1; Eldorado, 1; Excelsior, 1⅛; Eagle Rock, 3½; Eureka, 1⅜; Fleniken, 1; Germania, ¾; Gt. Eastern, 2; Hibbard, 1⅜; Hyde Farm, 3¼; Howe's Eddy, 1⅛; Irwin, 7; Jersey Well, 3¾; Junction, 3⅛; McClintock, 4⅝; McCrea, 2; Mingo, 3½; Maple Shade, 19¼; McElheny, 4; Mineral, 2; McElrath, 2½; Noble and Delamater, 5½; Oil Creek and Cherry Run, 4; Organic, ¾; Petroleum Centre, 2⅛; Ross, 1⅛; Rock Oil, 2⅞; Royal, 1⅞; St. Nicholas, 3⅝; Story Farm, 1⅜; Sugar Creek, 8⅛; Sugar Dale, 3; Schuylkill and Oil Creek, 1½; Starr, 1⅛; Tionesta, 2; Tarr Homestead, 4; Union, 1; Winfield, 94c.; Walnut, 1½; Wm. Penn., 3¾; Watson, 2¾. The latest quotations are: City 6s, 86@86¼; do., new, 89¾@90; State 5s, 87½@88; do., coupon, 89@92; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 61; Reading, 44⅝@44¾; do., 6s, 1870, 95@95; do., bonds, 96@97; Camden and Amboy, 126@130; Penn. R. R., 54@54⅜; do., 1st mort., 101¾@102; do., 2d mort., 99½@101; Little Schuylkill R. R., 31@36; Morris Canal, 89@90; do., pref., 120@125; do., bonds, 98@99; Wyoming Valley Canal, 47@50; do., 6s, 92½@95; Susquehanna Canal, 9@10; do., 6s, 45@50; Sch. Nav., 21@24; do., pref., 27@28; do., 6s, 1882, 78¼@79; Union Canal bonds, 15@20; Delaware Div. Canal 80@80¾; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 46½@47½; do., 7s, 1873, 98@99; do., Chattle 10s, 72@73; Long Island R. R., 37@40; Lehigh Coal and Navigation, 60@61; North Pennsylvania, 23@27; do., 6s, 84@86: do., 10s, 105@110; Philadelphia and Erie, 16@18½; do., 6s, 95@98; Minehill, 53@53½; Catawissa, 9@10¼; do., pref., 23@24; Lehigh Valley, 60@63; do., bonds, 95@95¼; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 63@65; Race and Vine, 9@9; West Philadelphia, 67@68; Spruce and Pine, 25@25; Green and Coates, 28@30; Chestnut and Walnut, 30@45; Arch, 10@12; Thirteenth and Fifteenth, 17@19; Girard College, 22@24; Tenth and Eleventh, 40@44; Norristown, 62½@56.

Boston.—Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 20; Boston and New York Air Line 6s, 46; Michigan Central 8s, 1882, 105; Boston and Lowell R. R. 6s, 1874, 100; Conn. and Pas. River pref., 63; Boston Hartford and Erie R. R., 16; do., 7s, 78¾; Chelsea horse R. R., 38; New Hampshire 6s, 1876, 94; Maine 6s, 1880, 91; Bath City 6s, 94; Boston Water Power Co., 41; Essex Co., 95; Union Steamship Co., 129; Boston Gas, 780; Cambridge Gas, 98¾; Gilberton Coal, 66½; Bear Valley, etc., coal, 19½; Belmont Coal, 9; Richmond Coal, 88; Short Mt. Coal, 35¼; Locust Dale Coal, 28; Mammoth Vein Coal, 27¾; Franklin Coal, 53; Potomac Coal, 9¼; Rocky Mt. Gold, 12¾; Great Basin Oil, 2; Macomb Lead, 75c.; Bank of Commerce, 112; Bank of North America, 116; Maverick Bank, 105½; Bank of Mutual Redemption, 104½; State Bank, 80; Globe Bank, 124⅝; Traders' Bank, 102½; Railroad Bank Lowell, 89¾; 3d National Bank, 105½; Cabot Bank Chicopee, 111; Pawners Bank, 94¾; Merchants Bank, 118; Albany and Boston Mining Co., 19½; Boston, 1⅝; Copper Falls, 17½; Canada, 60c.; Huron, 38½; Hancock, 8½; Humboldt, 2½; Hanover, 45c.; Mesnard, 2½; Madison, 2; Star, 2½; Superior, 5¾; St. Clair, 2¾.

Baltimore.—Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 95; do., 3d mort., guar., 93; Springfield Mining Co., 0.55; North State, 0.20; Santa Clara, 13; Maryland Copper, 0.50; Atlantic Coal, 1.20; Am. Gas Coal, 1.80; Maryland Anthracite, 28; Va. Coal and Iron, 9½; Chesapeake Oil, 3.00; Penn. Oil, 1.25; Baltimore Chrome, Lake Chrome, 0.25; Canton Co., 30; Franklin Bank, 12¼; Union Bank, 70; Farmers and Planters Bank, 33½. The latest quotations are: Balt. and Ohio, 100@101; do., 6s, 1867, 93@95; do., 1875, 96@97; do., 1880, 99@97; do., 1885, 97@99; Northern Central, 45@50; do., bonds, 1885, 83@85; N. W. Va., 00@05; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92½@95; Marietta and Cincinnati 7s, 1891, 66@80; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 75@80; do., guar., 97@98; Maryand 6s, coupon, 1870, 99@100; do., Ins., 93@101; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 99@100; do., 1886, 96@97; do., 1890, 100@100½; do., coupon, 99½@101; do., 5s, 1838–'70, 80@88; City Passenger R. R., 16½@17; Canton Co., 28@30; Gardner,

0.50@0.75; Gas Coal, 1.25@1.80; Maryland, 0.40 @0.50; North State, .20@.20; Springfield, 0.45 @0.50; George's Creek, 100@110; Santa Clara, 12@14; Balt. Chrome, 1.80@1.90; Bare Hill, 2.20@2.75; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.00@1.30; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.75@4.90.

Cotton Production and Supply.

It is a curious fact and but little known, that the introduction of cotton into this country was entirely owing to an accident. A small bag of the seed was brought from Pernambuco to Georgia where it was thrown on a dirt heap; it grew there, was afterwards propagated therefrom, and in the course of time the American cotton not only supplanted that of the East Indies, but was intrinsically more valuable for its quality, and its cheapness caused its use throughout Europe.

Among the most interesting and instructive papers we have had on this subject is one recently prepared for and read before the American Geographical Society of this city by the Hon. F. A. Conkling, and is we understand to be published and printed at the request of the Society. It has generally been so dependent hitherto on accidental lecturers for its reputation that we are glad to see it contains within its own body so able a writer and good a thinker as Col. Conkling. This gentleman has not only highly distinguished himself on the floor of Congress, but has during the present rebellion been active in the field. At the head of a fine regiment of volunteers raised entirely through his own efforts, he has been twice in actual and dangerous service. Yet he finds time to consider other questions than those of war, and has now given the world at a very fitting occasion an important paper on cotton with many carefully collected facts, and original deductions. American cotton is doubtless about to play a very important part in commerce, more than ever perhaps, and restore the equilibrium in our foreign exchanges, disturbed by the war. Its production and export are to have a decided effect on the credit and financial resources of the country in the future, and Mr. Conkling now gives us the very best information to be obtained as to production and consumption, of this staple; its demand, source and supply.

Pittsburg Railway Connections.

The people of this enterprising city seem determined not to be dependent on the Ohio entirely for means of communication, nor even with their present lines of railways.

The New Castle and Franklin branch of the Erie and Pittsburgh Railroad is being rapidly completed, by which a short route will be opened into the heart of the oil region, and greatly enhance the value of property owned by Eastern Corporations on the upper forks of the Allegheny. Besides the chief connections West, *via* the Pittsburgh, Fort Wayne and Chicago and Columbus and Cincinnati Railroads, and East, *via* the Pennsylvania Central, Pittsburgh has of late extended the Beaver Valley Railroad north to Lake Erie at Girard, intersecting the Lake Shore road; is building a branch to Franklin and Oil City, on the east, another up the Mahoning Valley, to connect with the Cleveland branch of the Atlantic and Great Western, on the west; another down to Washington, Pennsylvania, to reach Wheeling, Virginia, on the south; and is now moving in the matter of completing the Connellsville Railroad, so as to form a junction with the Baltimore and Ohio, thus opening another through route to the eastern seaboard.

Cast Steel Rails.

The "Cyclops" Works, solely represented in this Country by PHILLIP S. JUSTICE, are manufacturing Steel Rails in large quantities, and the opinion is now general, founded on theory and experience, that they are the only kind that should be used, or permitted on our Railway lines. The advertisement of Mr. Justice in another column gives in a few words the reason of their superiority. The largest proportion of the accidents almost daily occurring on our railways arise from broken rails which are left in that condition for months after their fracture. An eminent engineer, who has very recently traveled over one of our Great Western lines, informs us that their broken rails at the present time *number by hundreds*. It would seem imperative on our Legislature to compel the substitution of these cast steel rails in place of those of iron. Here is a perfect article and it should be obligatory on companies to use them.

Winslow, Lanier & Co.

The advertisement of this well known and distinguished Banking House, which will be found on the last page of the JOURNAL, reminds us of their active agency in obtaining subscriptions for Government securities which maintain their steadiness and popularity. Those parties ready to invest, will meet with prompt attention from this House, for so many years in the front rank of financiers.

The Phillips Petroleum Co.

This is another Company which now presents itself to public favor as the owner in fee of a large tract of land on the Pithole creek, near the Fraser well, and another one of 50 acres on Oil Creek, near the celebrated Coquette well. Twenty two wells are about to be brought into immediate productiveness, while at present the yield of those worked is 75 barrels per day. Among the trustees of this company are such men as Washington Hunt, William Bigler, Elisha Riggs, E. A. Quintard, and others, whose connection with the project are vouchers for its importance, and its prosperity. Shares $4. Office 18 Broad street, New York.

Gratz Van Rensselaer & Co.

This new Banking house, composed of gentlemen of highly respected and historical names, with large and long financial experience, are established at 24 Broad street, in this city, and do a commission business in all kinds of securities, State, National and local, gold, &c.

The references given are of the highest character and the recommendations of J. W. Beekman, S. A. Schieffelin and the Treasurer of the State of New York could not be possibly given to any other than men of undoubted means and character.

Finances of St. Louis.

We learn from the St. Louis *News*, that the cash in the Treasury April 11th, 1864, amounted to $148,548 08, while the balance on hand March 1st, 1865, was $160,190 15—showing an unusual surplus at this season. The *News* says:

Since the installation of the present Administration, the bonded and floating debt has been reduced near *one quarter of a million*, while, in the same time, heavy expenditures for the benefit of soldiers' families and the poor of the city have been incurred, yet there is a surplus in the Treasury sufficient to inaugurate, most satisfactorily, the fiscal affairs of the coming year, and to render the credit of the city impregnable.

Finances of Canada.

The revenue of Canada is derived chiefly from customs and excise, the post office, public works, land sales, etc. The following exhibits the details (including loans and trust funds,) of the receipts in 1861 and 1864, comparatively:

	1861.	1864.
Customs	$4,774,562	$6,664,326
Excise	344,655	860,914
Post office and ocean postage	457,726	664,946
Public works and provincial steamers	355,198	429,910
Territorial	678,923	584,846
Interest on investments, premium and discount	508,236	819,487
Minor revenues of consolidated fund	131,983	165,410
Miscel. receipts on open accounts	268,473	320,620
Debentures and stock	2,756,306	4,354,582
Sales of public works, &c.	7,697	15,646
Municipal loan fund	279,388	174,850
Investment ex consol. loan	867,749	.....
Ocean steam company	189,620	.....
Bank of V. C.—special ac't	.....	236,667
G. T. Railway—adv'ce ac't.	1,000	.....
Miscel. guar. and advance accounts	116,483	165,016
Municipalities fund	325,025	164,606
Education & school funds.	161,455	189,918
Indian fund	256,629	176,698
Minor trust funds	28,942	38,107
Other trust funds	145,521	.....
	$12,655,581	$15,626,549
Deduct debentures and stock	2,756,306	4,354,582
Revenue	$9,899,275	$11,171,967
From this may also be deducted the following exceptional receipts:		
G. T. Railway—adv'ce ac't.	1,000	.....
Ocean S. S. Co.	189,620	.....
Investment ex consol. loan	867,749	.....
Other trust funds	145,521	.....
Bank of V. C.—Spec. acc't	.....	236,667
Total revenue (less loans and exceptional rec'pts.)	$8,695,890	$10,935,300

The payments for 1861 and 1864, ordinary and extraordinary, are shown in the following comparative statement:

	1861.	1864.
Public debt—intr't, charges, etc	$3,962,588	$4,126,317
Public debt—redemption	2,738,872	3,957,740
Civil Gov. (& pensions)	471,795	473,198
Justice	849,329	840,516
Legislation	463,125	379,959
Education & Geol. survey.	545,009	492,392
Hospitals and charities	272,842	299,331
Militia and enrolled force.	84,688	317,061
Agricultural societies	102,620	110,019
Public works, etc.	1,799,986	1,393,107
Seignorial	224,133	199,699
Subsidies	751,669	11,290
Municipalities fund	445,314	104,119
Indian fund and annuities.	135,146	168,420
Minor payments	389,075	262,621
Collection of revenues	1,507,463	1,408,093
	$14,742,834	$14,554,882
Deduct redemption of public debt	2,738,872	3,957,740
Expenditures	$12,003,962	$10,587,142

From this also may be deducted the following exceptional expenditures:		
Public works (Ottawa buildings)	655,149	458,077
Subsidies (exceptional)	704,945	.....
Miscel. (reception of P. of Wales)	63,225	.....
	$1,423,319	$458,077
Expenditures (less Red. of P. D. and exceptional items)	$10,480,643	$10,129,065

The balance sheet of the Province on the 31st December, 1864, was made up as follows:

Dr.	
Funded debt—direct	$60,950,101
" indirect	874,267
Total	$61,824,368
School funds	$1,966,814
Indian funds	1,614,519
Miscellaneous funds	569,650
	4,151,983
Miscellaneous accounts	735,239
Bank accounts	3,350,507
Liabilities in connection with seignorial tenure	4,118,203
Consolidated fund	2,043,761
Total	$76,223,061
Cr.	
Sinking funds	$1,536,792
Provincial works	26,355,525
Building and harbor funds	874,266
Railway debentures	20,435,061
Railway interest and special account.	9,642,025
Municipal loan fund accounts	12,890,838
Miscellaneous accounts	1,064,439
Due by trust funds	779,440
Consol. fund investment account	689,686
Bank of U. C.—special account	1,250,000
Bank accounts (includ'g Crown Lands $60,087)	705,040
Total	$76,223,061

The following will explain more in detail the several works and funds which constitute the amounts standing to the credit of the Province:

Public Works, viz:	
St. Lawrence Canals	$7,406,270
Welland Canal	7,309,849
Chambly Canal and River Richelieu improvements	433,808
Burlington Bay Canal	308,328
Lake St. Peter Improvements	1,098,225
Ottawa works	1,148,690
Improvement of the Trent	558,506
Harbors and lighthouses	2,549,617
Roads and bridges	1,726,695
Government buildings at Ottawa	1,812,509
Loans to incorporated companies	142,154
Miscellaneous works and buildings	1,860,862
Total Provincial works	$26,355,525
Railway Debenture Account:	
Grand Trunk, including subsidiary lines	$15,312,894
Great Western	2,810,500
Northern	2,311,667
Total railway debentures	$20,435,061

Including the dues by the building and harbor funds amounting to $874,226, and the railway interest and special accounts, the total amount based on the public and corporate works of the Province amount to $57,306,877, or three-fourths of the total indebtedness and liabilities.

The municipal loan fund now amounting to $12,890,838, consists of advances made to various municipalities, which secured the construction of various important works, such as the Ottawa and Prescott, the Brockville and Ottawa, and the London and Port Stanley Railways; also waterworks and other valuable local improvements.

The principal portion of the above information is derived from a pamphlet entitled "Statements explanatory of the financial position of Canada," etc. In this the statements are made for the four years 1861-'64, but in the foregoing detailed exposition it was not considered necessary to go over the intermediate years, but simply give the first and last. In our further remarks, however, the aggregates of the whole four years are used.

The following table shows the funded debt and sinking funds at the commencement of each year:

	Funded Debt.	Sinking Funds.	Net Debt.
1862	$65,636,478	$7,453,458	$58,173,020
1863	67,567,408	7,620,434	59,946,974
1864	65,238,649	4,883,177	60,355,472
1865	61,824,367	1,536,792	60,287,575

The amount of duties paid on imports the same years was as follows:

	Value of Imports.	—Duties Collected— Total.	Per cent.
1861	$43,054,836	$4,768,193	11.1
1862	48,600,633	4,652,749	9.6
1863	45,964,493	5,169,173	11.2
1864	52,498,066	6,637,503	12.6

The population of Canada by the two last censuses was as follows:

By census of January, 1852:		
U. Canada.	L. Canada.	Total.
952,004	890,261	1,842,265
By census of January, 1861:		
1,396,091	1,111,566	2,507,657

Assuming the same rate of increase as here indicated, the population of the Province has been yearly as follows:

Jan. 1.	U. Canada.	L. Canada.	Total.
1862	1,460,000	1,139,400	2,599,400
1863	1,520,000	1,167,800	2,687,800
1864	1,586,000	1,196,949	2,782,949
1865	1,650,000	1,226,800	2,876,800

Should the increase go on at the same rate, in view of the rapid and unprecedented manner in which the resources of the Province are being developed, we may assume that in ten years the population will exceed 5,000,000. In four years, in which difficulties both internal and external have had to be met, it increased by nearly 300,090, or to be precise by 277,400. In point of population as a power it would then in 1875 rank immediately after Norway and Sweden, and before Portugal, Bavaria, Denmark, Greece, Hanover, Holland, Saxony and other established nations.

The result of the foregoing figures are shown in the following tabulation, which reduces the amount of duties, debt, revenue and expenditure to a per capita rate for each of the four years included:

	Duty.	Debt.	Revenue.	Exp't's.
1861	$1.83	$22.31	$3.35	$4.27
1862	1.73	22.30	3.10	4.03
1863	1.85	21.69	3.48	3.75
1864	2.30	20.92	3.79	3.52

It is thus seen that the burdens of the people have been lightened with the progress of population, and that while the revenue has increased, the expenditures have decreased from year to year.

The main dependence for revenue by most nations is on internal and personal taxes. For National purposes Canada taxes neither the land nor other property. Capitation is unknown in the Province. The excise tax is indirect and applies only to a few articles of manufactures and is little felt by the people. This and the duties on imports and land sales indeed make the whole ordinary revenue. It is apparent then that Canada has not yet touched its material resources, and hence its strength remains for future exigencies.

There is also another phase in Canadian finance. Its debt has been almost wholly incurred on account of its public works, which have been the potent means of its development hitherto, and which in the future are to act as the great promoter of its most vital interests, including the very peopling of the land. Without these the flourishing Province we now behold on our northern borders would have continued to be for ages yet to come a vast, uncultivated, unpeopled wilderness.

Truly in the case of Canada national debt is national wealth, and the larger and rapider the future increment of the debt, if applied to similar purposes, so much greater will be the onward progress of the country to that great destiny to which it has been ordained by nature and civilization.

Interest and Dividends.

The Panama Railroad Company will pay, 5th April, a quarterly dividend of four per cent. out of the earnings of the road, and one per cent. from earnings of steamers.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $8 per share, payable on the 5th of April.

The Chicago and Rock Island Railroad Company has declared a semi-annual dividend of 5 per cent., payable on the 10th of April.

The Cleveland and Toledo Railroad Company have declared a dividend of 5 per cent., payable free of U. S. tax on the 25th of April at the Continental Bank.

The dividend bonds and dividend certificates issued by this company in April, 1855, and maturing April 1, 1865, will be paid at maturity on presentation at the Continental Bank, New York.

The Hannibal and St. Joseph Railroad Company will pay the coupons on their land bonds, maturing April 1, on and after that date, by presentation at the office of the fiscal agency in Boston, or to Duncan, Sherman & Co., New York.

The Indianapolis and Cincinnati Railroad Company has declared a semi-annual dividend of four per cent., payable on demand.

The Consolidated Coal Company of Pennsylvania have declared a dividend of 5 per cent., payable April 6.

The Trustees of the first mortgage bondholders of the Vermont Valley Railroad Company will pay the coupons due 1st April, 1859, on and after Saturday, April 1, 1865, at the office of the Treasurer of the company in Bellows Falls. For the convenience of the bondholders in New York and elsewhere, the coupons will be paid for the space of one month, viz: from the 1st April to 1st May, from 11 A. M. to 2 P. M., at the office of Alexander Hamilton, Jr., 41 Wall street, Jauncey Court, and thereafter will only be paid at the office of the Treasurer in Bellows Falls.

The coupons of the 10 per cent. first mortgage bonds of the Great Western Railroad Company of 1859, maturing 1st April next, will be paid on and after that date, on presentation, at Messrs. Ketchum, Son & Co.'s, 40 Exchange Place.

The coupons due April 1st on the bonds of the New York and New Haven Railroad Company

will be paid at the Bank of the Republic, or at the office of the company in Fourth Avenue.

The coupons of the bonds of the Atlantic and Great Western Railway Company, due 1st April, will be paid at the office of McAndrew & Wann, 12 Pine street.

The coupons of the first mortgage 8 per cent. bonds of th Des Moines Valley Railroad Company, due April 1st, 1865, will be paid at the banking house of Gilman, Son & Co., 47 Exchange Place.

Damages for a Personal Injury.—Negligence of Plaintiff Contributing to Injury.—Carelessness as will Prevent a Recovery of Damages.—Questions for Jury.

The late case of Todd against The Old Colony and Fall River Railroad Company, was an action brought by the plaintiff against the defendants in the Supreme Judicial Court of the State of Massachusetts, to recover damages for an injury received by the plaintiff while traveling as a passenger in the defendants' cars.

At the new trial of the case in the above Court, after the decision granting such new trial, it appeared by the plaintiff's own testimony, that at the time of receiving the injury, his left arm was resting on the base of the window frame of the car, the sash being raised, and that his elbow extended outward, beyond the place where the sash would have been if the window had been shut.

The plaintiff was injured by a hasp upon the swinging door of a freight car, which struck the plaintiff's arm just above and below the elbow.

The judge ruled that the burden was on the plaintiff to prove that he used due care, and to prove that the defendants were guilty of negligence; that the defendants were bound to use reasonable care adapted to the circumstances of the case; that the means of conveyance employed by them, being instruments of great power and moving with great speed, required an increase of care on their part; and that the same facts required a corresponding increase of care by the plaintiff, when he used such means of conveyance; that passengers in railroad cars are to occupy the places provided for their convenience and safety by the carriers, and that it is negligence in them to occupy exposed positions which have not been provided or designed for such occupation; and that the plaintiff was guilty of negligence in placing his arm in the window, so that his elbow extended outwards beyond the window sash, so as to come in collision with a substance outside the cars; and he directed the jury to find a verdict for the defendants, which they accordingly did.

The plaintiff's counsel contended that there was evidence from the plaintiff, and from other sources, as to the mode in which the injury was occasioned, the nature and direction of the wounds, the effect produced by the collision, the motion and oscillation of the cars, the position of the freight car, door, &c., which tended to prove that the plaintiff's elbow was inside the sash of the window at the time of the collision, and which should be submitted to the jury; but the judge ruled otherwise.

The plaintiff alleged exceptions to such charge and rulings, which were afterwards brought on for hearing, when the following opinion was delivered by

Bigelow, C. J.—There was no controversy at the trial concerning the position of the plaintiff's arm.

His own testimony shows that it was resting on the sill of the window of the car, and that a portion of it, when the injury was inflicted was beyond the sash, so as to be outside of the external surface of the window. Nor was there any doubt or dispute that if the plaintiff had kept himself entirely within the limits of that part of the car intended for and appropriated to passengers, the accident which occasioned the injury would not have happened. It was the plaintiff's own act which contributed to the injury.

On these admitted facts, the ruling of the court, that the plaintiff was not entitled to recover, is fully sustained by the previous decision in this case, (3 Allen, 18, 21,) and by the several cases there cited.

The reasons which influenced our minds in setting aside the former verdict, and which are concisely stated by the learned judge as the ground of his ruling at the last trial, on further consideration, approve themselves to our most deliberate judgment.

It is a mistake to suppose that, in directing a verdict for the defendants, the legitimate province of the jury was invaded by the Court. Against any such interference we should most scrupulously guard. A wise and impartial administration of justice, as well as the express provision of the statute. (Gen. Sts. c. 115, §5,) require that the decision of controverted questions of fact should be left to the free and unbiassed judgment of jurors. But considerations of this nature have no application to cases like the one at bar. Upon the point on which the cases was disposed of by the Court, there were no facts in dispute, nor did the Court undertake to determine whether evidence was true or false.

It was solely on the legal effect of admitted facts, that the Court pronounced its judgment. On this it was not only the province, but the imperative duty of the Court to determine. Garett *vs.* Manchester and Lawrence Railroad, 16 Gray, Denney *vs.* Williams, 5 Allen, 1, 5.

Judgment on the verdict, for the defendants.

Fluctuations of British Stocks, 1863-64.

Lowest and highest prices of Consols, Bank of England Stock, and India Stock in each month of the year ending October 31, 1864:

	Consols.		Bank Stock.		India Stock.	
	L.	H.	L.	H.	L.	H.
November, 1863	92	93	234	237	221	226½
December, "	90½	92⅛	234	236	221	224
January, 1864	90⅜	91⅛	235	237	213	218
February, "	90⅛	91⅜	235	239	213	219
March, "	90⅞	91¾	234¾	240	218	220
April, "	91⅛	91¾	236½	240	218	220
May, "	90½	91⅞	237	239½	217	220
June, "	89¾	91¾	235	239	216	218½
July, "	89¾	90⅝	237	242	210	215
August, "	88⅜	90	240	244	210	213
Sept., "	87⅛	88¾	242	244	209	212
October, "	87⅝	88¾	235	238	210	213
Year	87⅛	93	234	244	209	226½

Grain Trade of Toledo, Chicago, and Milwaukee.

The following shows the receipts of flour and grain at the three principal lake ports during the past four years:

Years.	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	Total (flour to wheat), bu.
TOLEDO.							
1864	1,052,474	7,237,093	1,041,160	454,254	89,435	74,681	14,108,993
1863	1,126,260	6,194,130	1,705,096	733,796	24,529	87,608	14,452,719
1862	1,506,892	9,827,629	3,813,709	284,759	44,368	63,138	21,218,065
1861	1,383,889	6,277,407	5,312,038	41,418	31,193	12,064	10,593,565
CHICAGO.							
1864	1,141,791	11,257,196	13,623,087	13,653,941	969,116	740,446	45,952,741
1863	1,474,282	11,180,344	25,459,508	9,139,525	869,760	1,098,346	56,079,903
1862	1,663,391	13,728,116	29,499,328	4,138,722	1,038,825	872,053	57,558,950
1861	1,446,137	17,531,909	26,548,233	1,883,258	479,005	417,129	54,093,219
MILWAUKEE.							
1864	280,874	9,120,255	473,309	1,051,953	89,457	198,033	12,337,679
1863	428,747	13,024,323	359,052	949,570	162,613	206,406	16,845,699
1862	529,600	15,613,955	258,456	287,765	154,576	141,997	19,104,749
1861	492,259	15,930,706	114,931	131,256	73,448	66,991	18,778,627

Wealth and Resources of Kansas.

In several addresses recently made in the New York city pulpits by an eminent divine from the State of Kansas, it was stated that very erroneous impressions prevailed as to its soil, climate and agricultural character. The first settlers of the Western states have usually been sufferers in the attempts to establish themselves, and in the instance of Kansas were subjected to considerable hardships from the violent effort made by the Southern States, to make it a slave holding territory, and to introduce there a code of laws of the most brutal description. Few persons are at this time aware of the bloody enactments which formed a part of the projected code. Imprisonment and death were ordinary punishments for the violation even of the rights of opinion and speech. That day is happily past, and Kansas under the influence of free institutions is rapidly rising to its true position among the Western States, and every day is dispelling the unfavorable impressions alluded to.

It contains 78,418 square miles or 50,187,520 acres of land. Of these in 1860 1,657,461 were improved, being the portion allotted by the United States Government for sale, and the value of these was $11,394,184. The value of the implements of husbandry used upon them was $675,336.

The live stock consisted of 18,882 horses, 1,430 asses and mules, 26,726 milch cows, 20,183 working oxen, 47,000 other cattle and 128,309 swine, in all of the value of $3,205,522. The products of animals comprised butter, 1,012,975 lbs.; cheese, 28,053 lbs.; wool, 22,593 lbs.; and the value of slaughtered animals was $547,459. Of beeswax the product wrs 467 and of honey 14,942 lbs.

The cereal crops were as follows:

Wheat bushels	168,527
Rye "	3,928
Indian corn bushels	5,678,834
Oats	80,744
Barley	4,128
Buckwheat	36,799

The commercial crops were:

Tobacco	16,978
Irish potatoes bushels	283,968
Sweet " "	922
Wine, gallons	241
Hay, tons	50,812
Clover seed, bushels	98
Grass "	2,633
Flax "	9
Hemp tons	44
Flax lbs	13
Hops lbs	130
Maple sugar lbs	1,548
Sorghum molasses gollons	79,482

There were 300 manufacturing establishments employing a capital of $1,068,000, consuming $667,289 and produing annually fabrics of the value of $2,800,000, and requiring the labor of 1,719 persons, all males. Among the articles produced were:

Lumber sawed and planed	$945,086
Flour and meal	284,281
Malt liquors (3,000 bbls)	52,800
Steam engines	40,000
Agricultural implements	20,000
Spirits (18,000 gallons)	3,750

The population was 107,206. The principal towns were Leavenworth, Atchison, Lawrence, Wyandotte, Topeka, (the capital of the State) Lecompton, Kickapoo, Tecumseh, Doniphan, Douglass, Potawotamie, Pawnee; Leavenworth having in 1860 a population of 7,429, the others varying from 2,600 to 1,000.

The taxable real property of the state in 1860, was valued at $16,088,602 and the personal $6,429, 680. The true value of the real estate was nearly double, and the discrepancy is explained by the general practice in most of the States, to value such property at about half of what it will sell for.

The railroads are as yet in their infancy. But the Eastern division of the Union Pacific formerly the Leavenworth, Pawnee and Western, is completed from Kansas city to Leavenworth about 40 miles. The whole length is to be 360 miles, and the capital thus far expended is $1,400,000.

All the connecting branches East will converge in Kansas.

The principal rivers in Kansas are the Missouri bordering its eastern line for 100 miles, the Arkansas navigable for 1,000 miles, the Osage for 600 miles, and the Kansas which is larger than the Ohio and also navigable for a great distance.

The soil of the state is generally very fertile, and the climate dry and salubrious. The best of land can be had at from $1 50 to $1 75 per acre.

Railroad Earnings--Weekly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of March, 1865, were | $80,424 00
Corresponding week of previous year. | 61,411 00
Increase | $19,013 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 21, were:

	1865.	1864.
Passengers	$2,751 88	$2,505 72
Freight	3,421 16	4,935 05
Express	162 80	104 16
Mails	296 58	296 58
Total	$6,632 42	$7,841 51

Receipts from January 1 to March 21:

1865	$101,736 35
1864	89,930 57
Increase	$11,805 78

The earnings of the Marietta and Cincinnati Railroad for the 3d week in March:

	1865.	1864.
Passengers	$9,982 32	$7,364 03
Freight	8,646 88	11,216 84
Mail, express & telegraph	1,300 00	899 58
Total	$19,929 20	$19,480 45
Total this month to date	$62,120 91	$61,348 18
Total for the fiscal year, commencing 1st Jan...	246,860 05	204,023 19

The earnings of the Chicago and Rock Island Railroad for the third week in March, 1865, were | $58,771 00
Corresponding week of previous year.. | 45,416 00
Increase | $13,355 00

The earnings of the Grand Trunk Railway for the week ending March 18, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$30,678 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	78,908 00
Total	$112,710 00
Corresponding week, 1864	122,604 00
Decrease	$9,894 00

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OFFICERS:

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DANIEL PACKER, Vice-President.
DAVID M. HUGHES, Treasurer.
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March 28, 1865. 3t-13

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American Railroad Journal.

New York, Saturday, April 8, 1865.

Railroad Map.

We have recently issued a new edition of our RAILROAD MAP. Price, in pocket form (free by mail) $1.50; on Rollers, $3.50.

☞ SUBSCRIBERS having VOLUMES OF THE JOURNAL FOR **1863** which they are willing to dispose of, will find a purchaser at *subscription price*, upon making application at this office.

Philadelphia and Reading Railroad.

The case of Timothy Boyle and others *vs.* the Philadelphia and Reading Railroad Company, which was argued some time since before the Supreme Court of Pennsylvania, has been decided in favor of the railroad company. This was an application for an injunction to restrain the Railroad Company from charging for freight and transportation more than the maximum sum (four cents a mile for freight, and two cents a mile for passengers) allowed by their act of incorporation. Justice STRONG, in delivering the opinion of the court, said that the charter of the company granted two powers—the first being that of a railroad company, and the other that of a transportation company. Under the first power they might allow the use of their road to others for the conveyance of freight and passengers. Under the second they were allowed themselves to be what are commonly known as carriers. He decided that the word tolls, used in the act of Assembly, fixing a maximum price, did not apply to transportation by the company itself, but only to cases where their road was used by other carriers. The injuction was refused, and the complainants's bill dismissed.

Des Moines Valley Railroad.

To the Editor of the American R. R. Journal:

DEAR SIR—Thinking that you would like to know the present condition of the Des Moines Valley Railroad, (formerly the Keokuk, Fort Des Moines and Minnesota Railroad,) and so post your readers of the JOURNAL, we beg to annex the following particulars:

This road is now a land grant road.

Length of road projected from Keokuk to Des Moines	156 miles.
Do. finished and running in 1863-'64	92 "
Do. do. do. in 1865	116 "
Do. now building	40 "
Engines in use in good order	10
Passenger cars "	6
Freight, stock, coal cars, &c.	176
Cost of the 116 miles built, with all buildings, &c.	$3,433,232 00
Do. of rolling stock	248,061 00
Total	$3,681,293 00
Capital—paid in	$1,550,000 00
8 per cent. mortgage bonds	1,740,000 00
7 per cent. income bonds	348,000 00
Floating debt, &c	43,293 00
	$3,681,293 00

The earnings of the 92 miles of road for 1863 and 1864, were as follows:

	Gross Receipts.	Expenses.	Net Income.
1864	$318,395 88	$159,042 77	$159,353 11
1863	227,024 03	112,125 05	114,898 98
Increase	$91,371 85	$46,917 72	$44,454 13

We estimate earnings for 1865, to be gross, $480,000; net, $240,000; and now think the same may be increased, as so far this year the revenue is from 50@80 per cent. over 1864.

No dividends to stockholders have yet been declared, as the road is still being built to Des Moines, the capital of Iowa. It now runs from Keokuk, Lee Co., to Pella, Marion Co., Iowa.

Eight per cent. first mortgage bonds are due in 1877. Interest in New York, April and October.

Seven per cent. income bonds are due in 1884. Interest in New York, January and July.

The former sells at 100 per cent., the latter 90@95 per cent. Interest coupons on both are duly paid at maturity.

Your obedient servants,

KILBOURNE, LEIGHTON & Co.,
Lessees and Contractors.

Keokuk, Iowa, March 24, 1865.

Lake Superior Copper Mines.

The total product, in tons, of the Upper Michigan Mining Districts, (the details of which have been published in the JOURNAL,) for the past three years, have been as follows:

Districts.	1862.	1863.	1864.
Portage Lake	3,942.4	4,106.6	4,292.6
Ontonagon	2,728.4	2,004.6	1,722.3
Keweenaw	2,390.3	2,429.2	2,547.2
Total	9,901.1	8,540.4	8,562.1

New York Canals.

The Oswego *Times* says there is now but a sorry prospect for an early opening of the New York Canals. From all points along these great improvements, we learn that the destruction has been terrible. Reports are current of the almost entire destruction of the Genesee Valley Canal, and of a large breach at Brighton, on the Erie Canal. Disasters on the Middle Division are spoken of by the Syracuse *Journal*. About one hundred feet of the towing path has gone out, one mile east of Canastota, which floods the low lands, covering thousands of acres. Several small breaches have occurred in the berm bank, between Butternut Creek feeder and Chittenango, in consequence of the flow of water from the outside into the canal. It has been impossible to control the water in the Long Level, and on Friday water was drawn into the Syracuse Level, in order, if possible, to lessen the danger which was apprehended. Large quantities of material have been washed away into the prism between Syracuse and Jordan, and heavy bars formed at the discharge places of the several feeders. The bulk head of the Skaneateles feeder at Jordan has been carried away, and 125 feet of berm bank forced into the canal west of the village, in consequence of the water rising and flowing the bank.

A very large quantity of earth has also been deposited in the canal. Nearly all the culverts on the Middle Division of the Erie Canal are more or less damaged, and many small breaches have been made in the banks; but the full extent of the damage done cannot be ascertained till the water is drawn off.

Grand Rapids and Indiana Railroad.

We take from the Kalamazoo *Gazette* the following act of the Michigan Legislature, confirming the grant of lands made by a recent act of Congress to the Grand Rapids and Indiana Railroad Company. This road is the Southern end of the railroad from Fort Wayne, Ind., to Mackinaw, through Amboy, Sturgis and Grand Rapids. Part of the line between Grand Rapids and Indiana has been graded. It is hoped that the work will now be resumed, and prosecuted to completion at an early day—

AN ACT.

To confer an additional grant of Public Lands upon the Grand Rapids and Indiana Railroad Company.

Whereas, by an Act of Congress approved June 3, 1856, a grant of Public Lands was conferred upon the State of Michigan, from Grand Rapids to some point on or near Traverse Bay. And

Whereas, Said grant of lands was enlarged and extended from Fort Wayne, in the State of Indiana, *via* Sturgis township, to Grand Rapids, in the State of Michigan, by an Act of Congress approved June 7, 1864; and

Whereas, Said original grant was conferred upon the Grand Rapids and Indiana Railroad Company, by an Act of the State Legislature, approved February 14, 1857; and

Whereas, The above mentioned extension of said grant is made upon, and describes the line of road occupied by said Company.

Therefore Sec. 1. The People of the State of Michigan enact, that said enlarged and extended grant of public lands be, and is hereby conferred upon the Grand Rapids and Indiana Railroad Company, upon the same terms and under the same restrictions and regulations, as are prescribed in the Act of February 14, 1857, and all subsequent acts relating thereto, so far as they are now in force.

E. O. GROSVENER,
President of the Senate.

GILBERT E. READ,
Speaker of the House of Representatives.
Approved March 10, 1865.

HENRY H. CRAPO.

Saginaw Salt.

A report recently made to the Michigan Legislature contains some interesting statistics relative to the development of the salt region of that state. From it we learn that during the past five years there was manufactured at Saginaw:

1st year—1860—bbls.	4,000
2d year—1861—bbls.	125,000
3d year—1862—bbls.	243,000
4th year—1863—bbls.	466,356
5th year—1864—bbls.	528,078

The following is a summary of the Salt business of 1864:

Number of Companies in operation	67
" Blocks	118
" Kettles	4,210
" Solar Covers	5,949
" Acres of Land	9,475¾
Investments	$2,269,500
Salt made in 1864, bbls	528,078
Men employed	892
Cords of wood consumed	109,368
Value of bbls.	$286,645
Ag. value of Salt at a shipping point.	$1,190,410

The disproportion between the aggregate value of wood and the number of cords given, says the report, is explained by the fact that many works where mill fuel is used, have given the value without any estimate as to the number of cords. As at present carried on, the demand for wood for Salt manufacture in Saginaw Valley will require each year the timber from off 3,000 acres of land.

Pittsburg Ft. Wayne and Chicago Railway.

To the Stock and Bondholders of the Pittsburg, Fort Wayne and Chicago Railway Company:

The third annual report of the operations of the Railway of this Company is now presented to you.

The following statements and figures will exhibit to you, in a concise form, the gross earnings, and the expenses connected therewith, of the Railway for the year 1864:

Earnings:

From passenger travel	$2,696,387 00
" freight traffic	4,148,503 00
" transportation of U. S. Mail	93,900 00
" express companies	68,306 12
" Cleveland and Pittsburg R. R. Co., for use of track between Pittsburg and Rochester	85,000 00
" rents	1,345 83
" miscellaneous sources	27,023 81
Total	$7,120,465 76

Expenses, viz:

For conducting transp.	$1,036,209 41	
" motive power	1,260,900 37	
" mainten'ce of way	1,113,496 62	
" " cars	334,941 91	
" general expense	355,850 32	
		4,101,398 63
Leaving a balance of		$3,019,067 13

The financial status of the Company for the year may be stated as follows:

INCOME.

Amount to credit of income, Jan. 1st, 1864, after payments by Trustees	$97,055 00
Net amount from the operations of the Railway	3,019,067 13
Amount from the Cleveland and Pittsburg R. R. Co. under the contract of 15th December 1863	39,035 33
Amount received from sale of 17,473 shares of capital stock sold under the agreement between share and bondholders made in April last	1,747,300 00
	$4,902,457 46

DISBURSEMENTS.

Amount to pay interest on b'ds of all classes.	$918,845 00	
Amount to pay sinking fund on 1st and 2d mortgage bonds	104,100 00	
Amount paid principal and premium on Chicago Depot (8 per cent) bonds	14,334 59	
Amount paid dividends Nos. 1, 2 & 3, (three quarters	530,782 50	
Amount of construction and equipment.	2,703,741 84	
		4,271,803 98
		$630,653 58

From this balance deduct the following payments:

Dividend No. 4 paid January, 1865, out of the income of 1864.	$204,265 00
Six months interest paid Jan., 1865, on 3d mort. bonds, out of income of 1864	56,822 50
Amount paid for bonds of the Akron branch road.	179,829 40
	440,916 90
Balance over all payments and liabilities	$189,737 68

The increase of earnings for the year over the previous year, is $1,987,532 02, or 38.9 per cent. Of this increase $1,133,976 94 was derived from the passenger business, $807,470 26 from the freight traffic, and $35,252 47 from express companies.

The amount of earnings derived from military transportation was $706,240 81, of which $510,023 75 was from transportation of troops, and $196,217 09 for quarter-master's supplies and other freights. The whole amount of Government business it will be seen produced less than ten per cent. of the gross earnings, and it is believed but a very small proportion of the net receipts, as the business was done full thirty-three per cent less than the commercial business of the road.

The gross earnings are equal to $15,214 67 per mile for the entire length (468 miles) of the road, and the working expenses 57.6 per cent of the earnings.

Owing to combination among the locomotive runners, which interfered with the running of the trains for about ten days, during the month of January, the earnings for that month fell short of what the regular movement of the trains would have produced, by about $150,000; but as the result brought about better discipline among the men, it is believed there was little, if any, ultimate loss on the year's operations.

The working expenses of the year are one and four tenths per cent. less than the previous year, notwithstanding the increase in the cost of materials, labor, and taxes. This diminution of the per centage of expenses may be attributed in part to the improved condition of the bridges, roadway, and track, and the large amount of new machinery put upon the road; and also in part to the larger per centage of passenger traffic to the whole of earnings in 1864 over 1863. In 1863 the passenger business was about 30 per cent. of the whole earnings, while in 1864 it was about 38 per cent. of the whole earnings. The reason for the more rapid increase in the passenger traffic is accounted for in the largely increased passenger movement throughout the country, growing out of the abundance of paper money, and partly for the reason that the through freight movement was restricted by the inability of the several eastern roads (as usually designated) to move the freight which was brought to their respective western termini, by rail and water communication.

The local business of the road has been moved with much greater promptness during the year than for the two years previous, resulting from the increase of motive power and cars; and but for the impediment at Pittsburg, which delayed freight and locked up our car equipments, there would not have been the slightest ground for complaint during the whole year in regard to delay in moving the local freight traffic of the road.

It will be seen, by reference to the tables in the Report of the Comptroller, that the increase in the local tonnage was 59,301 tons, or 23.4 per cent. while the increase in the through tonnage was only 11,497 tons, or a fraction over two per cent. The same disparity does not, however, exist in the *income* derived from the through and local freight, for the reason that the Company has received a greater increase in the rate charged for through tonnage than for local. There was a large falling off in the tonnage of horses, hogs, barrels of liquor and merchandise, especially merchandise moving westward. The principal increase of tonnage was in cattle, sheep, beef, manufacturers, coal, and products of the forest.

On the other hand, in the passenger business of the road, the greatest increase has been in the through and foreign travel, the number having increased from 173,941 in 1863, to 358,089 in 1864, and the revenue derived from this travel was increased from $771,460 56 to $1,401,980 56, while the local passenger business has only increased about one-half the above ratio, or about fifty per cent. The increased favor in which the public is beginning to regard this Railway as forming portions of the great through lines of the country, is believed to have exhibited itself in this increased business.

The average distance travelled by the local travel was 41 miles for each passenger, and for the through and foreign travel 200 miles for each passenger, and for the entire travel of the railway, local, through and foreign 82 miles for each passenger. These are about the average distances of travel for previous years, and exhibit about the same results as other leading passenger railways of a length approximating to the length of this Company's line.

The increased business and income of the road in 1861, 1862 and 1863, over the years next preceding (1860, 1861 and 1862), was most largely from the Western Division (west of Crestline), while the increase this year is about equal between the two Divisions; the Western Division increasing the most in freight, and the Eastern Division in the passenger traffic. This would seem to indicate a return of the travel and traffic of the southwest, so greatly paralized in 1861, 1862, and 1863, by reason of the rebellion.

The earnings of this Railway for the several years since our own line has been completed into Chicago has been as follows:

In 1859	$1,965,987 80
" 1860	2,335,353 83
" 1861	3,031,887 42
" 1862	3,734,390 43
" 1863	5,132,933 74
" 1864	7,120,465 76

The present equipment of the road, condition of the track, and station facilities, are sufficient to earn eight millions of dollars the current year, if the business offers, at the prosent prices; and if the earnings should amount to that sum, on the conditions supposed, there will be left, after paying current operating expenses, about $3,200,000 for interest, sinking fund, dividends, and such other disposition as the Board may think for the interest of the Company. To pay interest, sinking fund, and ten per cent. dividends, will require less than $2,000,000 of net income. It is, perhaps, prudent not to look for any increase on the net earnings for the current year, over the past year, as the operating expenses of the year may so increase as to more than counterbalance any increase in the gross earnings.

At the date of the last Annual Report, there was then ordered as additional equipment, 43 locomotives, and 9 passenger coaches; of these 38 locomotives were received during the year, and 5 a few weeks since, so that all the locomotives then contracted for, have been received, and are now running. The average term of service of the new locomotives run in 1864, was about three and three-fourths months. This would give a service equivalent to 158 locomotives for the whole year, or an earning of $43,432 per locomotive, including those employed in hauling wood, ballast, building materials, switching, and other non-earning service. The whole number of locomotives in service at the date of this Report is 187, a locomotive for each 2.66 miles of road. It is not proposed to add to this portion of our equipment this year, or until experience proves it inadequate.

The increase in the passenger train equipment has been very small, and is now very insufficient for the business of the Railway. The greatest want at the present time, connected with the operations of the Company, is, an increase of first and second class passenger coaches, baggage and mail cars. More than half the first class passenger coaches now on the road need repainting, and other repairs, yet the pressure of travel is so great that they cannot be spared from the track long enough to go into the shops for these necessary repairs. Repairs required for the safety of the trains is all that can be done until a greater number of cars are provided. There is now being built, at the Company's shops at Fort Wayne, four new first class passenger coaches, and Barney, Smith & Co., of Dayton, Ohio, are under contract to build four passenger coaches, all of which are to be in service in the month of April proximo.

The following will show the extent of the

PASSENGER EQUIPMENT.

	1st Class Coaches.	2d Class Coaches.	Emigrant Cars.	Baggage Cars.	Mail Cars.	Express Cars.
On Railway Dec. 31st 1863.	67	8	16	18	6	13
Bought in 1864	9					
Built at Allegheny shops			2		1	
" Ft. Wayne "						6
	76	8	18	18	7	19

In the estimate made a year ago, was included 400 freight cars, to be built at the shops of the company. The delay in the completion of the shops, and an order for 40 cars for the Government, which had to be executed, made it impossible to build the number estimated for.

The following table will give the

TONNAGE EQUIPMENT.

	Box Cars.	Stock Cars.	Flat Cars.	Caboose.	Total.
On Railway Dec. 31, 1863	626	433	520		1,579
" " 1864	812	585	629	26	2,002
Increase	186	102	107	26	423

All these new cars were built at the Fort Wayne shops, and in addition thereto forty box cars were built for the United States, under an order from the War Department, for which it has agreed to pay the company $42,840 00. These cars were furnished by the company at a less rate than we could buy at the time similar cars from private builders. All of the cars built to replace worn out, broken up, or burned up numbers, were also built at Ft. Wayne shops.

The condition of the roadway and track have been very much improved during the year, through the ordinary repairs of the Transportation Department. On the Eastern Division, (east of Crestline,) there has been placed in the track 4,031 tons of re-rolled rails, and 1,871 tons of new rails, which is equal to renewing 64 miles of the 188 on this division, or over thirty-four per cent. in a single year. On the Western Division there has been placed in the track 552 tons of new rails and 4,888 tons of re-rolled rails, which is equal to renewing 59.13 miles of the 280 on this division. In addition to this, 4,062 tons of rails were taken out of the track, on this division, repaired in the blacksmith's forge and replaced in the track, which makes a total of 103.28 miles of the 280 relaid with new, re-rolled and repaired rails. Taking the whole line, the renewal of track (exclusive of repaired rails) for the year, has been equivalent to relaying the whole road with new rails every four years. Including the rails taken from the track and replaced, the renewal of track was equal to one-third of the whole railway in one year.

Of new cross ties there has been put into the track during the year, 123,478 on the Eastern and 109,794 on the Western Division, or a total of 233,272, which is equivalent to renewing the whole road with cross-ties every five years. These renewals of track must be regarded as extraordinary and beyond the requirements of the average of future years. Notwithstanding the unusually large repair to the track in the past two years, we have not been without casualities resulting from defective track, but, fortunately, none of a very serious nature, so far as regarded the public. These casualties were the result of defective materials, notwithstanding the efforts to obtain the very best. The enormous price of railroad iron, and the difficulty of getting a supply, always results in an inferior product by manufacturers; and this rule finds no exception at the present time. This evil is aggravated by the virtual withdrawal of foreign competition, in the supply of articles necessary to the repair of railways and machinery, caused by protective tariffs and paper currency. These remarks not only apply to iron rails, but to most manufactures of iron and steel used in the repair of Railways and the machinery upon them. The rails now in use on all the roads of this country, are very short of what they should be for economy and safety, *i. e.* on roads doing a mixed business of over $5,000 to $6,000 per mile per annum. They are defective in quality as to wear, and, perhaps, in weight and form. Whoever remedies these defects, at reasonable cost, will be entitled to a niche among the useful men of his age.

In April last the bondholders united in the policy recommended by the Board in the last Annual Report, and approved by the stockholders, to increase the share capital of the Company for the purpose of improving and extending the property more rapidly than could be done from the earnings of the Railway alone.

The work proposed to be done, and the estimated cost, was given in the last Annual Report, and discussed at length by the then General Superintendent, now Chief Engineer, in his Report.

The amounts of the estimated expenditure for those purposes in 1864 was $1,912,000. The actual amount expended has been $2,703,741 84, or an excess over the estimate of $791,741 84. This is a very large increase, growing out in part of the rapid advance during the year in the price of materials and labor, and a greater quantity of work done than was estimated for

The principal items of expenditure for construction and equipment are as follows:

	Eastern Division.	Western Division.	Total.
Ballast	$78,483 04	$88,563 67	$167,043 41
Bridge, masonry	72,529 75	77,929 06	150,458 81
" superstructure	56,842 01	8,374 07	65,216 08
Car, passenger	26,008 68	13,572 57	39,671 25
" freight	205,438 68	215,431 62	420,870 50
Cross ties	21,779 04	8,469 79	30,248 83
Chairs	10,256 39	5,620 81	15,877 20
Engine houses	95,323 81	80,276 41	175,600 22
Grading	114,887 59	86,405 47	201,293 06
Iron rails	179,787 05	58,062 26	237,849 31
Locomotives	341,526 77	212,000 30	553,527 07
Machinery for shops	4,530 00	22,112 74	26,642 74
Machine shops	95,044 85	63,744 17	158,789 02
Real estate	25,259 48	7,670 33	32,929 81
Right of way	26,299 40	55,076 61	81,376 01
Spikes, splices, &c.	10,188 56	24,765 11	34,953 62
Stations and warehouses	70,122 43	59,023 86	129,146 29
New telegraph line	6,551 59	7,033 12	13,584 71
Fuel and water stations	23,176 24	55,956 83	79,133 07

It will be noticed that the amount paid for equipment alone, exceeds one million of dollars. If to this be added the amount paid since the 1st of January, for equipment delivered under the contracts of 1863, the whole cost amounts to about eleven hundred thousand dollars.

The second track from Pittsburg to Rochester has been laid down, and will be brought into use so soon as the frost is out of the ground, and the embankments which slope into the river have been tested by the spring rise.

The grading for the second track, from Chicago to Rock Island Railroad Junction, (7 miles,) was completed last fall, and the iron delivered, but the delay in getting cross ties prevented the track from being laid. It is expected that this track will, in a very short time, be ready for use. The grading for the second track east and west of Alliance, and east and west of Crestline, has been

suspended owing to the price of labor having advanced beyond the rate which the contractors were able to pay and before much work was done.

A great impediment to the prompt and economical movement of the traffic in previous years, has been the insufficiency of side tracks for passing and storing trains. This difficulty existed as to the small number of side tracks, and the deficiency in length of existing sidings. During the year there has been much improvement in this particular. The length of sidings on each division, and the comparison with former years, is exhibited in the following figures:

LENGTH OF SIDINGS.

	Laid previously.		Laid 1864.		Total.	
	ms.	ft.	ms.	ft.	ms.	ft.
Eastern Division.	33	3,662	7	2,280	41	662
Western Division.	34	1,775	6	5,100	41	1,595
	68	157	14	2,100	82	2,257

It is important that ten or twelve miles of sidings should be put down the present year, to prevent the delay of moving trains and to furnish standing room at stations.

A large amount of work has been done on bridge masonry and bridge superstructure, and of a substantial and permanent character, which adds to the security of the road, and will reduce the future cost of repair for these objects. The most important structure is the bridge across the Allegheny River, which is being renewed in the three spans next to Pittsburg with iron. The shore span, divided into two by the erection of another pier, will be finished about the 1st of May.

In referring to the table of expenditure just given, it will be seen that a very large amount of money has been expended in buildings, amounting to over five hundred and fifty thousand dollars. This class of improvements absorbs money faster than any other kind, as the labor to make them is mostly skilled, and the materials are expensive. The most important structures are the new engine houses and extension of old ones at Allegheny, Alliance, Crestline, Fort Wayne, Valparaiso and Chicago, by which we have 183 stalls for our 187 engines; the new machine, car and smith shops at Allegheny, Alliance, Fort Wayne and Valparaiso; the new station houses at Alliance, Crestline, Up. Sandusky, Fort Wayne, Plymouth and Chicago. At Plymouth an eating-house has been erected, and at Alliance one is in process of erection, for the accommodation of the passenger trains. At Crestline a convenient and commodious hotel is being erected for the accommodation of the travel at that important point, and where a good hotel has been greatly needed for many years. It is expected to have the building furnished and occupied by midsummer. The building of the company on Fifth street, Pittsburg, and now occupied as the General Office has been sold, as it was too small and unsafe as a depository of the valuable papers and books of the company. The foundation of a new fire proof building has been laid, and the walls of the first story are partly finished, on the property of the company, corner of Penn and Wayne streets, and, if possible, will be got ready to move into by the first of October next. The hotel and station building at Fort Wayne was found to be too small to accommodate the officers of the Western Division with suitable office room. A substantial two-story brick building, fifty feet square, has been erected for the purpose, and the rooms formerly occupied as offices are now used to advantage in connection with the hotel and eating house.

It is very desirable that all the work which has been commenced should be carried forward to completion, excepting, perhaps, the grading, which has been abandoned by the Contractors. The Chief Engineer estimates that $580,000 will be required for the purpose based upon the present contracts and current prices. Ballasting and ditching should also be continued, and one hundred and fifty thousand dollars might very profitably be expended for that purpose.

The number of first class passenger coaches ought to be materially increased, for which not less than seventy-five thousand dollars should be provided. The car equipment, if larger, would facilitate the business of the road, but, as the eastern roads do not appear able to carry off the through business which is brought to them by the western roads, and by water communication, we seem for the present to have reached the maximum of through traffic, and that additional equipment will only be required for the present for the local traffic.

The amount required then for construction and equipment will be as follows:

Estimate of Chief Engineer	$580,000 00
Ballasting and ditching	150,000 00
New passenger coaches	75,000 00
New freight cars	200,000 00
	$1,005,000 00

Of this amount about one half, it is believed, can be provided out of the earnings of the road. The additional cash capital required for conducting the operations of the road, growing out of high prices and extended operations, will not permit more than that sum to be diverted from the income of the road. In supplies alone $1,052,058 was invested at the close of 1864, as against $536,719 at the close of 1863, being nearly double. The amount due by other companies in the hands of agents, in the hands of the paymaster, and *in transitu* to the Treasurer on the 31st of December, 1864, was $1,142,885, as against $550,290 the twelve months previous, or in other words, the general law of trade, that the larger and more extended the business the greater the amount of capital required to conduct it, is as applicable to railroad companies as to other business.

If the company is provided with a full stock of supplies, its track and equipment in good order, and sufficient surplus cash on hand to pay promptly (and occasionally anticipate) the demands against the Treasury, it will be prepared to meet any reverse in trade that may seriously affect railway traffic, or a return to a specie basis for business, without impairing the ability of the company to pay regular dividends. The company now approximates this condition in its affairs, and it can and should at once be brought fully to this high standard.

About $5,302,432 has been expended for construction and equipment in 1862-'63-'64 on contracts mostly made in 1861-'62-'63, upon an average depreciation of currency not to exceed 25 per cent. To make good this depreciation to stockholders, so that the capital stock shall only represent the cost of a property upon a *specie* standard, we can readily pay the discount out of the earnings of the road, and consider that much as lost. The net earnings during these years, after deducting operating expenses, interest on bonds, sinking fund, and the dividends declared and paid in 1864, has been about $3,692,000. If from this sum we deduct $1,325,608, being the loss or discount on the amount expended for construction, so as to represent this cost by a specie standard, we still have a suplus of earnings of $2,366,392. This view of the case shows the actual strength of the company, and the intrinsic value of the capital.

If the work to be done on construction the present year is paid for, one half from proceeds of sale of stock and one half from the income derived from the working of the road, not to be charged to capital stock, we shall still have our capital stock, representing a property bought and improved at the specie standard. In this way, and in this way only, shall we avoid having the property represented by too large a capital.

Any railroad company that may now be adding to its construction and equipment, solely by means derived from the increase of capital stock by its sale for money, or out of its increase, to be made good to its shareholders by issue of new stock to them for a like amount, is building a pyramid with an inverted apex.

Of the $3,500,000 capital stock which the stockholders at the last annual meeting authorized to be sold, but $1,747,300 has been disposed of, and, as shown in a previous part of this report, the proceeds have all been expended as required by the stockholders. The Board has as yet taken no action as to the sale of the remaining portion authorized to be sold, but it may be inferred, from what has already been said, that it is not probable that the whole amount now authorized will be sold. The Board see no occasion, therefore, to ask you to authorize a further issue than has been already granted.

The harmony produced in the management of the railway of the company, and the Cleveland and Pittsburg Railroad, by the contract of Dec. 15, 1863, has been productive, we have no doubt, of an increased income, diminished expenses, and a better understanding between the employees of both companies. By reference to the income account it will be seen that this company received $39,035 33 of the earnings of the Cleveland and Pittsburg Railroad Company for the year. In the first nine months of the year the earnings of the Cleveland and Pittsburg road were more largely in excess of the per centage due it of the joint earnings, but during the last three months the earnings of this company were in excess, leaving the balance as above stated. This change was produced by a large increase in the equipment of this road, and not in the disparity of business offered to the two roads. The Directors of the Cleveland and Pittsburg Railroad Company in their last Annual Report say: "The experience of the past year shows that the resources of the Cleveland and Pittsburg Railroad are as yet only imperfectly developed; that the true interest and highest profit of the company is to be found, not in competition with other roads for distant business, expensive to be obtained and to be managed, but in developing and encouraging that which properly belongs to us, and which we may look on as permanently ours." This quotation undoubtedly expresses a fact as to the undeveloped business of the road, and the true theory upon which it should be managed. The Board of Directors of the Cleveland and Pittsburg Railroad Company have now under contract an increased equipment, both of locomotives and cars, and have also perfected their purchase of a large dock property at Cleveland, which, when improved as is proposed, will largely add to their facilities for increasing a freight traffic already offered to the road.

The Erie and Pittsburg road was so far completed during the year, as to allow trains to commence running through between Pittsburg and Erie in last October. As is usual on all roads just opened for business, the condition of the track and short equipment admits of doing but a limited amount, and so it has been with this road. The large local trade and good condition of the New Castle and Beaver Valley Railroad, however, has made good our expectations from that quarter, by throwing upon our road at Homewood a business which yields an income of at least $4,000 per mile per annum, to that portion of our line east of Homewood, and for which business very fair prices are obtained.

The Newcastle and Franklin Railway Company has completed the surveys and estimates of their proposed road, and so soon as the requisite amount of stock is subscribed, which may be expected in a very short time, the whole line will be put under contract. As stated in our last report (48 8-10th miles in length) furnishes the best route from Pittsburg to the Upper Allegheny oil region, and can be opened at less cost, and in shorter time than any other route.

The Lawrence Railroad and Transportation Company has under contract the greater portion of its road from Mahoningtown, on the Newcastle and Beaver Valley Railroad, up the Mahoning Valley to Youngstown, where it is to be connected with the Cleveland and Mahoning road. The completion of this 18 miles of road, and the 48 miles of the Newcastle and Franklin Railroad, will bring to Pittsburg almost the entire business of the great basin west of the Allegheny River, and east of the valley drained by the waters of the Tuscarawas, in Ohio, being about three thou-

sand square miles in extent in territory, rich in minerals and productive soil. This business alone, if controlled upon the road of this company in the manner just indicated, will pay the annual sinking fund, or in other words, pay off the mortgage debt of the company.

The Atlantic and Great Western Railroad, although completed to Mansfield at the date of our last Annual Report, has not as yet, as we can observe, had any effect on the business of this company, either to add to or diminish our business. Within a few days we have had a request to confer with the President of that company relative to the future business relations of the two companies, and a meeting will likely be had for the purpose within a week or ten days.

The business of the Cincinnati and Chicago Railroad Company, (now Chicago and Great Eastern,) which has passed over our road (near) Valparaiso to Chicago during the past year, was on the 6th inst., diverted to their own road. Owing to the temporary character of the relation between the two companies the business has produced quite as much inconvenience and annoyance to the officers managing the traffic of the road as of profit to the company.

On the 7th of April last, at meetings of the first and second mortgage bondholders respectively, called by the Trustees for the purposes, the Board submitted a "Financial Programme" for their adoption, to enable the Board to make a further issue of capital stock, as recommended in the resolution, adopted by you on the 16th of March last. Each class of bondholders at their several meetings, adopted the "Programme" as submitted. The President of the company and the Trustees have, in pursuance of the authority given them, executed such an agreement as will secure the objects sought to be obtained. A copy of the proceedings of the bondholders, and of the agreement which was executed, will be submitted for your information.

The several reports of the Chief Engineer, General Superintendent, and Comptroller, give very full information upon every point of interest in detail, and you are invited to give them a careful reading. The Board is especially gratified in being able to congratulate you upon the success of the Chief Engineer and his corps, the General Superintendent and his assistants, in conducting the operations of the road during the past year. In no year since railroads have been in use in this country, has a successful management of them had so many difficulties to contend with. These difficulties are too well understood to require a recital here.

By order of the Board of Directors,
G. W. Cass, President.

Pittsburg, March 14, 1865.

Wealth and Resources of Nebraska.

This territory lies north of and contiguous to Kansas; with Dakotah to the north and west of it, and Iowa east, having an area originally of 122,007 square miles, reduced, however, according to an official map from the Treasury Department, to 76,928 sq. miles, or an area of 49,233,920 acres.

At the last census it was divided into about 36 counties, some of which were scarcely inhabited. This is a remarkable feature in American progress and population, viz., that as soon as possible after the first settlement, or even exploration of a new territory, it is divided up into counties, the lines mathematically adjusted and carefully mapped. This renders the subsequent division into towns, and then land sections, a matter of easy accomplishment, and becomes a safeguard against disputes about boundaries and land titles. Thus many difficulties which attended the settlement of the original thirteen colonies are entirely guarded against, and lawsuits so common in the older States from defective locations and descriptions are entirely prevented.

The administration of the public land offices has from first to last not only been conducted in an original and masterly, but in a most practical and beneficial manner.

The total population of Nebraska in 1863 was 35,000, and it was constituted a territory in 1854.

The number of acres of farm lands laid out was 624,205, of which 122,582 were cultivated, of the value of $3,916,002, and the farming utensils employed on them was valued at $180,082.

The live stock consisted of 4,522 horses, 473 asses and mules, 7,125 milch cows, 12,720 working oxen, 8,870 other cattle, 1,757 sheep, and 25,965 swine, the whole valued at $1,216,328.

The products of animals were: of butter, 352,697 lbs., cheese, 15,762 lbs., wool, 3,312 lbs. The value of slaughtered animals was $100,755. The yield of wax was 202 lbs., and of honey, 9,465 lbs.

The cereal crops were as follows:

Wheat bushels	72,268
Rye "	1,185
Indian corn bushels	1,846,785
Oats	79,917
Barley	1,243
Buckwheat	12,329

The other crops were:

Tobacco, lbs.	3,801
Peas and beans, bushels	4,508
Irish potatoes "	169,762
Sweet " "	163
Wine, gallons	631
Hay, tons	25,320
Clover seed, bushels	5
Grass " "	206
Hemp tons	9
Sorghum, gallons	23,105

and of maple sugar and molasses a trifling quantity.

The manufacturing establishments were in 1860 107 in number, with a capital of $271,475, consuming material worth $238,225, and producing fabrics of the value of $581,942.

The articles thus produced were chiefly:

Lumber sawed and planed, worth	$316,104
Flour and meal	110,391
Boots and shoes	28,651
Malt liquors (2,200 bbls.)	16,400

In 1860 there was but one bank with a capital of $60,000. The value of the real estate and personal property was of the value of $9,131,056.

The soil of Nebraska is generally very fine, of a light, porous and black mould, very deep and easily cultivated. 450 bushels of wheat, and 150 of corn are frequently produced on a single acre.

The climate is milder than in the same latitudes east.

Bituminous coal and salt springs highly charged are found in Nebraska, and the gold mining district on the Wind River 400 miles west of Ft. Laramie is producing gold in large quantities. Omaha city the principal place, is situated on the Missouri River, and is the capital of Nebraska, with a growing population. It has a beautiful State house, numerous churches and other public buildings, being one of the most flourishing cities in the far West.

There are no railways in actual use in Nebraska though several are projected.

The truth is that these territories and new States make such rapid progress, that it constantly outstrips all published reports. The census of 1860 gives but a faint idea of the true state of things in 1865; and the statician of to-day finds that the figures of yesterday are generally quite incorrect, and are sure to be so to-morrow. In conclusion we may say, that the lands in Nebraska and Kansas are among the cheapest open to emigrants, and must necessarily attract their attention as soon as further access to them is obtained by railway, and peace returns with healing in its wings.

Cape Cod Central Railroad.

The annual meeting of the stockholders of this company was held in Brewster on the 21st ult. The report which was presented states that the work of grading the road bed was commenced at the beginning of July, 1864, and is being steadily prosecuted. The whole number of miles of grading completed is 15, and the whole amount of excavation completed, is 252,320 yards, at an expense of $50,464. The culvert masonry on the line is completed, at an expense of $3,842 24. The whole cost of grading and masonry thus far, is $54,306 24.

There remains yet to be completed 3¾ miles of road bed at the following estimated expense:

Grading 90,000 yards	$18,000 00
Loose rock, bridge, and grading depot grounds	3,700 00
Total	$21,700 00
To which add the cost of work completed	54,306 24
Making a total for grading, masonry and bridge work, as per Engineer's report	$76,006 24

The Directors also report that they have purchased 152 acres of land for the purposes of the road, including depot grounds, road crossings, &c., at a cost of $7,081 63, including also damages and cattle passes.

The whole amount of money expended for construction, as by the Treasurer's report, is $75,097 63, and the receipts from stockholders, paid on assessments, is $75,591 80, leaving a balance in the hands of the Treasurer up to date, of $494.17.

The old Board of Directors was re-elected, and the following votes were passed:

"That in the opinion of the stockholders the proposed railroad from Orleans to Provincetown should be built by the Commonwealth for the purpose of coast defence; and that the Directors of this company should ask the Legislature for leave to increase the capital stock of the company to such amount as in their judgment, may be expedient for the completion and equipment of the Cape Cod Central Railroad, between its present termini in Yarmouth and Orleans.

"That the Directors be requested to call a meeting of the stockholders at an early day to consider the expediency of bonding the road for the purpose of raising funds for its completion, etc."

☞ Mr. Andrew Carnegie has resigned the Superintendency of the Pittsburg Division of the Pennsylvania Railroad, and Mr. Robert Pitcairns, late Superintendent of Transportation, assumes he position he has thus vacated.

☞ A new bridge is to be constructed over the Schuylkill, at Gray's Ferry, by the Philadelphia, Wilmington and Baltimore Railroad Company, to take the place of the old one now in use.

☞ Messrs. Jerome, Riggs & Co., Exchange Place, have been appointed Sub-Agents for subscriptions to the popular 7-30 per cent. loan of the United States.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	70c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	¼
Balt. and N. C. .... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3
Bay State ..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth .... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	¼	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt	100,000	1	----	60c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	23
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	25c
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	¾
Dudley ..... L. S.	20,000	----	----	¼
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	35
French Creek ..... Pa.	100,000	5	----	75c
Gardner City .... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	90c
Great Western ... L. S.	20,000	----	2	1
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8½
Hanover ..... "	20,000	----	¼	45c
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	2½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	38
Indiana ..... "	20,000	----	----	6
Iuverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20 000	5	16	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	55c
Manhattan ..... "	20,000	----	2½	¾
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	5	----
Merrimac ..... "	20,000	----	3½	----
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	1½	----
Minnesota ..... L. S.	20,000	----	3½	7½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	200,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	5c
New York ..... L. S.	20,000	----	----	¼
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	38
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	1½
Pittsburg & Boston "	20,000	----	5½	60
Pontiac ..... "	20,000	----	3½	2
Prince of Wales .... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¼
Quincy ..... "	20,000	----	10	73
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	8	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	25c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	50c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point	100,000	5	----	¾
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	15c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	65
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	19½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8½
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	41½
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	28½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	30
Fulton ..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	65½
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain .... Pa.	----	----	----	3
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	45½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	170
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	22
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	16½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .. Pa.	16,000	50	----	34½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	44
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	25,700	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	10c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	200 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	16½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col.	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	68
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	12½
Sacramento (S.) .... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	5.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	38
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	—	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	95
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	166,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.45	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	9,516	—	—	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	—	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	—	48
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	—	50
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	—	—
30 Nov. '63	5.37	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,275	—	—	—
30 Nov. '63	2.65	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	—	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,886	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	—	21	1 Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	99
30 Sep. '63	—	5.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	—	91	— Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	—	70	— 42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	10.00	—	—	—	54	— Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	—	18	— Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	— Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	—	40	25 Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	—	117	3 Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	45
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	231	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	15
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	41
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.46	—	129	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	226	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	12,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	25
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,416	—	—	9
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	13
31 Oct. '64	19.46	—	421	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	95,563	27½	50	63½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,289	9,418	5	—	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	25
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	50	40
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	68
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	16½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	295,004	295,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,600	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,800	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1868	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1899	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	114
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	99
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	105
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,146,400	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	102½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Loan of March 3, 1864, (10-40s) ...registered	112,770,100	5	Mar. & Sept.	1904	92
" " " " ..... coupon		5	" "	1904	92½
Loan of March 3, 1864 (5-20s) ....registered	85,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	107½
Treasury Notes of July 17, 1861 ..... coupon	615,250	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	300,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	----	99
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	"	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,254,094				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	120
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	99½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	90
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'99	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	5	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	25,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	5	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'54-'55	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	55,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Pn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	59
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	'72-'88	67
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'87-'89	----
" — " " S.W. Branch ... "	4,500,000	6	" "	'73-'87	73
" — " " H. & St. Joseph "	3,000,000	6	" "	'72-'87	----
" — " " N. Missouri .. "	4,350,000	6	" "	'73-'89	----
" — " " Iron Mountain "	3,501,000	6	" "	'87-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	1889	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'05-'71	----
" " — " " (") .. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1865	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,898	5	----------	d'm'd	----
" " — " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1804	----
" " — " " " " " ..	68,000	5	Feb. & Aug.	1870	----
" " — " " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ..	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	6,922,274	6	" "	1867	----
" " — " " "	15,889,025	6	" "	'63-'74	105
" " — " " "	1,200,000	6	" "	'64-'78	117
North Carolina—State bonds ..... coupon	9,129,505	7	" "	1864	----
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Various.	Var.	60
" — " (" ") ..... "	1,015,000	6	Jan. & July.	1860	110½
" — " (" ") ..... "	379,866	5	" "	1865	95
" — " (" ") ..... "	2,183,532	6	" "	1868	----
" — " (" ") ..... "	1,600,000	6	" "	1870	100
" — " (" ") ..... "	4,095,309	6	" "	1876	101
" — " (" ") ..... "	2,400,000	6	" "	1881	102
" — " (domestic debt)	125,680	6	" "	1886	105
" — " (war loan) ..... coupon	1,500	----	" "	1868	108
" — " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	87
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	50
" — " " (railroads) ... "	12,799,000	6	----------	Var.	48
" — " " (capitol) ..... "	608,000	5	----------	1890	56
" — " " (Hermitage) .. "	48,000	6	----------	1890	56
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'61-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'92	52
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'55-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	197,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,555	3,709,970
1865	319,711	347,648	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,923	107,758	73,751	64,377	888,041
1861	81,531	75,621	78,361	65,255	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,025	95,098	128,191	133,629	119,400	115,201	111,956	1,225,001
1863	109,850	101,355	104,872	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,589	158,294	1,673,706
1864	100,991	154,419	195,803	162,723	178,786	206,090	224,257	312,165	354,561	320,579	307,803	252,015	2,770,484
1865	261,903	252,583	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,819	92,573	75,457	1,181,008
1861	83,050	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1862	120,776	90,607	75,676	76,459	102,853	138,374	119,947	117,086	146,268	161,800	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,806	210,729	216,030	196,435	201,154	1,959,267
1864	158,735	175,482	243,150	175,838	198,565	205,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,426
1865	293,535	236,949	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,883	275,506	299,607	473,186	551,122	425,945	404,152	3,975,936
1864	273,876	317,939	325,313	371,461	409,554	521,059	432,054	519,306	655,364	708,714	705,496	545,943	5,745,979
1865	536,675	481,165	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,055	50,288	66,573	84,603	94,406	82,467	82,400	888,499
1861	85,239	76,918	85,663	90,324	65,302	63,187	52,269	60,285	84,640	88,518	88,401	105,253	965,909
1862	106,268	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,244	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,509	90,882	95,134	130,551	150,397	143,836	196,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,615	154,245	182,110	183,649	184,614	205,291	1,842,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,706	319,593	372,296	330,343	340,953	330,657	311,519	359,114	455 235	465,959	536,603	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	332,405	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	455,560	547,174	506,610	430,063	372,705	419,010	515,949	719,354	734,108	714,211	6,214,183
1862	699,097	671,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	992,859	8,400,234
1863	846,695	859,949	956,445	948,059	848,783	770,143	731,243	667,092	816,801	980,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,508	1,224,909	1,384,217	12,429,843
1865	908,341	866,039	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,013	1,935,414
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,880	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,243	167,560	139,751	150 808	122,683	114,804	137,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	149,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,661	268,100	302,174	295,750	484,650	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	253,049	273,726	306,595	361,609	340,000	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,529	245,892	257,742	191,922	2,128,066
1860	185,257	185,926	209,004	183,758	219,890	188,060	193,931	248,971	259,643	317,009	243,163	225,196	2,664,849
1861	321,844	279,268	229,384	192,054	199,488	177,829	189,290	263,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,568	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	522,555	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,271	55,687	46,462	51,329	55,257	48,544	512,218
1863	38,208	53,778	60,540	64,306	35,826	40,706	58,704	62,864	77,112	83,059	76,764	68,803	710,225
1864	56,540	77,874	90,755	73,215	83,964	78,065	80,253	94,375	96,062	90,576	97,047	92,772	1,017,768
1865	98,112	86,626	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,615	99,000	44,395	709,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,895	1,163,734
1863	67,131	76,132	44,925	88,177	106,967	111,261	71,587	89,552	155,417	205,054	138,342	112,913	1,247,288
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,183	74,283	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,928	143,626	145,258	138,034	122,796	101,710	151,170	173,870	218,465	190,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,065,899
1861	140,925	116,938	153,170	186,951	170,362	161,891	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,723	157,500	193,120	200,826	181,983	180,915	226,319	276,109	325,818	305,284	279,539	2,647,838
1863	248,784	230,508	257,227	268,613	284,935	241,236	189,145	238,012	309,198	375,507	332,260	348,048	3,302,541
1864	256,606	304,445	323,058	327,208	284,818	311,717	279,129	355,264	398,330	404,564	444,523	396,091	4,077,744
1865	356,784	299,890	413,322	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	109,303	150,366	210,837	226,077	191,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	132,620	123,377	144,982	236,845	307,333	242,089	200,134	2 124,234
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	297,958	322,369	307,474	255,634	2,650,702
1863	242,073	246,858	250,452	238,495	236,453	200,221	193,328	215,449	308,188	376,488	329,794	306,186	3,166,085
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408,445	408,863	405,510	276,410	3,969,019
1865	266,524	279,137	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	499,628	447,813	504,917	581,920	743,599	709,671	687,792	520,396	6,363,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,756	523,047	7,154,622
1861	429,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	698,175	927,036	952,960	872,995	7,996,745
1862	749,163	631,956	710,814	770,223	736,114	619,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,802,244
1863	920,272	790,167	887,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,014,700	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,238,117	1,450,076	1,203,764	1,169,142	------	------
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,077	248,862	241,695	264,022	283,046	289,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,506	337,495	339,911	368,956	321,268	249,052	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,249	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,526	4,088,857
1863	385,684	361,834	396,771	429,929	505,517	464,800	451,584	574,486	714,302	815,902	746,955	526,909	6,824,983
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,968	286,844	231,253	191,138	2,335,384
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,080	352,071	332,790	301,958	3,031,757
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	337,525	401,299	364,334	370,983	3,745,310
1863	337,350	368,598	461,965	462,967	427,094	395,845	350,763	407,077	463,569	506,814	466,990	487,642	5,132,184
1864	290,676	457,227	602,603	574,690	499,547	520,942	486,687	669,102	705,974	759,860	743,751	------	------
1865	684,260	696,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,152	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,708	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,185	160,496	157,785	149,855	155,730	144,942	218,236	224,134	203,441	202,966	204,776	2,060,717
1865	170,078	153,903	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	54,879	122,785	106,100	125,027	77,899	61,288	922,754
1861	59,629	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	137,066	92,574	1,172,109
1862	82,236	47,142	56,006	93,582	106,845	118,578	116,214	168,219	170,380	172,870	147,548	139,628	1,403 147
1863	86,321	91,971	108,064	132,111	134,272	152,585	106,554	116,379	129,595	151,052	134,563	111,329	1,489,796
1864	79,735	96,842	132,896	125,987	127,009	146,538	129,020	244,114	243,840	221,969	230,208	222,851	2,007,315
1865	144,000	139,171	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,700	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	700,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	97
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana »						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	106
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (£, F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $800,000	790,600	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	99
" " $2,500,000	867,000	6	"	"	1885	99½
Consolid. Mort. Loan $5,000,000				"		98
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1863	100
" " " inconvertible	3163,000	8	" "	" "	1863	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1900	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1866	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	99
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1906	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	
Chicago and Rock Island:						
1st Mortgage	1,207,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	98
General 1st Mortgage	3,600,000	7	" "	" "	1885	75½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	87½
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	(850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1564	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	110,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,580	7	April & Oct.	New York.	1866	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	97
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,535,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	506,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.		1861	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						'63-'64
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	1872	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1874	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"		
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,588					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	68,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,656,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	800,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	95
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	105
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	70
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1853	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1868	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	23,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	101
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1860	----
2d Mortgage	364,000	10	" "	----	----	118
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1868	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	8	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
----	----	---	----	----	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1851	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	500,975	7	Feb. & Aug.	New York.	1851	80
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,800,000	7	----	----	----	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	95
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	100
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	100
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1890	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----	" "	----	50
2d Land Grant	650,000	---	----	" "	----	----
Income bonds	511,000	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'81-'97	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1888	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	97
D'bts of former Co's outst'ding	224,920	---	----	----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	504,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	91
Buffalo Branch	186,400	7	Jan. & July.	----	1891	100
New York and Harlem:						102
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	100
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	950,300	7	Jan. & July.	----	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,058,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	80
Debt to city of Baltimore	850,000	---	----------	"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	360,000	10	" "	"	1887	109
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	85
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	8,236,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	106
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1863	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	176,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1830	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	810,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,222,000	6	Jan. & July	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1885	----
Pitts'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	90
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	79
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	500,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$660,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1959	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	56
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug	----------	1890	----
2d Mortgage	185,000	7	----------	----------	1856	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	167,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	6	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	514,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1880	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----------	----------	------	80
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1890	63
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	95
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	55
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1885	107½
Western (Mass.):						
Sterling (£800,000)	4,310,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	99½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'75	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1868	144,500	6	----------	----------	1868	----
Company's endorsed by State	180,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	—
28 Feb '59	30.1	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,985	30.3	----	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	----	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	606,370	—	—
29 Feb. '60	88.5	23.4	----	—	23	14	282	Montgomery and West Point	1,838,718	427,265	100,000	1,419,762	922,622	23,579	2,582,505	116.9	----	505,156	280,269	6	—
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	280,251	104,894	—	—
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,958	65,999	36,666	5	—
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,816	4 201,566	124.4	281,451	408,810	154,337	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,945	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	12,968	8	—
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	5.8	9.3	—	3	3	—	New Haven and Northampton	2,205,204	28,748	—	1,019,000	650,000	—	2,263,942	—	—	156 63	78,641	24	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,803	51,000	—	810 982	66 0	211 835	270,672	54,299	8	90
31 Mar. '64	61.3	1.0	11.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3 572 800	2,000 000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	368	Norwich and Worcester	2,463,983	142,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,659	180,839	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	---	Delaware	1,552 257	—	—	406,122	870,000	271,877	1,607,684	84.3	136,631	188.970	41,466	—	—
31 Oct. '62	16.2	—	----	—	---	---	---	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	----	7,357	3,535	—	—
-- -- '62	55.0	—	5.0	---	---	---	----	*Fla., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	—
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,289	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	266,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	—
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	—	----	31.0	----	----	----	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	494 616	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774.244	162,534	—	669,950	249,000	—	1,026 868	50.0	----	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,886.634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	368,853	18	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	----	832 343	464,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,360	4,054,000	—	9,896,598	281.0	1,104,197	2 770,454	1,273 518	2½	80
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14 837,839	594.0	1,955,519	3,090,211	1,350,499	8	103
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,899	510,983	—	3,731,316	8,335,000	224,641	13,147,135	242.0	----	1 083,054	448,503	—	25½
31 Mar. '64	181.8	—	----	—	61	60	1,195	Chicago and Rock Island	7,429,633	*	—	6,000 000	1,402.748	—	8,380,575	228.4	1,162,890	2,143,875	1,103,414	6	90½
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,566,985	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,065	2,201,481	1,279,401	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,242	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	161	2,978	*Illinois Central*	28,610.229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,910,697	4,571,028	2,118,847	6	99½
— — —	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870.580	*	—	1,780,295	3,292,403	—	----	148.0	----	----	----	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	27
								INDIANA.													
— — —	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	—
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	----	249,867	119,342	—	—
31 Dec. '62	72.4	—	----	—	19	17	268	Indiana Central	1,667,039	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,361,284	140,629	3,458,108	110 0	----	448,858	230,934	9	100
1 Dec. '63	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,575	995,000	11,036	2,491,388	84.0	355,887	598,02-	350,525	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,22	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	19	263	Indianapolis and Madison	1,484,347	*	—	819,900	640,000	—	1,538,743	132 0	----	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	38½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,037,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	—
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	----	86 0	7 mo's.	85,239	48,771	—	—
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,435	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,531	276,197	155,889	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	----	38.5	11 mo's.	458,821	21,356	—	—
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----	230.0	----	----	----	—	85
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	----	426,408	227,534	—	—
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29 0	181,633	92,320	53,856	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,900	130,089	3	68
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,606,834	3,930,500	235,670	11,886,430	300 0	841,559	3,261,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	200.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	----	1,150,717	----	206.0	----	1,232,624	555 454	—	—
31 Aug '60	337	—	----	135.3	---	---	---	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,553,015	248,969	103,434	1,710,819	53.7	----	----	----	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	183.0	—	----	—	---	---	---	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,006,369	188.0	----	340,898	----	—	—
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,228	6,3 5,906	7,749,989	—	15,066,822	329.3	1,558 2 7	3,417,1 5	1,697,080	12	99½
31 Mar. '64	246.0	231.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,204	1,630,777	—	60½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	----	800,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,572	*	2,000,961	2,554,732	895,992	6,331,896	256.0	----	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	788,285	456,949	275,060	1,974,444	59.7	----	176,462	116,453	—	—
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	----	83.2	----	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	628	*Hannibal and St. Joseph*	12,983,740	*	—	7,168,836	7,177,000	—	----	206.8	579,824	1,047,667	420,026	—	26
21 Dec. '62	284.5	—	17.7	68.0	21	26	807	North Missouri	8,398,779	504,962	—	2,489,207	4,350,000	—	----	168.5	----	444,469	182,895	—	—
31 Dec. '62	152.0	—	3.6	—	---	---	----	*Platte County*	1,206,000	*	—	550,000	700,000	—	----	52.0	----	----	----	—	—
30 Feb. '62	196.0	—	16.4	87.3	74	80	420	*Pacific*	11,102,670	662,617	—	8,486,916	7,000,000	187,019	20,456,420	196.7	507,040	679,950	297,890	—	—
25 Feb. '62	77.0	—	3.9	208.0	—	—	—	*South Western Branch*	4 — 98	216,963	—	71,518	4,500,000	—	----	114.0	98,571	241,497	138,950	—	—
30 Sep. '62	86.5	3.6	8.2	—	14	13	219	*St. Louis and Iron Mountain*	6 [illegible] 32	346,186	—	1,971,197	3,593,992	87,251	5,998,277	99 1	232,251	343,235	68,655	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,600	*	—	151,833	444,633	205,584	757,331	35.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	98.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	100
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,824,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	38,673,564	286.5	1,953,769	4,481,859	3,064,653	6	109
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	32.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	50	47	3,529	Northern Central	7,547,041	1,104,744	123,775	8,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,061,669	1,085,387	—	44
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	610	Boston and Lowell	2,245,248	183,345	—	1,820,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	5	104
30 Nov. '63	74.3	8.8	51.1	—	36	74	625	Boston and Maine	4,880,349	446,557	495,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	109
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	127½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	120½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,000	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	200,000	—	1,943,286	52.4	169,351	344,194	168,008	5	90
30 Nov. '63	44.2	30.5	27.5	—	28	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,537,500	56,500	4,894,100	89.0	477,753	812,556	390,694	5	92½
30 Nov. '63	50.9	42.5	74.8	—	25	57	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	98.4	389,738	732,262	328,043	5	105
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	69,077	8	125½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	54	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	105
30 Nov. '63	43.4	1.0	14.9	—	12	16	388	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	884,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	5	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,098	8	116
30 Nov. '63	6.1	—	.....	38.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	19	179	Vermont and Massachusetts	3,309,557	207,543	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	37
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	11,746,704	218.0	1,275,929	2,439,838	1,232,831	10	128
30 Nov. '63	45.7	—	9.6	—	10	13	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,236	—	2,085,925	685,400	—	2,969,852	52.6	538,025	382,188	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	61
31 Mar. '63	20.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	87,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	77
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	600,000	750,000	277,210	.....	24.7	.....	81,121	18,188	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	83.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	128½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	84.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	778,000	609,686	4,620,160	2,000,000	—	7,708,800	84.0	812,041	1,941,276	1,127,244	16	175
31 Dec. '63	58.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	540,000	87,080	1,849,625	58.0	.....	293,857	103,645	7	116
31 Dec. '63	33.5	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,297,800	642,500	400,017	5,739,574	33.5	.....	1,286,600	694,914	10	150
31 Dec. '62	21.0	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,522	—	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,606	2,597,161	—	(2 mos.	10,558	24,242	—	65
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,906	6½	103
31 Dec. '62	35.5	—	.....	47.	—	—	—	West Jersey	821,954	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,883	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	1,369,089	—	—	850,000	2,396,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	88.3	—	14.5	—	32	37	600	Buffalo and State Line	2,369,933	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	43,045,234	807.0	6,916,324	13,429,643	4,594,725	8	62½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	97
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	92
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	53,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	848	Rome, Water'n & Ogdensb'g.	3,091,576	568,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	54.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	123,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '60	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,880	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	50.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,985	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	35	508	Central Ohio	5,579,508	922,870	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	66.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,090	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	125
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.0	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	823,255	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	51	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,661	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	98.7	562,396	2,066,623	1,268,786	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,529	8,251,646	203.5	.....	1,436,317	552,800	—	62½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	633,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	101
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	859,675	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	206,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	45	206	Columbus and Xenia	1,423,236	202,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,677	490,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	59.6	—	24	38	413	Little Miami	4,107,139	492,979	487,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	50.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	378,487	63,095	11,164,320	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,870,000	4,248,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	112.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,200 887	1,498,728	11,190	5,139,662	205.9	588,594	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	962,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,288	—	—
31 Dec. '63	242.4	—	.....	—	43	13	923	Toledo & Wabash	9,305,036	*	35,000	8,314,775	5,651,330	38,272	10,152,537	260.0	1,279,950	1,489,798	840,921	—	54

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	95.0	25.0	11.0	19.0	28	6	408	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		550,215	171,286		
31 Oct. '64	95.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,850,000	284,000		3,634,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	8½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	
31 Oct. '64	85.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,290	1,210,889	37.7	153,041	333,500	202,000		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	398,770	656,518	48,741	2½	
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	0	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,009,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		
31 Oct. '64	80.0		34.0		119	104	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,336,000	2,024,578	149,014	3,508,592	80.0	356,571	898,590	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.6	502,028	2,280,282	1,452,154	20	95
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading		R. R.)		6	
31 Oct. '64	130.5		65.5		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("		")		7½	84
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,560,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		23
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,004,810	19,880,080	16,634,840		43,520,356	356.9	5,846,778	14,759 057	4,065,113	10	54
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	232,399		1,359,100	315,000		1,673,100	24.0	253,729	423,147	207,393	8	85
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,769,623			5,013 054	9,940,000	10,500	14,963,554	(oper. by Pe		nn. R.R.	Co.)		17
31 Oct. '64	93.0	54.0	218.8		216	74	12319	Philadelphia and Reading	18,998,276	5,736,480		20,072,323	7,271,879		27,344,202	612 5	1,926,309	9,269,341	4,568,150	15	49½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404	*	245,595	999,200	250,000		1,249,200	28.2	175,447	824,008	477,658	10	145½
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197 0	839,238	3,206,560	1,366,200	10	104
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,722	101,569		12
31 Dec. '63	468.3		73.8		146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173		19,982,741	468.3	3,472,914	5,132,934	2,106,623		88½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		600,000	791,597	Lease'd to Northn	Con.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,943		684,026	1,009,095	162,312	1,855,443	26.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	502	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800		....	62.0	297,700	421,757	199,155	8½	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9		....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9	.....	.....	.....		
31 Dec. '58	102.6		....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	334,000		....	109.6	.....	283,200	151,536	6	
1 Jan. '59	143.2	21.3	....		.....	.....	.....	Greenville and Columbia	2,489,769	234,161		1,429,008	1,145,000	545,546	....	164.6	.....	841,190	125,871		
28 Feb. '59	102.0		....		.....	.....	.....	North-Eastern	2,011,652	*		986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145		
31 Dec. '60	156.0	105.0	....		62	59	790	South Carolina	....	.....	.....	.....	2,643,833	.....	....	.....	.....	1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		....		.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	....	140.0	.....	318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		556,654	1,902,000	390,407	....	130.8	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,707	291.0	.....	1,655,096	873,597		
1859	271.6	16.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	....	.....	.....	.....	.....		
1859	100.0		80.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	....	....	.....	.....	.....	.....		
1859	59.0		....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	....	59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,989	....	47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	....	34.2	26,065	23,808	13,802		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	....	....	159.6	.....	734,118	337,384	6	
1859	.....		.....		.....	.....	.....	Nashville and Northwestern	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....		
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	800,000	204,544	....	45.8	57,950	127,955	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama	....	.....	.....	216,962	413,000	408,477	....	30.0	.....	1,248	.....		
								TEXAS, (*all aided by State*).													
— — '58	32.0		....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	....	.....	.....	.....	.....	.....	....	32.0	.....	.....	.....		
— — '58	50.0		....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	....	.....	.....	.....	.....	.....	....	50.0	.....	.....	.....		
— — '60	50.0		1.5	175.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	....	50.0	31,300	32,670	.....		
1 May '60	70.0		0.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	569,000	....	70.0	102,200	282,846	196,568		
— — '59	25.0		....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	....	.....	.....	.....	.....	.....	....	25.0	.....	.....	.....		
								VERMONT.													
31 May '64	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	....	2,056,338	90.7	139,877	308,850	167,430		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,583		1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	541	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	....	....	1,687,500	oper. by Vt.		Central	.....	8	99½
30 Jun. '63	21.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200	....	1,301,886	23.7	48,995	64,267	20,451		
30 Jun. '63	59.0	5.5	3.6		.....	.....	.....	Western Vermont	1,083,500	*		352,000	700,000	....	....	oper. b. Troy		& Bost.			
								VIRGINIA.													
1 Aug. '59	41.3		.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....		
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,092		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	64,121	16,332		
30 Sep. '59	103.5		....		8			Northwestern Virginia	5,322,150	*		468,605	5,719,229	....	....	103.5	345,427	248,004	loss		10
30 Sep. '60	83.3	58.4	10.0		16	16	175	Orange and Alexandria	....	.....	.....	2,063,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	....		19	13	279	Petersburg and Lynchburg	3,040,636	374,906		1,365,390	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344		
30 Sep. '59	56.2	21.3	....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	26	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		87
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	169,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,562	....	43.5	1,068,054	163,753	79,555	6	80
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000	....	....	23.7	12,542	.....	.....		
31 Jan. '60	80.0		....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,830,648	80.0	.....	240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	23,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	256,130	5	70
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	6,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,967		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000	....	55.0	.....	.....	.....		
31 Dec. '61	199.9		24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	....	....	199.9	.....	756,476	329,580		
31 Dec. '62	191.0	42.5	28.3		39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*		4,826,800	2,464,000	221,283	7,968,841	234.4	.....	1,163,734	414,741		32
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,056,328	6,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0		....		21	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000	....	11,938,000	16.10	.....	236,798	67,652		
31 Dec. '62	49.0		....		16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	72,984	2,563,376	49.0	.....	242,798	117,842		15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855		
31 July, '63	229.0	115.5	65.0		92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6	....		18	20	237	Northern (O. S. & H.)	5,456,615	*	.....	....	4,909,980	703,959	6,678,939	96.1	402,670	467,286	191,182		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706	....	....	4,658,706	108.0	160,421	107,640	20,000		
1 July,'61	60.0		....		.....	.....	.....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	126,000	1,709,232	60 0	.....	192,765	56,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	....		20	18	169	Nova Scotia	4,273,401	*		4,273,281	....	....	4,273,281	92.0	155,416	130,107	37,181		
								NEW GRANADA.													
31 Dec. '63	44.7				12	22	120	Panama	5,000,000	*	613,565	5,000,000	3,378,600	....	10,798,798	48.7	.....	5 087,433	1,258,924	15	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	23
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	85
Chicago & Northwestern (pref.)	2,400,000	7	5½	49½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	61½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	47½
Erie (preferred)	8,535,700	7	7	73
Hannibal & St. Joseph (preferred)	5,253,856	7	---	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramano (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	79
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	6	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	57
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	97½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100¾
2d Mortgage	294,760	6			97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	60
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	17½
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	550,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	85
Delaware and Hudson	100	7,500,000	10	149
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	68,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	52½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100		—	----
Sault Ste Marie	100		—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	29
Susquehanna and Tide Water	50	2,048,286	—	8½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	46

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 55	— @ 57 —
Pig, American, No. 1		46	— @ — —
Bar, Swedes, assorted sizes	(in gold)	—	@ 92 50
Bar, English, Refined		135	— @140 —
Bar, English, common		125	— @130 —
Band, English		165	— @170 —
Horse Shoe		165	— @175 —
Rods, English		140	— @220 —
Hoop, English,		175	— @250 —
Nail Rod		per lb.	— 11 @ — 13
Sheet, Russia		per lb.	— 25 @ — 27
Sheet, English, Single, Double and Treble			— 8 @ — 11

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	—21 @ — 26
English Spring	(1st & 2d qlty.)	— 13 @ — 15
English Blister	(1st & 2d qlty.)	— 13 @ — 21
English Machinery		— 14 @ — 17
American, Blister		— 13 @ — 16
American, Cast, Hammered		— 24 @ — 25
American, Cast, Rolled		— 14 @ — 17
American Spring		— 14 @ — 18
German		— 16 @ — 18
Milan (in bond)		— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— — @ — 58
Sheathing, &c. Old	(cash)	— — @ — —
Sheathing, Yellow		— — @ — 40
Pig, Chile		— — @ — —
Bolts		— — @ — 58
Braziers'		— — @ — 58
American Ingot	(cash)	— 34 @ — 36½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		9 75 @ — —
German Refined		9 75 @ — —
English		9 75 @ — —
Bar	per lb.	— — @ — 14
Pipe and Sheet		— — @ — 18

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— — @ — 42
Straits		— 40½ @ — 41
English		— 35½ @ — 36½
Plates, Charcoal I. C	per box	13 50 @ 14 —
Plates, I. C. Coke		— 11 — @ 13 —
Terne, Coke		10 50 @ 11 50
Terne, Charcoal		12 50 @ 14 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash) per 100 lb.	7 50 @ — —
Clinch	(cash)	8 50 @ — —
Horse Shoe, Forged	(cash) per lb.	— — @ — 35
Wrought, English	(cash)	— — @ — 05
Ausable Horse, Norway Iron, Forged		— — @ — 45
Zinc Nails	(6 mos.)	— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	— 85 @ — 90
Para, Coarse and Medium		— — @ — —
Carthagena, &c.		— 60 @ — 70
Guayaquil		— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 33 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 71 @ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 82 @ — 83
Naptha, Refined, (60@63 gravity)		— — @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending April 5.

	Th. 30.	F. 31.	Sat. 1.	M. 3.	Tu. 4	W. 5.
American Coal Co.	----	----	65	65	----	----
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	98	----	----	----	----	----
California 7s	----	120	----	----	----	----
Canton Co.	28½	29	----	28	30	31
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	80	80	----
" " pref.	85	84	85	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	104	----	103	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n.	21¾	22¾	22¼	21½	23½	25½
" " pref.	49⅞	----	50½	45½	51	55¾
" " 1st M.	74	74	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	98
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	87	87½	84	83½	86½	89¾
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	52	54	54½	52	56½	65
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	92	98	101
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	35	35	34½	37	38¾	
Del. & Hudson Canal	142	142	----	----	142	146
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-8	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	49¾	50	51¾	56¼	62	59½
" pref.	70	----	----	----	----	74
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	100	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	91	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '52	----	----	95	95	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	99½	99¾	99½	94½	96¾	96½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '61	----	----	----	----	----	----
" 2M. S F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	92¾	93½	94	93	97	100
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	101
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11¾	13½	13¾	14½	15	16
Michigan Central	91½	93	93	95	96¼	98¼
" S F. 8 p.c. '82	----	111	110	----	106x	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	50½	51½	52½	51	57	59½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	100
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	30	----	----	----	30	33
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	70
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	59	----	----	----	----	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	64	----	----	----	66
New York Central	85	87½	86½	85½	89	92½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	101½	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	96	----	97	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	100	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	----	21¼	21¼	20½	22¾	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	270	275	280	280	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	170
Phila. and Reading	90	91	91	90½	96	98¾
Pitts. Ft. W. & Chicago	80½	84	83x	80½	88	90
" " 1M.	----	----	100	----	100	----
" " 2M.	----	----	----	----	----	90
" " 3M.	----	----	----	----	79	----
Quicksilver Mining Co.	62	63	62	63	65	66½
St. L., Alton & T. H.	25	----	----	----	26	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	75	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	50	----	50	52	54
Toledo & Wabash	----	----	----	----	----	----
" " Prof.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	90	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	58	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 5.

	Th.30	F.31	Sat.1	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	91½	91⅛	91⅛	91⅛	91⅛	92¼
U. S. 5s, 10-40s, reg.	91	----	91⅛	----	----	----
U. S. 6s, 1881, reg.	104½	----	105½	105½	105½	106⅛
U. S. 6s, 1881, coup.	105½	105½	105⅛	105½	105½	107¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif..	98	98¼	----	----	98⅜	99
U. S. 6s, 5-20s, coupon	105½	105⅝	105⅛	105⅛	105⅛	107⅛
U. S. 6s, 5-20s, new ..	105½	----	105⅜	105⅜	105⅜	----
U. S. 6s, " reg.	104⅛	105⅜	----	100¼x	100⅛	107½
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct	----	----	----	----	----	----
American Gold	151⅛	151⅛	153	146	148	153⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 4.

	W.29	Th.30	F.31.	Sat.1.	M.3.	Tu.4.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	9	----	----	----	----	6½
" preferred	24	23½	22	----	----	22
Camden & Amboy	----	----	----	129½	----	128¾
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89.	98	98	----	95	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'insport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	97
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	40	----	----	52½
" 6s	----	----	----	----	----	97⅛
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	95	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	53½	----	52⅝	54	----	----
Morris Canal	90	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	23	----	----	23
" " 6s	----	----	----	85	----	85
" " 10s	109	----	----	----	----	----
Northern Central	----	----	----	----	----	44
Pennsylvania R. R.	54⅛	----	53⅝	53⅜	----	54
" 1st m.	102	102	----	----	----	102
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	87½	----	87¼	----	----	87⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	100	----	----	----	----
Philadelphia City, 6s	86¼	86	86⅜	----	----	86
" " new	89½	84⅛	89⅜	89½	----	89½
Philad., Germ. & Nor.	----	52	----	----	----	----
Phila. & Reading	45¼	45⅜	45⅜	45	44⅞	46⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	15½	----	16½	----	----	17
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	99	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	28¼	28½	28	----	27	29
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	8½	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	17½	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	46	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 4.

	W.29	Th.30	F.31.	Sat.1.	M 3.	Tu.4
Baltimore City 6s, 1875	99	----	----	----	99½	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	100	----	----	99½	99½
Balt. and Ohio	100	----	100	----	----	100
" " b'ds, '62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	----	----
Northern Central	45	44	----	----	----	----
" " b'ds, '85	85	----	----	----	----	----
" " '97	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 5.

	Th.30	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Lowell	----	----	----	----	----	100
Boston and Maine	110	106	109	109	109	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	124½	122½	124	122½	120	120½
Cheshire, pref.	----	----	45	----	----	44½
Concord	----	----	61	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	91	----	90	91	----	90
Eastern, N. H.	----	----	----	----	----	91
Fitchburg	106	106	106	105	105	105
Manchester & Lawr'ce	----	105	----	----	105	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	----	105	105½	105	105	----
Ph., Wil. & Baltimore	61	60	60	60	59½	59⅜
Portl'd, Saco & Ports.	----	100	----	----	100	----
Vermont & Canada	99	----	----	99	----	99½
Vermont & Mass.	----	87	----	----	----	----
Western	----	128¾	----	128	----	128
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	95
Metropolitan "	----	47	46	47	45½	46
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	36	36	35	----	35½	35½
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	24	----
Minnesota "	10	7½	9	7½	----	----
Pewabic "	38½	38	38	38	----	----
Pittsburg "	60	----	----	----	----	----
Quincy "	75	----	74	73	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of March:

Maryland 5s	60	to	65
United States 6s, 1881	52⅝	"	53⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	64	"	66
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	32	"	33
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	77	"	78
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	54	"	54½
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1886	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	28	"	32
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, April 8, 1865.

Stock Exchange and Money Market.

The eventful news of the fall of the capital and stronghold of the confederacy was received in this city on the 3d inst., with intense satisfaction. There seemed to be but one feeling among all classes of our citizens, that of pious thankfulness and heartfelt delight, and if the rebellion had any friends left among us, they were silent and discomfited. Leaving to other papers the appropriate task of commenting upon the political and military consequences of the splendid victories of Generals Grant and Sheridan, we cannot but perceive in them a further pledge of the certain triumph of our financial system, the assurance of a final redemption of our public debt, and a not distant relief from extreme taxation in the Northern and loyal States. For it must be borne in mind that all the tables of our statisticians, all the admirable treatises on our burdens and resources, all the deductions of such writers as Dr. Elder, Professor Wells and others, as well as the speculations which have appeared in this JOURNAL, have been based on the wealth, population and progress of the loyal States, looking to the possibility of their having to meet alone the outlay of this war for our National existence. We do not remember to have seen a single calculation founded on the absolute return of the rebel States, and their consequent contributions to the U. S. Treasury in common with the other members of the Union. But all this is changed. We now perceive that the seceded States will have to bear their full proportion of the cost of this war, and it is only a small atonement they can make for the misery and bloodshed which they have so wickedly and unprovokedly caused. We may then say that in addition to the sources of revenue already known to exist in the loyal States, we shall add those of internal revenue, customs duties at the Southern re-opened ports, and an excise duty on Southern cotton and tobacco. Without reckoning what would be the amount collected on cotton alone, we may safely suppose that the revenue would be thus increased—a full one-third by the application of our existing system of taxation and the present tariff. The holders of American stocks at home and abroad will therefore have a positive addition of 33⅓ per cent. to their present security. More than this, the occupation of Richmond which is accompanied by the practical destruction of the last principal army of the rebels is a guarantee of an approaching reduction of our burdens, and a reduction on a large scale, of our whole naval and military expenses. In this view of the subject the Government will ere long withdraw from the market as a borrower, and this probability has not escaped the attention nor been left out of the calculations of the present able and clear-headed Secretary of the Treasury. Let us see. If our expenses could be cut down to a million a day within six months, all difficulties in his way would vanish. Not another dollar would he have occasion to borrow. The present revenue, shortly to be increased by one-third from the South will not only be sufficient to pay all interest, and the civil list, but the expenses of the navy and army when they shall be reduced to a peace standard. It is the hope of Mr. McCulloch, at least that the expenses of the army as well as the navy may be "materially diminished." We do not doubt it.

Assuming this view of the subject, we may further assert that the Treasury will be perfectly able to sustain the National credit not only by its ample resources, but by the diminution of its necessities, and will be thus able to leave the loan market. It may not even be necessary in this condition of things to fund the legal tenders at all; they may be gradually absorbed by the payment of taxes, doing good service as currency meanwhile, and then be cancelled. The bugbear of three thousand millions of funded debt will be found a comparatively harmless affair of say two thousand millions, of which the reimbursement of one-third by our previous calculation will fall and fall justly on the rebel States. In this termination of the matter the funded debt will bear on the loyal States with much less weight than the

alarmists have contended. Should, however, this favorable liquidation not be so near as supposed, should the leaders of the rebellion, stiff-necked and bloody to the last, compel us to follow them to the mountains and caves of their fastnesses, and our military expenditures not decrease as rapidly and to the extent they otherwise would, then of necessity, the Government may require during the interim more money, and the question arises as to the form in which it should be raised. It is the opinion of such bankers as Mr. Olcott of Albany, that compound interest notes should not be used. We quote his own words on this and collateral questions; and they are worthy of attention. They seem to support our often expressed opinion, that if more paper must be issued, it should be legal tenders, with limited power, and to be only used as such for 12 months from date, after that to be convertible into stock and nothing else. Large amounts of interest would thus be saved.

"I dare not say that no further contingency may not arise to justify a further issue, but apprehend no such contingency beyond replacing in some form the compound 6 per cent. legal tenders which have recently been taken in payments from the Government, and also to the extent of possible calls for deposits with the Sub-Treasurers. I would not issue three years compound interest legal tenders. For the first 8 or 12 months they are used as currency. No one thinks of claiming or allowing interest on them. So that the interest is a loss to the Government without any advantage to the holders.

The 7-30s might be allowed to be taken by the Banks as pledges on which to obtain circulating notes. The Treasury does not get aid through the demand for stocks for the National currency. Purchases must be made through third parties who hold the gold bearing stocks. Yearly certificates could also be resorted to. After a short time we shall be in smooth waters."

He continues as to the operations of speculators: "Their success in carrying up gold instead of ruining saved the country, and by forcing importers to purchase and send abroad our agricultural productions, it has enriched our producers and has stimulated and sustained their loyalty throughout the whole of our long and terrific struggle for National existence. Legal tenders came opportunely to our aid, and have been an indubitable element of power and success. But for those legal tenders, by a mandate of our State constitution all our banks would soon after suspension have been placed in the hands of receivers for liquidation, and such a scene of bankruptcy and ruin would have followed as to have paralized our National energies beyond the hope of a prolonged and successful struggle. I think, however, we should all regard legal tenders as medicine for the correction of disorder, rather than as food for the healthy condition of life. We cannot in my judgment at the present time either lessen or increase their issue without serious derangement."

We may safely conclude, however, that if the Government is forced to continue for a time in the market as a borrower, it will not have much if any difficulty in obtaining what it requires. And the proof of this is that in the last forty-six secular days 161 millions of the 7-30s have been disposed of to the people without difficulty. No such spectacle was ever before witnessed in any country under similar circumstances. In a single week there were 1,691 subscribers of moderate sums of $50 and $100. And with such subscriptions, such large receipts from revenue it is no wonder, as we learn from an official statement from the Treasury, that the debt certificates which on the 31st of March were $230,373,000 were on the same date the present year reduced by the sum of $58,583,000, and a cotemporary asserts that the whole of this debt is in fact paid off.

From this statement we also learn the following in regard to the condition of the public funded debt on the 31st ult.:

Amount bearing interest in gold	$1,100,861,242
" " " currency	751,055,128
Total funded debt	$1,851,416,370
Legal tenders	$438,160,569
5 per cent. (in 1864 $120,519,110)	69,522,350
6 " coupons	156,477,650

In this funded debt, we presume the 5s, 6s, and 7-30s are included.

The temporary loan is given at $52,352,328.

It will be thus seen that the funded debt is not much greater itself than it was in October last, the increase of the whole debt is in certificates, temporary loans, and those 7-30s, which have not gone into permanent funded debt. We may then assume as we already have previously to reaching this last statement, that the revenues now accruing and to accrue under the law for their increase taking effect the 1st of April, will be on the calculation of the probable reduction to one-half of the army and navy expenditures enough to meet all these temporary loans, absorb the legal tenders, pay off the certificates, and in short reduce the whole floating debt at an early period, and thus leave us a permanent funded debt not much more than at its present amount.

The whole interest on the 31st March, payable in coin was $56,646,604, and in currency $28,667,002, and the greenbacks in circulation were precisely the same in amount they were in October last, viz., $438,160,569, thus refuting the idle rumor viz., that the issue had been lately increased. In our judgment it would have been far better to have at all times issued legal tenders for the amounts wanted, than legal tender interest notes, which pass from hand to hand in the quality of money, rather than at securities for loans.

The gold market has been seriously damaged by our recent grand military successes, notwithstanding the currency has not been diminished. In other words the Bank and Government paper afloat is actually several millions more now when gold has fallen to 150, than when it stood at 285. This fact is an important one to be considered and remembered. It is a complete refutation of the idea that inflation infallibly raises the price of gold. It disconnects the two entirely under certain conditions, and in this case proves two things, first that the large advance in gold was a fraudalent rise produced by disloyalty and combination. Next that the people of this country have implicit confidence in the stability of the republic, and the ability of its Treasury to retire in coin at an early day every obligation it has incurred.

But still the question is raised whether the approximation of paper to gold at its present speed of movement may not be the destruction of the Country, and this opinion it is known is entertained by political economists of some note who have pressed this view of the subject on the Government within a few days past. While we confess to a desire for a gradual rather than an instant change of the value of paper to that of a silver dollar, we cannot see any such result.

Let us examine this question in a plain and simple manner. There was in total circulation in paper when gold was 285 say 900 millions of dollars. It was at the moment of its greatest depreciation, worth in coin about 33 cents on the dollar, or $297,000,000. If we now estimate by the same rule the present worth of this currency at 70 cents on the dollar, we find the nine hundred millions of paper are worth in coin 630 millions of dollars. In other words the holders of this paper are worth 333 millions of dollars, or one-sixth of our whole funded debt, more than they were a few months since!

The purchaseable power of this currency is thus increased by 333 millions of dollars, and is relatively so much actual gain to the holders! Is there any man in his senses who will assert that this is a destructive process? So far from this, the Government, all creditors and all purchasers and consumers are so much better off by this rise and difference in the improved value of the currency. Possessers of fixed incomes also are getting twice as much in them as they did a few months ago. Such a change as this is anything but destructive to those who have hitherto been able to realise practically but 33 cents for every paper dollar they held or received.

The shoe pinches one class, and this we believe is a small one. It presses on those who in expectation of continued sales at 2 or 300 per cent., profit ventured to increase their stocks and run in debt for them, expecting hereafter to pay in paper constantly depreciating from its nominal value. The merchant for example who bought $10,000 worth of goods and agreed to pay for them at a specie value of 33 cents to the dollar, and now finds he cannot get a paper dollar either for gold or goods at less than 70 cents will unquestionably find himself a loser of nearly one-half the capital employed in that transaction. And so will the whole class of dealers who believed the war was never to end except with our overthrow, or if to end at all in our favor, was to entail upon us an endless career of irredeemable paper money. We learn the merchants of Boston whose foreign imports have been moderate, and whose transactions have been cautiously managed feel that an immediate return to specie payments would do them generally but little harm.

We notice that Railway shares and securities are improving, and there has been quite a demand for and a rise in many of them. It is said that shares are not so readily lent in the street as they were, a most injurious practice and tending to favor speculators rather than actual sales. Since Wall street is ever determined to speculate, or to speak plainly will gamble in something or other, it would perhaps be a good substitute for railway shares, if a grand lottery was drawn every day with large prizes, so that the operators might amuse themselves with that. Some one might draw a million for example and become a millionaire in ten minutes, and thus save a world of running, sweating and misrepresentation. The

drawers of blanks would not outnumber those who now lose their money every day in the street.

Money is still plentiful and the rate is about the same as usual, although it is well understood that some houses supposed to have made a great deal of money have been in the hands of Shylocks recently, and have ransomed their credit by only the most frightful sacrifices. Easy come and easy go is an expression, the truth of which the world has long recognised. The exports of specie the last week have been very small not quite $100,000. Exchange has ranged from 106 to 109½. We notice a great fall in cotton goods the last week. When fair muslins bring only 12 cents a yard, and when sugar sells at 11 cents a pound, we perceive that some dealers at least are not going to wait to find out whether it is best for gold to drop or rise. We only wonder how it is that the butchers, grocers, gas men and coal dealers manage to keep their commodities up at the highest rates, and the hatters, bootmakers and clothiers to find customers ready to pay the same prices they did when gold was 285. All this will now be corrected by the force of events. Those who oppose themselves to its current will be the losers.

We perceive that the subscriptions to the Government stocks are steadily going on in large amounts, with a marked improvement in the quotations, and that heavy foreign orders without a limit have been filled during this week. Railway shares have also rapidly improved, and public opinion of these is being as rapidly improving under a proper appreciation of their permanent character.

Our exports from this port for the week ending April 4, were exclusive of specie $2,960,719 against $3,766,748 same time last year.

The balance in the Sub-Treasury was on Tuesday last $41,766,746.

Money is easy, and the Bear interest in railway securities has been attended with numerous disasters within a few days past.

We learn on the best authority that the issue of government debt certificates has been discontinued by Mr. McCulloch.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 65; North Carolina 6s, 60; Brooklyn City Water Loan, 96; Milwaukee and St. Paul 1st mort., 80; Milwaukee and Prairie du Chien 2d pref., 70; McGregor Western 1st mort., 71½; Galena and Chicago 2d mort., 95; Brooklyn City R. R., 130; Nicaragua Transit, 6; Mariposa 1st mort., 45; Ohio and Miss., pref. certificate, 65; Central Coal, 45; Wyoming Valley Coal, 44; Ashburton Coal, 12; Metropolitan Bank, 119; Bank of Commerce 100; Corn Exchange Bank, 100; 4th National Bank, 90; Central National Bank, 99¾; Bank of North America, 105; Tradesman Bank, 120; Market Bank, 101; Excelsior, Oil, 4.40; Germania, 77; Knickerbocker, 59; Oceanic, 2.40@2.50; Tack, 2.30@2.36; Empire City, 2.20; Manhattan, 50; McKinly, 4.80@5.10; United States, 9.40; Plummer, 2.87; Cherry Run, 78; Rynd Farm, 3.25@3.50.

Philadelphia.—Allegheny coupon 5s, 72; 10th and 11th streets R. R., 40; Clinton Coal, 1; Swatara, 5½; Preston Coal, 22; Fulton Coal, 4½; Commercial Bank, 60; Girard Bank, 50; Northern Bank of Kentucky, 117; Farmers and Mechanics Bank, 135; Atlas Oil, 1; Adamantine, 6⅛; Big Tank, 3; Bull Creek, 2⅝; Briggs, 2¾; Cherry Run, 25; Caldwell, 4¼; Crescent, 1⅛; Corn Pl., 4½; Curtin, 10; Duncard, 1¼; Dalzell, 5¼; Densmore, 3; Dawson's Run, 1½; Egbert, 2½; Eureka, 1; Eldorado, 1; East Oil Creek, 1⅛; Excelsior, 94c.; Franklin, 1⅛; Gt. Eastern, 1; Germania, ¾; Howe's Eddy, 1¼; Hibbard, 1¼; Hyde Farm, 3¼; Jersey Well, 3; Logan, 41; Maple Shade, 15; McClintock, 3⅝; McElheny, 4; McCrea, 1½; Mingo, 3; McElrath, 2; Mineral, 2; Noble and Delamater, 4¼; Oil Creek, 5; Organic, 56c.; Oil Creek and Cherry Run, 3⅞; Pittsburg and N. Y., 1¼; Petroleum Centre, 2; Royal, 1½; Ross, 1½; St. Nicholas, 3; Sugar Creek, 9; Sherman, 1; Story Farm, 1¼; Slippery Rock, 4½; Sugar Dale, 2¾; Schuylkill and Oil Creek, 7¼; Tionesta, 1½; Venango, 1¾; Wm. Penn., 2¾; Walnut, 1½; Winfield, ⅞. The latest quotations are: City 6s, 85½@87; do., new, 89@89¼; State 5s, 88@88; do., coupon, 89@92; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 60; Reading, 49¾@49⅞; do., 6s, 1870, 95@95; do., bonds, 96@97; Camden and Amboy, 129¾@130; Penn. R. R., 54⅛@54¼; do., 1st mort., 101; do., 2d mort., 97@97; Little Schuylkill R. R., 31@34; Morris Canal, 85@89; do., pref., 120@125; do., bonds, 98@99; Wyoming Valley Canal, 45½@46½; do., 6s, 90@95; Susquehanna Canal, 8½@12; do., 6s, 45@50; Sch. Nav., 22@26; do., pref., 30¼@32; do., 6s, 1882, 78@79; Union Canal bonds, 18@20; Delaware Div. Canal 28@35; do., bonds, 90@94; Elmira and Williamsport, 28@30; do., pref., 42@47; do., 7s, 1873, 93@95; do., Chattle 10s, 72@73; Long Island R.R. 6s, 90@95; Lehigh Coal and Navigation, 54½@55¼; North Pennsylvania, 22@23; do., 6s, 85@86; do., 10s, 100@106; Philadelphia and Erie, 17⅞@18¼; do., 6s, 95@95; Minehill, 54½@55; Catawissa, 7@9; do., pref., 23¼@24½; Lehigh Valley, 59@65; do., bonds, 95@95¼; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 63@63½; Race and Vine, 9@9; West Philadelphia, 67@68; Spruce and Pine, 20@25; Green and Coates, 25@30; Chestnut and Walnut, 30@45; Arch, 11½@15; Thirteenth and Fifteenth, 15@19; Girard College, 20@25; Tenth and Eleventh, 42@44; Norristown, 53@54.

Boston.—New York and Boston Air Line 6s, 46½; Western R. R. 6s, 99½; Eastern R. R. 6s, 1874, 95; Vermont Central 1st mort., 70; Rutland and Burlington 1st mort., 56; Granite R. R., 65; South Boston R. R., 6; Worcester and Nashua R. R., 90; Boston, Hartford and Erie R. R., 13½; Conn. and Pas. River R. R. pref., 61¼; Vermont State 6s, 1876, 91½. Chicago 7s, sewerage, 1888, 100½; Augusta 6s, 1870, 92; Albany 6s, (Western R. R.,) 100; Boston Water Power Co., 42¼; Cary Imp. Co., 9; East Boston Co., 12½; Union Steamship Co., 127½; Belmont Coal, 85⅛; Gilberton Coal, 63¼; Boston and Lackawanna Coal, 17½; Franklin Coal, 36; Mammoth Vein Coal, 27½; Richmond Coal, 39½; Potomac Coal, 8½; Short Mt. Coal, 84¾; Chelsea Gas, 86½; Jamaica Plain Gas, 84; Boston Gas, 780; Rocky Mt. Gold, 15; Buckingham Plumbago, 8; Atlantic Bank, 107; Bank of Commerce, 107; Atlas Bank, 108; Boston Bank, 81; 2d National Bank, 140½; Traders' Bank, 95¼; State Bank, 75¾; Railroad Bank, 100; Suffolk Bank, 116⅛; Bank of Republic, 102¾; Maverick Bank, 100½; Boylston Bank, 32; Bank of North America, 21¼; City Bank, 104¼; Blackstone Bank, 108; Howard Bank, 100; 3d National Bank, 101; Globe Bank, 128; Webster Bank, 106; Copper Falls Mining Co., 23; Canada, 60c.; Huron, 38; Hancock, 8½; Mesnard, 2; Phœnix, 16; Star, 2½.

Baltimore.—Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 95; City Passenger R. R., 16¼; Maryland Mining Co., 0.50; North State, 0.15; Penn. Oil, 1.40; Chesapeake Oil, 8.25; Laurel Cannel Coal and Oil Co., 4.60; Atlantic Coal, 1.20; Am. Gas Coal, 1.50; Maryland Anthracite, 29; Baltimore Chrome, 2.00; Marine Bank, 32; Bank of Baltimore, 105. The latest quotations are: Balt. and Ohio, 100@101; do., 6s, 1867, 93@95; do., 1875, 96@97; do., 1880, 96@97; do., 1885, 96@97; Northern Central, 43@50; do., bonds, 1885, 85@90; N. W. Va., 00@05; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92@92; Marietta and Cincinnati 7s, 1891, 76@80; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 75@84; do., guar., 95@98; Maryand 6s, coupon, 1870, 99@100; do., Ins., 93@101; do., 1890, 96@100; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 99½@99½; do., 1886, 96@99½; do., 1890, 99½@100; do., coupon, 99½@101; do., 5s, 1838–'70, 80@88; City Passenger R. R., 16¼@17; Canton Co. 27½@29¾; Gardner, 0.40@1.00, Gas Coal, 1.00@1.75; Maryland, 0.40@0.50; North State, 0.15@0.15; Springfield, 0.40@0.50; George's Creek, 99@105; Santa Clara, 15@16¾; Balt. Chrome, 1.85@2.20; Bare Hill, 2.25@2.50; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.00@5.40.

Success of the 7-30 Loan.

Our readers will notice that subscriptions to the popular 7-30 Loan are still continued in the most liberal manner. To the Old World the success of these Peoples' Loans is one of the wonders of a Republic. The Government does not seek to borrow in foreign markets; it offers no premiums to bankers, but appeals directly to the people, and with what success is sufficiently shown by the fact that during *forty-three days* they subscribed and paid the cash down for *one hundred and sixty-one million dollars* of the 7-30 Loan. There can be no stronger evidence of public confidence in Government securities. While nearly all other stocks have gone down from twenty to fifty, and even a greater per cent. within a few weeks, all forms of U. S. bonds and stocks have remained firm except the slight fluctuations that are incident to all rapid changes in the money market. Our readers will remember that the subscribers to the 7-30 Loan receive semi-annual interest at the rate of seven and three-tenths per cent. per annum in currency, and at the end of three years from June 15th, 1865, they will have the option of receiving payment in full, or converting their notes into a 5-20 six per cent. gold interest bond. The late great decline in the premium on gold makes these notes more desirable than ever as an investment, and it should not be forgotten that their exemption from state or municipal taxation adds largely to their value. There is no interruption

in the receipt of subscriptions or the delivery of the notes. All banks, bankers, and others acting as Loan Agents, will pay subscribers the interest in advance from the day of subscription until June 15th.

Journal of Railroad Law.

LOSS OF GOODS.—NEGLIGENCE.—SUFFICIENCY OF EVIDENCE.—RULING OF COURT.

The recent case of Lamb against The Western Railroad Corporation was an action brought by the plaintiff against the defendants, in the Superior Court, Worcester County, Massachusetts, to recover the value of a chest of tea and a keg of tobacco which the defendants had transported, as it was alleged from Boston to Charlton, and deposited in their depot at the latter place, where the same were lost.

At the trial of the case in that court, the plaintiff testified that after a fruitless, inquiry for the goods on a previous day, he went to the depot on Saturday, May 11th, at about six o'clock, and, finding it locked, he asked some boys who were there, where Mr. Titts (who was employed there by the defendants) was, and the boys replied that he had gone away. On the following Monday or Tuesday he sent for the goods, and the messenger brought back word that the Mr. Towne (the defendant's agent) said that the depot had been broken into between Saturday night and Monday morning, and the goods stolen. Towne and Titts both lived within forty or fifty rods of the depot, and the plaintiff did not go to the house of either of them on Saturday, when he called at the depot, or make any further search or inquiry for either of them.

The plaintiff also put into the case the receipt of the defendants for the goods, to be transported from Boston to Charlton, and testified that he paid the freight.

No other evidence was offered, and the judge ruled that the evidence was insufficient to enable the plaintiff to maintain his action and the jury accordingly returned a verdict for the defendants.

The plaintiff alleged exceptions thereto, which were afterwards fully argued and heard before the Supreme Judicial Court of that State, when the following opinion was rendered by

BIGELOW, C. J.—There was not a *scintilla* of evidence offered by the plaintiff, to sustain the allegations in the declaration, that the defendants were guilty of negligence in their capacity as warehousemen. In the first place, there was no legal evidence of the loss of the plaintiff's property. So far as is shown by the exceptions, the only evidence on this point was that the plaintiff's messenger said that the defendants' agent told him that the depot had been broken open and the goods stolen. This was purely hearsay.

But assuming that this part of the plaintiffs's case was satisfactorily made out, there was still an essential deficiency in the proof necessary to sustain the action. No fact was shown which tended to prove any neglect or omission of duty by the defendants. It was not sufficient to prove that the depot was broken open and the goods of the plaintiff stolen. This might have occurred when the defendants were in the exercise of the most careful vigilance and oversight.

It was necessary for the plaintiff to go further, and offer some affirmative and substantial evidence of carelessness on the part of the defendants. They were liable only as depositaries, and could not be held liable except for negligence in the want of ordinary care in the custody of the goods. Thomas *vs.* Boston and Providence Railroad 10 Met. 472. Of such negligence there was no evidence.

It was not shown that the depot was not securely locked, or that any precaution against the risk of robbery was omitted, which a person in the exercise of due and reasonable care would have taken. In this state of the proof the court was well warranted in ruling, that the evidence was not sufficient to maintain the action, and in withholding the case from the jury. Denny *vs.* Williams, 5 Allen, 5.

The exceptions were over-ruled. And the verdict for the defendants sustained.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 25, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$35,652 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	80,265 00
Total	$128,041 00
Corresponding week, 1864	120,601 00
Increase	$7,440 00

The earnings of the Marietta and Cincinnati Railroad for the 2d week in March:

	1865.	1864.
Passengers	$11,697 56	$7,838 19
Freight	7,402 93	11,400 83
Mail, express & telegraph	1,200 00	899 58
Total	$20,300 49	$20,138 60
Total this month to date	$42,191 71	$41,862 73
Total for the fiscal year, commencing 1st Jan...	226,930 85	184,542 74

The earnings of the Chicago and Northwestern Railway for the 3d week of March, are $110,807 94
Corresponding week of 1864 ..... 84,637 77
Increase $26,170 17

New Railroad Route to Washington from the West.

Both branches of the Maryland Legislature have passed a bill authorizing the Baltimore and Ohio Railroad Company to construct a railroad from some point on its line between Knoxville and Monocacy to the District of Columbia, and the Senate has also passed another bill giving authority to the Metropolitan Railroad Company (the corporators of which are residents of the District of Columbia, and of Frederick and Montgomery Counties, of this State, to build a road from Monocacy to the same point. The latter charter will, however, become null and void should the Baltimore and Ohio Railroad Company commence the proposed work in one year, and finish it in five years, from the passage of the act; so that this latter grant is not likely to prove one of any practical importance. The precedence thus given to the great corporation in which the State is so largely interested, will generally be recognized as eminently proper and in consonance with the best interests and convenience of the public.

The distance from Monocacy to the District of Columbia, *via* Hyattstown and Rockville, is some 45 miles, and from Point of Rocks, a station lying between Knoxville and Monocacy, about 50 miles. If the Baltimore and Ohio Railroad Company should select the latter as the initial point of the proposed road, passengers from the West would have their journey to the capital shortened by fifty or sixty miles, and portions of Frederick and Montgomery Counties be accommodated with increased facilities of travel and transportation. It is probable that measures will soon be taken to commence the construction of the road.—*Baltimore Sun, March* 24.

Valuation of Allegheny Co.

The following is the taxable valuation of Allegheny County in 1864:

City of Pittsburg—		
Real estate	9,786,588 00	
Personal	241,980 00	
Occupations	900,735 00	
		10,929,303 00
City of Allegheny—		
Real estate	3,224,662 00	
Personal	257,547 00	
Occupations	525,346 00	
		4,007,555 00
Fifteen Boroughs—		
Real estate	2,792,613 00	
Personal	93,316 00	
Occupations	554,354 00	
		3,440,283 00
Forty-two Townships—		
Real estate	8,674,606 00	
Personal	759,160 00	
Occupations	1,065,789 00	
		10,499,555 00
Total valuation		28,876,696 00

The number of taxables is as follows:

	Resident.	Non-Resident.	Total.
City of Pittsburg	14,907	1,327	16,234
City of Allegheny	8,330	690	9,020
Fifteen Boroughs	10,129	1,099	11,228
Forty-two Townships	20,037	1,994	22,031
Total taxables	53,402	5,110	58,513

Progress of the Pacific Railroad.

We are informed that the reports in relation to the hostility of bushwhackers in Jackson County to the workmen on the line of the Pacific railroad, near Independence, have been exaggerated. No laborer has been molested or even threatened, but a few petty thefts have been committed, from time to time, of property belonging to the company. The work has not been stopped a single day, and the bridges destroyed by Price east of Kansas city have been rebuilt. Trains are now ready to run regularly between that place and Independence. Orders have been given for immediately laying the track to the Little Blue, and the work will now be pushed with all possible rapidity from west to east, as well as from east to west.

From Warrensburg the road bed is graded to Kingville, and the track will be laid to Holden, nine miles from Warrensburg, before the end of next month. All the iron, spikes, ties, and culvert timbers have been bought, and are now ready for use. About 800 laborers are employed on the grading, and were it not for recent wet weather, this part of the work would have been finished as far as Pleasant Hill. Additional laborers are going forward every day. Fifty teams and carts were sent up the road on Thursday morning, and from all information in our possession, we are happy to assure our readers that the progress of the road toward its final completion is entirely satisfactory. Unless some unforseen accident or interference should occur which cannot be provided against, the company confidently expect that the road will be completed its entire length to Kansas City the middle of July.

Gov. Fletcher manifests a strong interest in this work, as he does in all enterprises connected with our system of internal improvements. The Governor has secured ample military protection for the laborers employed on the road, and Gen. Pope and Gen. Dodge have assured the company of their hearty co-operation in promoting the early completion of the railroad by the aid of a military force adequate at all times to drive off Rebels in large or small gangs. The presence of three additional companies of cavalry has been secured, and the men are now on the ground protecting the workmen and property of the company. The

prospective completion of the Pacific Railroad is an event in which every citizen of St. Louis is interested. For years the want of this important road has been increasing, and we are pleased to record the favorable symptoms of its present condition, which promise so abundantly to give us a finished road before the Summer months are over. —*St. Louis Democrat, Mar.* 25.

Copper Product of Keweenaw District.

The following statement will show the number of tons of copper produced by the various mining companies in the Keweenaw District in the years named:

Mines.	1862.	1863.	1864.
Cliff	1,634.9	1,449.0	1,048.6
Central	304.6	440.1	609.1
Copper Falls	199.9	234.3	*246.1
Phœnix	57.5	151.1	248.2
Pennsylvania	....	.....	150.0
Petherick	63.1	56.7	5.5
Amygdaloid	94.8	51.6	113.9
Delaware	....	.....	50.0
North American	27.2	.....	.....
Bay State	....	2.5	41.4
Garden City	1.3	39.4	11.2
Ætna	....	.....	7.0
Madison	....	.....	6.5
St. Clair	....	.....	5.0
North Cliff	1.8	4.5	.....
Manhattan	....	.....	2.6
Empire	....	.....	1.0
Star	....	.....	1.0
Eagle R. (J. Pooley)	5.2	.....	0.6
Arnold	....	.....	0.5
Total	2,390.3	2,429.2	2,547.2
Decrease from 1862.	....	38.9	156.9
" from 1863.	....	.....	118.0

Central Pacific Railroad.

The Auburn, Placer Co., Cal., *Stars and Stripes*, of March 1st, says:

The work of grading the Pacific Railroad is now progressing rapidly. The Company have about 1,500 men and about 150 horses and carts employed, and the road bed between Newcastle and Auburn will soon be completed. The work of raising butts of the trestle-work at Newcastle has been commenced. We are assured that if the weather only continues favorable, the work of track-laying will be commenced about the 1st of April, and it will only require a few days to complete it to this place. A large force of laborers are also at work at several places between here and Clipper Gap. It is the expectation of the company that the track-laying will be continued, when once commenced, until the road is completed to Clipper Gap, a distance of 12 miles from Newcastle, and which will probably be reached in May. The work is heavy, but with the large force employed, the progress is by no means slow. The Company still need laborers, and employ all able-bodied men who apply. They would be glad to double their present force, and are increasing it as fast as they can.

Pacific Railway.—Eastern Division.

A correspondent of the Boston *Commercial Bulletin*, writing from Wyandotte, Kansas, says that "a daily train is now running to Lawrence, and during the summer will reach Topeka, the State capital. Since the death of Mr. Hallett, last summer, Mr. E. M. Barthlow has acted as superintendent. John D. Perry, of St. Louis, is president. I am told that the road is now clearing eighty dollars per day, with a steady increase as navigation opens. The Government aid of twenty-four thousand dollars per mile has not yet been received, neither have the company acquired a title to their land. The road thus far has been built and stocked by private funds, and has made its payments promptly. The Missouri Pacific Railroad has nearly repaired the immense damage committed by Price last Fall, and will be completed to Kansas City (connecting with the Union Pacific) this season. There will also be a road built from Leavenworth to Wyandotte during the summer; distance, twenty-five miles, thus giving Leavenworth a direct St. Louis connection."

The Continental Bankers.

The following interesting particulars with regard to the operations of the Continental Bankers in American securities, are taken from the Frankfort correspondence of the Cincinnati *Gazette*. We have long known of the transactions of several of these houses, and others in Germany of equal wealth and reputation. Our JOURNAL is regularly furnished to most of these, a peculiarity of its circulation, and we have from time to time taken especial care to give them early and precise information during the financial difficulties of the United States, always assuring them of the final result of the rebellion, and the increasing strength and resources of the country as adequate to meet all its engagements. If the JOURNAL has influenced their business, they will have made immense fortunes by relying on its statements, and investing in the securities recommended. The writer says:

In London, the chief firms engaged in this business are Rafael & Co., Cohen (a relative of the Rothschilds,) and Sattherwaite & Co.; and in Frankfort, Speyer, Ellisen & Co., Greenbaum & Bullion, Seibert & Co., Ph. Nic. Schmidt, and Seligmann & Stettheimer—the latter an American firm just formed.

It is probable that the Amsterdam bankers buy and import as many American national bonds as this city, but I think not. It is very strange indeed that none of our shrewd Yankee bankers have gone into this very profitable business, but have allowed it to be monopolized by the foreign dealers wholly. I think for the past two years not to exceed half a dozen steamers have brought quotations showing higher rates in New York than here. Now every steamer brings a large amount to London, and not less, generally, than a million to Germany and Holland. All that comes is absorbed at once, generally sold before its arrival, and still the cry is for more. Within the last week orders have gone to New York for over $5,000,000 (!) of 5-20s for this city alone.

The sale of American stocks constitutes the chief business at the Bourse. Orders arrive daily for large purchases from Brussels, Berlin, Dresden, Munich, and within the last week the bankers have received orders to purchase considerable amounts for Vienna, Geneva, and even St. Petersburgh. New fields for purchase seem constantly opening, so that it is impossible to glut the market. In Austria, it is not allowed by law for any person, as I am informed, to buy or sell anything but Austrian funds, yet the Austrian capitalists have caught the mania, and send their Austrian securities to be sold here, and the avails invested in American stocks, which are held in trust for them by the Frankfort bankers.

To give your readers a little idea of the extent of the amounts held by some capitalists in Germany, we could mention one individual here who holds a million dollars of 1881s, and a baron, I—hi, of Munich, who holds $500,000 5-20s, which he bought of the late King of Bavaria at 67, and I know of various other persons holding from $20,000 to $100,000 each. They have an abiding confidence in the restoration of the Union, and seem to be taking as much interest in our affairs as any of our own citizens. In November last the number of United States stocks held in Holland and Germany was estimated at two hundred million dollars, but it must be much more at this time, and it will not be long before the whole $510,000,000 of the 5-20s will be absorbed in Europe.

Pittsburg, Ft. Wayne and Chicago Railway.

The annual meeting of the stockholders of this company was held at Pittsburg on the 15th ult., at which the following gentlemen were elected directors for the ensuing year:

J. F. D. Lanier, S. J. Tilden, L. H. Meyer, — New York.
J. Edgar Thomson, G. W. Cass, S. Harbaugh, — Pennsylvania.
Kent Jarvis, Willis Merriman, Robt. McKelly, — Ohio.
Samuel Hanna, Jesse L. Williams, P. Hoagland, — Indiana.
W. B. Ogden, Illinois.

At a meeting of the Board of Directors after the election, Mr. McKelly resigned his position as a Director, and the Board unanimously elected the Hon. John Sherman, of Ohio, to fill the vacancy.

The usual quarterly dividend of two and one half per cent. to 1st April was declared, payable on the 17th inst.

The President's annual report for 1864 was read and accepted and ordered to be printed. As it is replete with interest, we have decided not to mar it by making a synopsis, hence it will be found entire in our present issue. Although of considerable length, it will amply repay a perusal by any one desirous of knowing the condition of this great thoroughfare of the trade and commerce of the West.

Debt of Allegheny County.

The funded debt of Allegheny County at the close of 1864 was as follows:

No. 1—Certificates of loan 6 per ct.	$70,899 53
No. 2—Vol. bounty bonds 6 per ct..	87,750 00
No. 3—Comptrollers coupon 5 per cent bonds	1,945,000 00
Comptrollers 5 per cent. Reg. bonds	156,770 95
" " " scrip.	473 42
	$2,260,893 91
Floating debt	488,027 25
Total	$2,748,921 16

☞ The Consolidated Coal Company, Pennsylvania, has been consolidated with the Wilkesbarre Coal and Iron Company. As a company operating in the Cumberland region have adopted a similar title to that of the Consolidated Coal Company, the new organization will be known as "The Wilkesbarre Coal and Iron Company."

☞ Our last advices from Liverpool mention the fact that petroleum has advanced in that market 2s sterling, or 50 cents of our money per gallon, and is in demand. This advance is owing to the excise duty charged on it here, and will not affect the sales as it is an article of prime necessity, and not to be had from any part of the world at present except the United States.

☞ At a sale of Sea Island cotton by the U. S. Marshal at Philadelphia on Tuesday last, the prices ranged from 29 cents to 27 for the best, and 6 and 7 cents for the damaged. The quotation of American at Liverpool on the 21st ult. was 14½@18d sterling.

☞ The Phillips Petroleum Co., of whose respectability and success we spoke last week, has had all its shares taken, and the price is not $4, as we supposed, and inferred from its circular.

Allegheny Valley Railroad.

The Allegheny Valley railroad has been leased to the Mahoning and French creek Railroad Co., a recently formed and charterd organization, and the new arrangement will go into operation on the first of April. The new company contract to put under construction immediately at each end of the road, ten miles of track, and to complete as rapidly as possible the seventy-six miles yet remaining unfinished. If they can easily obtain labor, this work will be done within a year. This road, says the Pittsburg *Chronicle*, "will be of immense importance to this section of the country, particularly when it is completed out through the oil regions, as it will then bring directly to this city, the oil which accumulates in such vast quantities during the winter, when the navigation of the Allegheny river is closed, and a great portion of which is now diverted to New York city. Statistics have shown that this trade amounts to three or four millions of dollars per annum and no effort should be spared to secure to our city the rich revenue arising from it."

Quakake Railroad.

The work of the extension of the Quakake railroad is progressing rapidly. By fall there will, in all probability, be another route open from the Schuylkill region to the city of New York. This road crosses the Catawissa road at the Quakake junction, and then, passing through Shenandoah city, reaches Centreville, and from there passes on to Mount Carmel, where it connects with the Shamokin Valley road. It will afford an easy and quick transit for passengers from Harrisburg and south, through the heart of the Pennsylvania coal fields—giving them an opportunity of seeing some of the wildest and most picturesque scenery. The road connects with three of our main roads, the Philadelphia and Erie at Sunbury, by means of the Shamokin Valley road, the Catawissa at Quakake junction, the Lehigh Valley road above Mauch Chunk, and the New Jersey Central at Easton.

Central Ohio Railroad.

The property, franchises, &c., of the Central Ohio Railroad Company were yesterday sold at public sale by H. J. Jewett, Special Master Commissioner, for that purpose appointed by the Circuit Court of the United States for this district, to J. W. Garrett, President of the Baltimore and Ohio Railroad Company, and W. H. Clement, President of the Little Miami Railroad Company, as trustees, who, in the purchase, represent the creditors and stockholders of said company, parties to an agreement looking to the capitalization and reorganization of the affairs of that company.

By the order of sale, no bid for less than $1,000,000 could be received by the commissioner. The sale was made at that sum, subject to the first and second mortgage, upon which there was due, on the first day of January last, as found by the court, about $2,800,000.

The purchase was made and the property will be held by the prrties named, in trust, for such of the creditors and stockholders as are parties to the agreement stated; and we understand from the gentlemen making the purchase, that all creditors and stockholders who have not signed the agreement and surrendered their claims, in accordance with the terms thereof, will have the opportunity of doing so at any time previous to the confirmation of the sale, which they will consent to be postponed to as late a day as the parties in interest may think is proper.

By the terms of the agreement, which we have had the opportunity of examining, interest upon all claims proposed to be settled under it is ignored, and the principal alone is dealt with. The Fourth Mortgage Bonds, the first in order of priorities, are to be paid in common stock at par, or in preferred stock at eighty cents to the dollar, at the election of the holder; the Income Bonds at eighty cents to the dollar in common stock, or at sixty cents in preferred stock, at the election of the holder. The Floating Debt will receive sixty cents to the dollar in common stock, and the present stockholders forty cents. By this programme, the liabilities of the Company will be reduced to about $5,000,000, which is regarded as a very reasonable estimate of its present and prospective value.

The agreement for the capitalization of the affairs of the company it is aimed to make eminently just in its provisions, and we refer to it now more at length than is our custom, that it may receive the full consideration of such of our readers as are interested in that company, and to advise them, now that they have the opportunity, to avail themselves of the time allowed by which they may become parties to it.—*Cincinnati Commercial, March* 29.

McGregor Western Railway.

W. B. Strong, long connected with the Milwaukee and Prairie du Chien Railway, at Janesville, has been appointed Superintendent of the McGregor Western Railway. This road is now operated by the former Company.

Columbia and Port Deposit Railroad.

The bill granting a right of way through the State of Delaware to the Columbia and Port Deposit Railroad Company has passed both branches of the Legislature of that State.

☞ The Montreal City Gas Company have issued a stock bonus of twenty per cent. in addition to their usual dividend of 8 per cent.

☞ The gold crop of Nova Scotia in 1864 weighed 20,022 ounces, an increase over the previous year of 7,021 ounces.

RAILROAD IRON.

I WANT to purchase one thousand tons best, from 40 to 60 lbs. rails, for a Corporated Company in Pennsylvania, payment made in first mortgage bonds to run for 30 years, at the rate of 7 per centum, per annum; bonds will be made out under special agreement, payable in Gold or in Sterling, interest payable half-yearly either in this City, Philadelphia, or in London. As to reference, no better can be given, and any further information will be given by

PHILIP NATHAN,
26 South William street, N. Y.

March 28, 1865. 3t-13

7-30 LOAN.

Tenth National Bank,

NO. 240 BROADWAY,

Bonds forwarded free of expense to all parties ordering.

Liberal terms to Banks, Bankers and Brokers.

D. L. ROSS, President.
J. H. STOUT, Cashier. 1m-11

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, March 17, 1865.

DIVIDEND NOTICE.—At a meeting of the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Co., held on the 16th inst., the regular dividend of TWO AND ONE HALF (2½) PER CENT. on the capital stock for the quarter ending March 31st inst., was declared payable, free of government tax, on and after April 17th prox., by the Treasurer, to Shareholders registered at Pittsburgh, and by Messrs. Winslow, Lanier & Co., No. 52 Wall street, to shareholders registered at New York.

The transfer books will close March 31st inst., and will reopen April 17th prox. By order of the Board.

4-12 F. M. HUTCHINSON, Secretary.

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier. 3m-3

GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y
GEO. GOODYEAR, New Haven, Ct.
GEO G GOODYEAR. HARVEY DURAND.

REFERENCES.

HON JOHN J. CISCO, late Assistant U S. Treasurer,
JACOB RUSSELL, Esq., Cashier U S. Treasury,
H. T. MORGAN, Esq., (of H. T Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N Y.
A. B. JOHNSON, Esq., Utica, N. Y
JAY COOKE & Co., Washington

FIRST-CLASS OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS and SPLENDID LIGHT AND VENTILATION,

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(NEAR THE HEAD OF WALL STREET,)

Nos. 5 and 7, 34, 36, 49, and 53 NEW STREET,

Nos. 4 and 19 WALL STREET,

Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,

And No. 55 Exchange Place.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

19 BROAD ST., cor. EXCHANGE PLACE.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 15, 1865.

The Union Pacific Railroad.—How to Construct it and Save Millions of Money and Years of Time.

The great work of restoring the Union having been nearly accomplished, the next great undertaking we have on hand is unquestionably the construction of the Union Pacific Railroad. Notwithstanding the war and its enormous demands on the people for men and money, the Railroad has not been forgotten. The first active movement in its favor was commenced during the war, and a period of great despondency. We can now continue it under the most exhilerating circumstances. In California there is great activity in laying out lines, constructing them and bringing them into use. Our readers have been informed from time to time of the progress of these works which are now going on, so as soon to cross the slopes of the Sierra Nevada, all looking to the approach of the great line from the East, where the difficulties of grade and construction are almost nothing. The Eastern section of this between Leavenworth and 100th parallel is finished for forty miles, and is being rapidly constructed for about 60 more. To the 100th parallel there is no doubt, the company having this part of the route exclusively under their own control, will in good faith proceed to finish it as fast as possible The road as far as completed is now doing a profitable business; indeed it has not capacity at present to do all that is offered.

The Company chartered by Congress is believed to be engaged in surveys and preliminary examinations of the routes beyond the 100th parallel, but probably will not, before the division E of the 100th parallel is in operation, be able to do much more for want of means of transportation.

The ordinary expectation of the public is that the whole line will be opened in ten or fifteen years.

This is too long altogether, but a delay quite unavoidable unless we can hit on a new plan of operations, and certainly there is one quite opportune and worthy of consideration.

At an adjoining meeting of the Chamber of Commerce to be held on the 15th, notice will be given by Mr. Bloodgood of his intention at a proper time to introduce a resolution to inquire into the propriety and feasibility of the employment of such portion of our large armies as may agree to the service, in the construction of the Union Pacific Railroad.

The mover contemplates the employment of two or three hundred thousand men, to be under military discipline, to receive the usual pay and rations, and to be led by the Engineers of the army. As a further reward for their services they should receive adequate grants of land along the line, so that they may be able to locate themselves on their own properties, to become artizans, agriculturists, miners, engineers, railroad employees or what else they may choose to be.

It is very certain that during the present war our soldiers and military and civil Engineers have together executed most remarkable works with astonishing celerity. Bridges of all sizes, tracks and superstructure, canals and ditches have been the work of their hands in every campaign. Large rivers have been turned into new channels or dammed into sufficient depth to pass large fleets around or over shallows. The spade has been as efficiently used as the musket or the sword, and in fact every soldier engaged in these works has become a practical Engineer. Now then as these men will in all probability be thrown back on the Country very suddenly, and be for some time in want of employment, would it not the best thing to be done for them and for the country, to transfer them with their own consent and with certain inducements of a valuable nature, to the line of the Union Pacific Road, and set them at work. They have most of them already made so many military railroads, that they may be considered as experts.

The following results might be safely calculated upon. The Government paying the wages and furnishing clothing and rations for these men, could offset this in money against the subvention of millions they have agreed to pay to the Company.

A large body of good of soldiers would have regular, remunerating and healthful employment until the road was completed. Their supplies and subsistence would give a great impetus to industry and protection in the Country in the vicinity of the work, to the manufactories producing the tools and materials for construction, and in a great degree favor the continuance of numerous works for the manufacture of shovels, spades, crowbars, barrows, trucks, &c., necessary for laboers on railways. A large demand for rail cars and engines would grow up as the sections came into use, while all this production, manufacture and activity would be immediate, for by the proper application of a force of 200,000 skilful men along the line, the whole could be made ready for use *within two years* from the time they commenced work. It is well known that with a force of 5,000 workmen, the Atlantic and Great Western Railway, was constructed for a considerable portion of it at the rate of one mile per day. At the same rate, forty miles a day could be constructed and finished by our own troops, if in the numbers stated, so that in fact between 13 and 1400 miles could be laid in a single year, counting the working days only.

Two years then would give ample time for its construction. At the conclusion of this period farms, mining grants, village and city lots, could be given as bounties and rewards to the workmen. These could then gather their friends and families around them, and permanent settlements and industrial occupations would follow on a large and profitable scale. The probability is that the whole

line of the road would be dotted with habitations singly, or in towns and cities; millions of acres of land would be put under cultivation, and in a short time a very dense population would cluster around these infant settlements. And finally the route to California being at once opened, the trade and commerce between the Atlantic and Pacific would become so enormous and so valuable as to materially enlarge the wealth and resources of the Country. We may safely say that the best if not the greater part of the trade of the East Indies and all that of the Northern Pacific Ocean would cross our continent in our own latitudes. In short that wealth would pour in in such enormous streams, that we should be surprised that we ever doubted our ability to meet our national debt. All these results may most surely be obtained by an immediate construction of the road in the manner suggested, and we believe our gallant soldiers would volunteer as one man for the purpose, for they can see as well as the most prominent men of the Country have seen, that we want but this one more element of National strength to open all our mines, and work them, and to reach the Pacific and appropriate its Commerce to ourselves.

Nor is the plan a novel one. The great canal of Suez has employed 25 to 26,000 men at one time, and is now navigable from the Mediterranean to the Red Sea. It seems to us that if this plan is matured and managed as well as our military campaigns have been of late, we might see cars starting from this city direct for San Francisco in the year 1868, and the traveler pass through countries where 200,000 contented soldiers were gathering their families about them in twice and thrice that number. The plan certainly deserves attention.

Important to Miners.

The "*United States Disintegrating Ore Co,*" have permanently located their office at Nos. 155 and 157 Broadway, N. Y. This company have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous, and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or as nearly so as is possible,—certainly 95 per cent. of it—expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus—reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests generally. To convey an idea of the superiority and value of the process of this company, the following statement is submitted:

We take the Sulphur, Arsenic and Phosphorus from the ore by attraction, and oxydize the baser metals,—or in other words—we attack Sulphur, Arsenic and Phosphorus, in a heated condition, by Hydrogen gas, which become by the contact, sulphuretted, arsenicated, or phosphoretted Hydrogen gas, as the case may be, and simultaneously another agent follows and oxydizes the antimony and the baser metals, copper, iron, &c.

By our process, the hardest minerals, combined with metals, are decomposed or disintegrated, so that, when thus treated, it is only necessary to pass the residuum between the grinding surfaces of mill stones, in order to remove the oxide from the metallic particles, after which treatment it is ready for amalgamation.

The first outlay for apparatus, including motive power, will be about two-thirds less than the cost of the expensive, complicated, and cumbersome machinery heretofore employed in practical mining operations; while the material required for the construction of our apparatus is mostly within the reach of miners, on their own ground. Those parts requiring transportation are easily obtained, and can be moved from point to point with perfect facility.

As stated above, the assay by our process, is reached within say 5 per cent., while the yield of metal by the old method of treating ores is well known to be an average of 25 per cent. of the assay.

Rights to use our process will be disposed of on the following terms, to wit:—$1,000 in cash, for a license to put up an apparatus of any capacity, and a royalty of $3.00 per ton; this amount being saved in preparing the ores for amalgamation by our process as the expense of preparing the ores by the old method is about $6.00 per ton. The Company are prepared to treat with parties owning good mines, for the purchase of such properties.

The following statement exhibits the difference in the results of treating ores by the old process, and that owned by this company. The results by the mechanical methods heretofore employed, at an enormous expense, are based upon the general experience of practical miners, while the results rendered by our process are based upon an estimate of $100 to the ton of sulphurets—$100 per ton being the lowest figure that should be given, as the yield of sulphurets by assay is from $100 to $1,000, or more, per ton.

STATEMENT.

Tons treated per day by the ordinary process	50
Yield of Gold per ton by the ordinary process	$25
Value of yield of Gold per day	$1,250
Working days of the year	300
Value of annual yield of Gold	$375,000
Annual expense of labor, $10 per ton	150,000
Net Annual Profit	$225,000

PER CONTRA.

Tons of ore per day treated by our process	50
Value of yield of Gold per ton treated by our process	$100
Value of yield of Gold per day	$5,000
Working days in the years	300
Value of annual yield of Gold	$1,500,000
Annual expense of labor, $10 per ton	150,000
Total value of annual yield of Gold	$1,350,000

RECAPITULATION.

Value of annual yield of Gold by our process	$1,350,000
Value of annual yield of Gold by old process	225,000
Difference in favor of our process	$1,125,000

We could show a greater difference still in our favor, from the fact that it is cheaper and easier to treat ores by ours, than it is by any other known process; but we can afford to be liberal, and have been so in making the above statement.

C. V. DeForest, Pres't.
T. Hampden Field, Sec.

☞ A bill is now pending in the Wisconsin Legislature, which provides for amending the several acts, incorporating the Mineral Point Railroad Company, so as to authorize that company to extend its line from Mineral Point, in the County of Iowa, to Tomah.

Toledo, Peoria and Warsaw Railroad.

The following is a comparative statement of the earnings of the Toledo, Peoria and Warsaw Railway from June 1, 1864, to March 31, 1865:

	1863–'64.	1864–'65.
June	$24,048 14	$35,469 99
July	20,799 91	27,391 51
August	24,249 80	37,165 31
September	27,011 14	47,640 44
October	26,700 38	44,052 98
November	24,849 87	44,733 45
December	26,420 76	39,230 30
January	20,983 79	39,738 68
February	26,689 92	45,813 92
March	30,214 05	48,605 50
	$252,067 76	$409,842 08

Increase in ten months, $157,774 32; average increase per month, $15,777 43.

Chicago and Milwaukee Railroad.

The following is a comparative statement of the earnings of the Chicago and Milwaukee Railroad for the months of December, January, February and March:

	1863–'64.	1864–'65.
December	$45,248 76	$62,844 46
January	86,428 65	59,764 68
February	46,158 32	55,329 68
March	46,875 10	70,418 86
	$174,890 83	$248,357 58

Gain in four months, $73,466 75; average gain per month, $18,364 19.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1863 and 1864 have been as follows:

	1863.	1864.
Freight	$2,500,959 91	$3,706,632 72
Passengers	1,797,972 12	2,360,398 55
Extra baggage	2,749 11	4,037 75
Mails	76,300 00	75,346 26
Express	40,809 70	49,757 58
Rents	15,149 17	.....
Rent of road	54,196 04	59,559 78
Rent of engines & cars	17,011 42	.....
Storage and dockage.	81 49	127 06
	$4,505,228 96	$6,255,859 70
Earnings over P.& O. Railroad	65,799 42	73,587 50
	$4,571,028 38	$6,329,447 20
Less operating expenses:		
Salaries	$77,083 26	$95,913 18
General expenses	83,402 14	126,044 59
Legal expenses	9,493 95	12,761 84
Claims and damages.	17,086 52	35,627 09
Station expenses	338,303 00	487,809 92
Train service	104,695 66	320,783 90
Wood and preparing.	80,692 68	78,946 85
Coal and preparing	165,282 14	287,000 72
Oil and waste	37,325 28	64,301 98
Other supplies	21,498 00	45,171 83
Repairs of engines	214,083 43	430,712 55
Repairs of cars	210,583 28	372,583 62
Repairs of tools, etc.	28,579 11	46,244 90
Cleaning engines and cars	25,718 55	47,849 35
Equipment expenses.	19,130 99	30 802 45
Repairs of road	458,386 84	794,569 79
Repairs of bridges	105,948 19	88,877 59
Repairs of fencing	31,634 71	55,588 04
Operating St. Chas. Air Line	1,709 78	2,337 47
Exchange	544 93	.....
Rent of cars	.....	664 12
Insurance	19,397 23	20,238 66
Loss and damage by fire	1,257 00	23,858 97
	$2,151,786 67	$3,460,739 39

Leaving net earnings,	$2,419,241 71	$2,868,707 81
Deduct charter tax..	300,394 58	405,514 04
	$2,118,847 13	$2,463,193 77
Add am't applicable to Interest Fund as per Land Office Report	660,244 13	730,970 73
Add am't applicable to Free Land Fund	151,083 67	290,619 67
Add balance of profit and loss account, N. Y. office profits from sundry sources		62,603 80
Net amount as shown in General Balance Sheet	$2,930,174 93	$3,547,387 97

Compared with the year 1863, the gross income from traffic in 1864 shows an increase of $1,758,418 82, with an increase in operation expenses of $1,308,952 72—making the increase in net earnings $449,466 10. Deducting the charter tax, the gain is $344,946 64. The balance to credit of Interest Fund Account, being amount applicable to interest and dividends, is $617,313 04 in excess of the previous year. The President in his report says:

The local traffic upon the Illinois Central line, in the year 1864, was much disturbed by the requirements of the Government; the forage and other supplies for the armies in the South-west were taken to a large extent from Illinois, and the preference, which the Government had a right to demand, prevented the Company from doing the private business of the line with regularity. Great dissatisfaction has existed on the line of the road. Although the rolling stock has been largely increased in the past two years, we have not kept pace with the increasing volume of our business, and require more motive power. Our expenses were much larger than in previous years. From a careful consideration of the possible condition of the traffic, if peace should be at once restored, I am disposed to believe that there would be a larger amount of business than we have yet had, and with diminished expenses.

You will observe from the Superintendent's Report that the increase of traffic over 1863 was 38 per cent, while the gain in net earnings is only 18.4 per cent. We are exposed to very expensive labor in the machinery and repair department while the war is in progress.

I am pleased to report the promising condition of the Land office. There has been a very active demand for land,—3,501 purchasers for 264,422 05 acres averaging $10 96 per acre, for $2,898,980 19. These sales are widely distributed and in small tracts. On the majority of them one-fourth of the purchase is paid in cash, and the balance payable in one, two and three years, with six per cent. interest payable annually in advance. A very thorough examination and adjustment of the sales made in previous years has been carried out. The arrears of interest have been generally paid. The policy of the Department has been liberal to the party actually settled upon and working the land. Great care has been taken not to dispossess any man making an honest effort to work his farm, and this course has established confidence in the Company.

At the close of the year there were upwards of 15,000 individual accounts on the books of the office, and no suit or claim pending in the courts in relation to any one of them; the balance of notes and contracts on hand is $9,357,692 56. There are 1,110,553 51 acres of land for sale. The collections were double those of any previous year—$2,575,928 45; of this sum $1,440,090 56 was paid for 1,200,000 construction bonds, which have been canceled.

The following statements are condensed from the various reports annexed. From the balance to the credit of income account a dividend of 5 per cent. was declared payable 1st of February.

Capital Account.

Balance as per last Report		$364,928 00
Receipts from Capital Stock—		
9,206 shares at $90 per share		828,540 00
113,260 shares at $10 per share		1,132,600 00
6 per ct. redemption bonds of 1890, issued		2,086,000 00
		$4,412,068 00
Applied to—		
Payment of 8 per ct. bonds of 1865.		$46,000 00
Permanent expenditures		1,065,180 52
Working stock of supplies		458,252 78
Miscellaneous assets increased		24,783 33
Cancellation of 7 per cent. construction bonds, received in exchange for redemption bonds—		
Amount thus redeemed		1,839,000 00
Premium paid in bonds on same		247,000 00
Balance		731,851 37
		$4,412,068 00

Income Account.

Balance as per last Report		$1,328,715 88
Net collections from lands, principal and interest		2,461,680 96
Net traffic in 1864		2,463,193 77
Profit and loss,—New York Office profits from sundry sources		62,603 80
		$6,316,194 41
Applied to—		
Interest on funded debt		$1,000,027 50
Sterling exchange		118,718 16
Dividends on shares		1,665,830 01
Cancellation of construction bonds—		
Rsdeemed in cash @120 per cent.	$1,437,000 00	
Premium paid on same	287,400 00	
		1,724,400 00
Purch'd at various rates.	291,000 00	
Premium paid on same..	47,688 34	
	338,688 34	
Deduct bonds on hand uncanceled	110,000 00	
		228,688 34
Premium paid in cash on exchange of $1,839,000 construction bonds, for $2,086,000 redemption bonds.		11,675 00
Balance		1,566,855 40
		$6,316,194 41

In pursuance of the measure suggested in the last annual report to supply the Trustees of the Construction Mortgage in advance of the collections from the land, two proposals were made:—first, To exchange two millions of six per cent. bonds due in 1890 for the land bonds at fifteen per cent. difference, and secondly, to call in $3,000,000 of bonds under the original condition, by paying twenty per cent. premium. The exchange was made, and a large proportion of the bonds called for have been taken up; there are still $618,000 to be paid, which are coming in from day to day. It is quite probable that, in the course of the present year, a portion of the Second Series of the six per cent. bonds will be negotiated at a difference of ten per cent. and give us an ample supply of construction bonds. The amount of bonds delivered to the Trustees in advance is already $2,257,000.

The shares have been paid in full;—part of our cash receipts from the lands have been applied to the discharge of the debt. When the bonds called for, with $240,000 eight per cent. bonds due March 1st, are paid, and for which we have the cash in hand, our debt will be reduced to $12,500,000.

It will be observed that the cost of the property of the Company exceeds the amount of share capital and debt; if the shareholders desire that the amount of capital issued, in the form of debt and stock, shall represent the cost of the property, and shall express this desire at the next annual meeting of the shareholders, the Directors will doubtless authorize the distribution among the shareholders of the requisite number of shares.

This property now consists of 706 miles of Railway, 105 miles of sidings and double track, of 133 engines and 3,500 cars. The machine shops are well furnished; the facilities for building locomotives and cars are ample. A very large outlay has been made at Chicago and Cairo for depot and station accommodations. I do not know that the Company will require any more land at any of its stations for many years; two-thirds of the structures on the road are of iron or masonry:—the cost of the property stands upon the books at $50,000 per mile, and besides the income from the railway, you will have for many years a large revenue from the land. We have the right, by paying an annual rent, to run our freight trains over the Peoria Road, which conects our Main Line with the Chicago Branch; the Company has no other engagement involving liability; it has no interest in other Railway lines, and has adhered thus far strictly to the policy of taking no share in extension by branches or otherwise, and is free at this time from litigation or controversy of moment. The first debt which matures is due in 1875, ten years hence.

General Balance Sheet.

Permanent expenditures			$29,675,409 75
Interest and dividend account	$8,066,496 01		
Loss avails of int. fund	3,547,387 97		
			4,521,108 04
Net cash assets, N. Y.	$2,128,304 47		
" Chicago.	107,402 30		
			2,298,706 77
Miscel. assets, N. Y..	$29,197 32		
" Chicago.	128,337 79		
			157,535 11
Premium paid on bonds delivered Land Department in anticipation			353,672 78
Working stock of supplies			1,073,677 55
			$38,080,110 00
Capital stock			$20,808,100 00
Cancelled bonds scrip			169,010 00
Construction bonds due—			
April 1, 1875, 7 per ct.	$7,970,500		
April 1, 1875, 6 per ct.	2,896,500		
Eight per cent. bonds, due March 1, 1865.	241,000		
Optional right bonds due Feb. 20, 1868	33,000		
Redemption bonds, due April 1, 1890	2,086,000		
			13,232,000 00
Bonds delivered Land Department	6,128,000		
Less in hands of the Trustees	2,257,000		
			3,871,000 00
			$38,080,110 00

Capital Stock.

Of the 255,000 shares 211,081 have been issued and paid in full	$21,108,100 00
From which deduct amount carried to interest fund in 1851	300,000 00
Total as above	$20,808,100 00

Net Cash Assets.

Cash assets New York office		$2,551,870 39
Less sundry coupons and dividends.		423,065 92
		$2,128,304 47
Cash assets Chicago	$681,075 83	
Less liabilities	510,673 53	
		170,402 30
Miscellaneous assets New York		29,197 32
" " Chicago		128,337 79
		$2,456,241 88

Interest Account.

Construction bond coupons of April and October		$950,212 50
Interest on Optional Right bonds		2,135 00
" Eight per cent. bonds		20,920 00
" Redemption bonds		26,760 00
Premium on Sterling Exchange to pay coupons in London		118,718 16
Dividend of Feb., 1864.	$792,812 80	
" Aug., 1864.	806,122 80	
U. S. tax on above	66,894 41	
		1,665,830 01
Add dividends paid in canceled bonds scrip in October 1858, and January, 1862, which scrip has since been converted into capital stock		1,772,270 00
Add amount at debit of this account in last annual report		3,511,650 34
Total amount at debit as shown in General Balance Sheet		$8,068,496 01

Permanent Expenditures.

Construction	$431,505 58
New equipment	567,036 69
Engineering expenses in Illinois	1,370 00
Land and right of way	681 92
Cairo City improvement	49,104 33
Twelfth street crossing	15,482 00
	$1,065,180 52
Add balance at debit of this account in last annual report	28,610,229 23
Total amount as shown in General Balance Sheet	$29,675,409 75

From the report of the Superintendent we learn that the motive power and rolling stock have been well maintained, and will compare favorably with its condition at the time of any former report.

The number of miles run by engines with passenger trains during the year was 942,580; with freight trains, 1,997,709; with construction trains, 75,826; with wood trains, 4,620; with switching trains, 366,155—total, 3,386,850, an increase over the previous year of 376,153 miles. Average number of cars hauled 12.77; pounds of waste used, 56,230; gallons of oil, 38,411; cords of wood, 19,319; tons of coal and coke, 87,967. Cost of repairs, $478,852 99. Cost of repairs per mile, 13.97 cents. Cost of wages 5.56 cents. Cost of cleaning, 1.05 cents. Cost of fuel, 11.57 cents. Cost of oil, waste and tallow, 1.35 cents. The entire cost per mile run by locomotives, including oil and waste, fuel, wages of enginemen and firemen, and repairing and cleaning engines, has been 33.52 cents, against 22.28 cents in 1863, and 17.42 cents in 1862; the total cost being $1,125,298 68, $670,802 43 and $446,125 82 respectively.

The expenditures on account of machinery department have been large, owing to the increased cost of labor and material, as well as the extraordinary expenses incurred where machinery is overtaxed. The necessity of working overtime and at nights, in order to keep the motive power in working order, owing to the scarcity of skilled machinists, added at least 100 per cent. to the cost of the work so done, over what it would have cost had the work been done at regular time.

The number of locomotives belonging to the company is 126; of these 107 are using coal as fuel, 15 having been changed from wood-burners during the year, and 10 new ones added. Fifty-one have received thorough repairs, of which 22 were rebuilt. Three have been built at the company's works during the year, and six more now under way will be completed before the close of summer.

The company have 68 passenger cars, 29 baggage, mail and express cars, 2 officers' cars, 1 pay car and 7 sleeping cars; 3,275 freight cars; 9 derrick, wrecking and tank cars; and 14 snow plows. There have been added to the rolling stock during the year, 6 new passenger, and 320 freight cars. Ten passenger and two mail and baggage cars were rebuilt, and with 56 house and caboose cars were re-roofed with tin; 48 house and 82 platform cars were rebuilt; 479 cars of all classes received thorough repairs, and 530 were re-painted. The cost of repairing passenger cars was 2.58 cents, and of freight cars 0.78 cents per mile run.

In addition to the motive power and rolling stock that have been charged to permanent expenditures during the year, there has been a large amount of shop machinery and tools supplied to the various shops.

The amounts charged on account of road department for the year have been $941,835 76 to operation, and $498,143 83 to permanent expenditures. These expenditures, for the reasons stated, are much in excess of the previous year for the amount of work done; on operation account, including repairs of roads and bridges, and repairs of station buildings, water tanks, wharves, and basins, the increase is $324,933 88 over 1863. The cost of repairs of road and bridges for each mile of road was $1,238 25; and for each mile run by locomotives was 26 cents, being an increase of $440 04 per mile of road, and 7.26 cents per mile run by locomotives, over 1863. There were used in the repairs of road during the year 250,307 cross ties, 255,819 lbs. spike, 35,338 chairs, 26,858 fish plates and bolts, 14,417 bars re-rolled iron, 2,079 bars new iron, 12,753 bars repaired iron, and 10,230 bars old iron. The average cost of repairing iron was $1 18 per bar. The bridges and station buildings have received thorough and in many cases extensive repairs. There have been 10.23 miles of ballasting completed since the last report; 17,113 feet, or 3.24 miles of new sidings have been laid and 1,404 feet of new fencing built.

The proportion of operation expenses to earnings is, exclusive of charter tax, 54 per cent., being an increase over 1863, of 7.6 per cent.; and inclusive of charter tax 60.4 per cent.

Number of passengers carried, 1,108,937—an increase of 256,278. Number carried one mile, 96,811,726—an increase of 23,732,974. Average number of miles traveled by each passenger 87.30. Revenue per mile 2.44 cents. Do., per mile of road, $3,338 61.

Tons of freight transported, 1,022,024—an increase of 69,210. Tons carried one mile, 153,271,668—an increase of 18,494,264. Average distance each ton was carried 150 miles. Revenue per ton per mile 2.51 cents. Average revenue per ton $3 77. Tons of freight carried one mile north, 48,785,788; do., south, 104,385,880. Tons of local freight carried, 837,763; do., carried one mile, 131,018,340; do., carried one mile north, 41,513,890; do., south, 89,504,450. Tons of through freight, 184,261; do., carried one mile, 22,153,228; do., carried one mile north, 7,271,898; do., south, 14,881,430.

Land Department.

From the report of the Land Department we learn that the total land sales in 1864 were 264,422.05 acres, for $2,898,080 19. The aggregate sales from commencement to January 1, 1865, were 1,484,446.49 acres, for $17,548,436 81. The unsold lands amount to 1,110,553.51 acres.

The following is a statement of transactions of the Land Department for the year 1864, and General statement of accounts to December 31, 1864:

Land notes and contracts on hand as per report of 1863		$9,914,008 58
Received in 1864.	$1,944,681 25	
Canceled in 1864.	1,219,284 68	
		725,446 57
		$10,639,455 13
Payments in 1864		1,281,762 57
		$9,357,692 56
Treasurer I. C. R. R. Co., remitted him as per report December 31, 1863	$2,549,047 63	
Remitted him in 1864.	561,983 52	
		3,111,031 15
Construction bonds canceled as per report of 1863	$2,671,000 00	
Canceled in 1864	1,200,000 00	
Premium paid on do.	315,018 75	
		4,186,018 75
Free lands bonds canceled as per report of 1863	$138,000 00	
Free Lands Fund as per report of 1863	377,908 02	
Remitted Treasurer account Free Land Fund in 1864	290,619 67	
		806,527 69
Expense account, as per report of 1863	$563,557 89	
Expenses in 1864	124,017 08	
	$687,574 97	
Less payments forfeited on canceled sales, 1864	80,334 90	
		607,240 07
Allowed from notes for prepayment and other causes, as per report of 1863	$115,567 95	
Allowed in 1864	63,255 85	
		178,823 80
Cash on hand	$117,980 18	
Notes receivable	6,114 83	
New office building	32,661 41	
Sundry assets	5,746 75	
		162,503 17
Defaulting agents		12,948 72
Expenses on purchased lots & lands		26,183 38
		$18,448,969 29

Acres.	Land Sales, 1864.	Cash.	Notes, etc.
207,085	Construction lands	$642,348	$1,496,741
47,487	Free lands	124,146	346,800
9,850	Interest lands	68,118	67,167
	Donated T. L.	30,706	15,372
264,422		865,318	1,926,080
1,098	Purchased lands	9,525	5,050
	Purchased T. L.	11,695	13,551
265,520	Total	886,538	1,944,681
1,313,104	Tot. to Dec. 31, '63	1,246,749	14,088,770
1,578,624		2,133,287	16,033,451
92,349	Canceled in 1864	10,153	1,219,234
1,486,275	Total sales to date	2,123,134	14,814,217
	Cash		2,123,134
	Interest account		1,435,161
	Suspense accounts		76,457
			$18,448,069

Construction Bonds Canceled.

Amount surrendered to the Trustees by the company as per report of 1863	$2,671,000 00	
Surrendered in 1864	1,200,000 00	
Making in all		$3,871,000 00
Applied on the issue of deeds as per report of 1863	$1,798,688 77	
Applied in the same manner during 1864	1,315,456 91	
		3,114,145 68
Leaving canceled Construction Bonds in Trustees hands Jan. 2, 1865	756,854 32	
To which add amount of bonds surrendered Jan. 14, 1865, in advance of receipts on construction lands sold	2,257,000 00	
Making the aggregate in Trustees' hands		$3,013,854 32

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR BAGGAGE OF PASSENGER LOST IN PASSING OVER CONNECTING ROADS FOR WHICH TICKET WAS SOLD.

The recent case of Schwarzenberger against The Pennsylvania Railroad Company, was an action for the recovery of damages for the loss of the plaintiff's carpet bag, containing as was averred, the wearing apparel of said plaintiff, $728 in gold coin, and a watch, chain, seal and key, valued at $130.

The plaintiff took passage at Philadelphia, for Cincinnati, on the 10th of February, 1861, having purchased at the ticket office of the defendants, a through ticket, and received from the proper officer of the company, a brass check for his carpet bag, having upon it the following letters and figures:

P. C. & C. R. R.,
Phila., 458,
Cincinnati.

The plaintiff left in the train the same evening, and was carried through to Cincinnati; but the carpet bag and contents were never delivered to him.

The complaint charged the defendants with carelessness and negligence as common carriers, which the defendants denied.

On the trial, the purchase of the ticket, the delivery of the baggage check, the loss of the carpet bag and its contents, were proven by the plaintiff, who thereupon closed his case.

The defendants then proved by their ticket agent at Philadelphia, that the tickets sold by the defendants to persons desirous of traveling beyond its lines of road, over other connecting or adjacent railroads, were in the following form:

"Philadelphia to Pittsburg. Pittsburg to Cincinnati. In selling this ticket for passage over roads west of Pittsburg, the Pennsylvania Railroad Company acts only as agents for the western lines, and assumes no responsibility west of Pittsburg."

The defendants also proved by one Garret, that he was, in February, 1861, and still is the general baggage agent of the defendants, the witness producing a paper, testified that it was the through baggage way bill from Philadelphia to points west of Pittsburg, for the 10.45 P. M. train, of February 10th, 1861, out of Philadelphia for Pittsburg; that he knew the signature of one C. S. Jenkins, who was the baggage agent of P., F. W. & C. R. R.; that that was his signature, and check "458," for "Cincinnati *via* Steubenville," was marked in the list of baggage on the way bill. The way bill was then admitted in evidence, the receipt at the foot of same being in the following words:

"Pittsburg, February 11th, 1861, received of the Pennsylvania Railroad Company the above described baggage, in good order, which we agree to deliver in like good order to the several destinations above stated: Signed C. S. Jenkins, Agent P., F. W. & C. R. R."

The defendants then closed their case, and the judge instructed the jury to find for the plaintiff, subject to an opinion afterwards to be formed by the Court, upon the points of law presented by the evidence in the case; and thus reserving the questions of law for the future consideration of the Court, the cause was submitted to the jury, who thereupon rendered their verdict, finding "for the plaintiff, subject to the opinion of the Court."

Afterwards the judge directed judgment to be entered for the plaintiff, upon the verdict. The defendants' counsel excepted to the charge and opinion of the Court, and the case was thereupon certified to be a proper one for the opinion of the Supreme Court of Pennsylvania, sitting in banc, which was afterwards delivered by

Strong, J.—The facts in this case are, in very essential particulars, unlike those which appeared in The Camden and Amboy Railroad Company *vs.* Baldauf, 4 Harris, 67, and they call for the application of different principles.

We have here no question relative to notice by common carriers, or its effect in limiting their common law liability. Nor need we inquire whether the defendants had power to contract for the carriage of the plaintiff and his baggage beyond the terminus of their railroad.

Conceding that they had, the evidence is very satisfactory that they did not.

The plaintiff took passage at Philadelphia for Pittsburg, and thence for Cincinnati. The carpet bag, for the loss of which, with its contents, this suit was brought, was offered by him as his baggage, and was received as such. There is no pretence that it was offered or taken as freight. Nothing was offered or paid for its carriage apart from what was paid for the plaintiff's own carriage as a passenger. It was offered in the usual form of personal luggage, and there was nothing to indicate a desire of the plaintiff, or intention of the defendants, that their obligation to transport safely the carpet bag should be distinct from or greater than their obligation to transport safely the person of the plaintiff. In fact, the luggage was understood and treated as inseparable from the passenger. What was then the contracts between the parties? The defendants are not common carriers except between Philadelphia and Pittsburg. They were under no obligation to carry the plaintiff beyond the termination of their route, or to transport his luggage. It is true, they received the fare for the whole distance from Philadelphia to Cincinnati, and if that were all, it might raise a presumption of an agreement to carry over the entire route between the two cities. But contemporaneously with the receipt of the fare, and as evidence of the contract into which they entered, they gave to the plaintiff a ticket, informing him that they assumed no responsibility for his carriage, and of course for the carriage of his luggage, beyond Pittsburg. They notified him that they acted only as agents for the carriers, whose route extended westward from Pittsburg, and not at all for themselves. With this express disclaimer of personal liability, there is no possibility of implying an agreement. It is not to be doubted that the defendants could act as agents for a connecting railroad line, and if they could, the contract for carriage between Pittsburg and Cincinnati was with the principals of the defendants, and not with themselves. Their own engagement was performed when they had transported the plaintiff to Pittsburg, and delivered his baggage to the carriers on the connecting railroad beyond leading to Cincinnati.

It is settled in this state that a carrier may limit his responsibility even upon his own route, by a general notice that the baggage of a passenger is at the risk of the owner, provided the terms of the notice are clear and explicit, and provided the notice is brought home to the employer. Beekman *vs.* Shouse, 5 Rawle, 189; Bingham *vs.* Rodgers, 6 W. and S., 500, and Saing *vs.* Colder, 8 Barr, 484. He may not, however, release himself from responsibility for want of ordinary care.

Here, however, was no attempt by the defendants to limit their responsibility as common carriers. There was nothing more than an express refusal to assume an additional and unusual liability, a careful guarding against the implication of a contract, which without the notice, might have arisen from the fact that the passage money for the entire distance to Cincinnati was here received. Towles *vs.* The Great Western Railroad Company, 7 Exch., 699.

This is the whole case. The plaintiff breaks down in the beginning. He fails to prove that these defendants contracted to carry him and his baggage beyond Pittsburg. His remedy, therefore, is not against them, but against the company which undertook for that portion of the route upon which the carpet bag was lost.

Judgment reversed, and judgment given for the defendants.

Atlantic and Great Western Railway.

The earnings of the Atlantic and Great Western Railway, New York, Pennsylvania and Ohio, including the branches to Cleveland and Franklin and the Oil Creek Railway, have been, exclusive of Erie bonus and mileage of cars and engines due to the Company:

1865.	Miles open.	Passengers, Mails, &c.	Freight.	Total.
January	322	$109,555	$245,200	$354,755
February	322	101,645	281,502	383,147
March	322	113,412	336,403	449,815

Bear Creek Railroad.

The Legislature of Pennsylvania has chartered the Bear Creek Railroad, which is to commence at a point on the Pittsburg and Erie road, between Sharpsburg and Greenville, in Mercer county, near the Ohio State line, where the Atlantic and Great Western Railroad crosses the Pittsburg and Erie road. From this point the line runs eastwardly, directly through the heart of Mercer county, and by the town of Mercer—enters Butler county near the northwest corner, and passes entirely across the northern end of that county, to the little village of Martinsburg on the bank of Bear creek, from which point two or three miles more of the road will give it a connection with the Mahoning and Franklin road.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	70c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	¾
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	2½
Bay State ..... L. S.	20,000	----	3½	15
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	2	10
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	6	Montezuma ..... N. Mex.
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	22½	----
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	25c
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	----	½
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	44
French Creek ..... Pa.	100,000	5	----	2½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	----	45c
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	----	5
Hilton ..... "	20,000	----	7	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	5
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	42½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	----	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20,000	5	16	10½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	10
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8n
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .. L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	43
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	18½
Pittsburg & Boston "	20,000	----	5½	44
Pontiac ..... "	20,000	----	3½	1
Prince of Wales .. Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	76
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	----	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	50c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	4½
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	50c
Superior ..... L. S.	20,000	----	4	6
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	5½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8¾
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Guy's River	100,000	2	----	----
Hampton	100,000	5	----	1½
Keystone ..... Pa.	----	----	----	----
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point	100,000	5	----	¾
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2¾
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	87,500	25	----	65
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	19
Beaver Meadow .. Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8½
Big Mountain ..... Pa.	----	----	----	4½
Blackball ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .. "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	5
Central ..... "	----	----	----	56
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	48
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	36
Fulton ..... "	50,000	5	----	4½
Gilbertson	5,000	100	----	66½
George's Creek ..... Pa.	10,000	----	----	210
Grand Tunnel	4,000	100	----	50
Green Mountain .. Pa.	----	----	----	8
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	9½
Locust Mountain .. "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields .. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	172½
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	22
Princess Alex .. N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	12½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	5,000	50	----	----
Short Mountain .. Pa.	16,000	50	----	35
Stafford	----	----	----	----
Suffolk	4,000	100	----	65
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	44
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	55	----	55

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Gregʼy (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	60c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	16½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	60,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col.	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	66½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	5	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	38
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	95
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 228	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	50½
30 Nov. '63	7.80	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	50
30 Nov. '63	5.60	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.76	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	29
30 Sep. '63	24.00	—	—	—	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	50.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,463	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	444,073	550,000	....	19,791	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	....	....	....	....	....
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	....	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep. '63	7.50	3.40	—	15	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,843	650,000	500,000	25,000	230,364	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	....	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	225,421	100,000	135,000	—	128,761	50,439	40	10	45
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	15
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	41
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.45	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	26
31 Oct. '64	8.73	—	236	33	3	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	35
31 Oct. '64	11.00	—	....	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	15½
31 Oct. '64	—	....	109	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	....	....	16
31 Oct. '64	11.17	....	....	....	....	North Philadelphia	....	....	....	....	....	....	....	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.32	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	98,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	130	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	9
31 Oct. '64	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	67
31 Oct. '64	6.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,289	9,418	5	....	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	25
31 Oct. '64	7.65	1.61	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	44
31 Oct. '64	5.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	19
31 Oct. '64	9.31	—	316	58	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,283	7½	....	68
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St. Louis	295,004	295,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1888	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1876	....
Citizens' [Pittsburg]'					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1860	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	38,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1860	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	85,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1866	100
2d Mortgage	80,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848.....registered	8,908,342	6	" "	1868	115
" " " ..... coupon		6	" "	1868	116
Texas Indemnity, of Sep. 9, 1850.....coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	99
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	105
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	110
" " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ...registered	264,148,400	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	102
" " " (5-20s)..... coupon		6	" "	1882	107½
Loan of March 3, 1864, (10-40s)....registered	112,770,100	5	Mar. & Sept.	1904	92
" " " " .....coupon		5	" "	1904	93
Loan of March 3, 1864 (5-20s) .....registered	85,789,000	6	May & Nov.	1884	
" " " " .....coupon		6	" "	1884	107
Treasury Notes of July 17, 1861.....coupon	615,250	7.3	April & Oct.	1864	114
" of Mar. 3, 1864.....coupon	300,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	.....	99
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	.....	
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks).....	433,160,550				
Fractional currency.....	24,254,094				
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	999,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	99½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'65-'80	65
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Imprr. stock.....Inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'90	100
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,058,173	2½	" "	1856	68
—State Int. Imp bonds (not adjusted)	391,000	...	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks .....coupon	200,000	7	Jan. & July.	1865	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc).....coupon	516,130	6	.....	d'm'd.	60
" — " (R. R. etc).... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	3,393,333	6	.....	.....	----
" — " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.)... "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,555,555	5		'89-'90	104½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	104
" — " " (dollar)..... Inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1883	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,692	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.)... "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	5	June & Dec.	'68-'77	123½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip.....	200,000	6	" "	'64-'68	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1885	118½
" —Back Bay Loan ..... "	163,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6		'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	87½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	71
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	73
" — " " N. Missouri ... "	4,250,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'88	----
" — " " C. & Fulton ... "	500,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	...	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans.....	100,000	6	" "	1867	----
" " — " " "	6,922,274	5	" "	'63-'74	108
" " — " " "	15,889,925	6	" "	'64-'75	117
" " — " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	65
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") "	1,016,000	5	" "	1865	95
" — " " (" ") "	379,566	6	" "	1858	----
" — " " (" ") "	2,183,532	6	" "	1870	100
" — " " (" ") "	1,600,000	6	" "	1875	101
" — " " (" ") "	4,095,309	6	" "	1881	102
" — " " (" ") "	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	125,680	6	" "	1862	103
" — " " (war loan).....coupon	1,500	...	" "	1866	----
" — " " (" ")..... "	279,313	...	" "	1856	----
" —Irreducible debt (school funds, etc.)...	2,920,468	6	Yearly.	.....	----
Oregon—State scrip	55,372	...	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	88½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,680,514	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1884	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1854	----
" — " " "	1,558,673	5	Jan. & July.	1855	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	660,000	5	Jan. & July.	1862	----
" —Bank Charter Loans.....	200,827	5	.....	.....	----
" —Relief Notes in circulation...	97,360	...	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	434,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'66-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1892	50
" — " " (interna. impr.)	2,033,566	5	.....	Var.	40
" — " " (railroads) .... "	12,799,000	6	.....	Var.	54
" — " " (capitol) ..... "	605,000	5	.....	1890	40
" — " " (Hermitage) . "	45,000	6	.....	1890	65
Texas—Had no debt in 1861	.....	...	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	108½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" " " " (railroad) ...	18,264,842	6	Jan. & July.	'85-'93	52
" —State bonds (railroad) .....coupon	12,824,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	6	" "	1892	----
West Virginia—No information	.....	...	.....	.....	----
Wisconsin—State bonds (civil) ....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'75-'86	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,610	367,556	3,709,970
1865	354,755	263,147	449,815	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,784	55,123	74,600	63,995	86,211	76,426	81,455	103,635	94,925	107,758	73,751	64,937	908,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	163,294	1,678,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,588	288,159	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,534	66,703	77,408	89,170	104,272	100,403	82,595	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,066
1862	120,776	90,607	75,676	76,459	102,353	138,274	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	309,187	2,885,426
1865	293,535	236,949	262,575	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,888	275,506	299,607	473,186	551,122	426,945	494,122	3,976,925
1864	273,876	317,839	390,355	371,461	409,554	521,059	482,054	519,306	655,364	708,714	705,496	645,943	5,801,021
1865	536,675	481,165	506,290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,228	780,250
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,573	84,083	94,408	82,467	82,400	882,499
1861	85,239	76,918	85,663	90,324	65,502	63,137	52,229	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	164,058	176,195	203,329	158,077	125,000	100,000	113,615	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,206	380,343	349,953	330,657	361,819	359,114	455,285	465,959	570,008	414,764	4,661,049
1860	354,000	346,000	433,311	457,161	355,479	360,406	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	455,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	658,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	859,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,491
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	903,341	886,039	1,240,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	283,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	200,004	153,758	210,890	188,000	193,931	248,971	259,643	321,059	243,163	254,196	2,684,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	169,280	268,983	280,562	284,029	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,648	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,678	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	646,410	522,556	592,276	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	28,252	25,891	38,579	32,668	29,854	37,271	56,687	46,452	61,329	55,257	49,444	512,218
1863	38,203	53,778	60,540	54,356	35,326	40,706	58,704	52,564	77,112	83,056	76,764	65,893	710,225
1864	56,540	77,874	90,855	73,215	83,964	75,055	89 633	94,375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,626	93,503	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,032	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	45,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	103,721	76,163	109,661	164,369	122,272	61,805	1,163,734
1863	67,181	76,132	44,925	83,177	106,967	111,261	71,587	99,352	165,417	206,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,516	157,099	121,113	1,723,381
1865	98,183	74,283	70,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,845	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	253,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	156,951	170,362	161,391	126,558	178,773	235,090	276,181	231,305	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	160,915	226,819	276,109	325,818	303,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	294,935	241,236	189,145	238,012	308,106	375,567	332,200	345,048	3,302,541
1864	256,000	304,445	333,058	327,200	264,818	311,717	279,129	355,264	398,330	404,563	444,523	398,091	4,077,744
1865	356,784	299,590	413 322	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,148	375,488	339,794	306,186	3,168,065
1864	252,455	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	406,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,699	709,671	681,702	520,396	6,803,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,698	962,980	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,692,244
1863	920,272	790,167	867,590	911,397	859,126	841,165	818,512	840,450	1,079,551	1,041,622	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,703	1,276,117	1,450,076	1,193,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	285,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,506	337,495	389,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	295,358	234,456	276,209	291,763	278,219	2,906,535
1862	192,216	217,161	244,423	258,674	283,906	264,285	288,725	414,707	448,994	463,878	466,567	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	506,517	464,809	451,884	574,456	714,302	815,902	746,955	520,009	6,324,063
1864	436,741	532,756	617,021	669,383	.....	936,188	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	205,358	245,938	286,844	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	252,695	277,009	261,210	249,419	277,590	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,944
1864	290,676	457,227	611,297	574,680	499,547	520,942	486,687	669,102	705,974	758,980	743,851	.....	7,120,466
1865	684,260	696,738	886,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,339	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,479	144,736	143,748	162,921	1,554,912
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,513	42,064	64,414	73,679	67,946	67,428	84,879	122,786	106,160	125,027	77,590	51,256	926 738
1861	59,639	47,043	62,651	76,274	79,278	80,074	93,464	158,722	142,527	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	55,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,805	151,052	134,563	111,339	1,439,798
1864	79,735	95,543	132,896	123,987	127,010	146,338	139,626	244,114	243,840	221,670	230,309	265,154	2,050,322
1865	144,000	139,171	155,753	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1903	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	93
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1854	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1886	98½
" " " 1850.	700,000	6	Jan. & July.	"	1880	97
" " " 1865.	1,128,500	6	Jan. & July.	"	1875	99½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1855	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1884	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $800,000	799,600	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90½
Consolid. Mort. Loan $5,000,000			"	"		98
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'55-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1861	105
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	85
4th Mortgage (S. F.)	1,265,300	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1863	112½
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort & M.	1860	
Chicago and Aurora 1st Mort.	189,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	584,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1875	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	100
General 1st Mortgage	3,600,000	7	" "	" "	1885	75½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	87
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	581,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1890	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1894	110
3d Mortgage	605,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	122,500	7	April & Oct.	New York.	1865	90
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1856	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1941	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1876	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'84	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	330,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	70
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	101,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,340,000	7	May & Nov.	" "	1876	104
Convertible	1,002,000	7	" "	" "	1867	93
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	108
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	61	" "	Augusta.	1861	
3d Mortgage	250,000	61	" "	"	1902	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	5†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	853,800	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,800,000	6	May & Nov.	New York.	1851	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'65-'75	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'91-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1833	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	200,000	7			var.	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Mariette and Cincinnati:						
1st Mortgage Bonds	669,575	7	Feb. & Aug.	New York.	1891	81½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	100
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1870	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	12½
1st Land Grant	2,740,000	7		" "		50
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,085	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	850,000	6			var.	
Mortgage	460,000	8			1860	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1903	96
Extension	116,000	6	May & Nov.	"	1879	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	61,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'65 '70	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1890	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	563,000	8			1895	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	98½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1888	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	2,634,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,002,500	7	June & Dec	" "	1885	100
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1886	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	107½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
Debt to city of Baltimore	850,000	---	----	"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	380,000	10	" "	"	1897	109
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1994	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1860	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	96
" 1844, "	810,000	6	" "	"	1880	96
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1856, "	1,442,000	7	" "	"	1886	120
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	102½
Improvement	14,500	6	May & Nov.	Boston.	1865	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1899	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	84-'94	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$250,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68½
2d Mortgage	937,500	7	" "	"	1868	23½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1865	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1876	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1565	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1566	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'58-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	97
Wilmington and Manchester:						
1st Mortgage	556,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	67.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.2	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	605,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	285	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,350	*	—	703,350	700,000	—	1,493,350	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT. *													
31 July '60	22.5	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	22.5	46,938	65,500	36,668	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	802,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	406,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.6	208,329	428,518	150,702	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,558	—	—	117
30 Nov. '63	8.48	5.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,718	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78.631	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 982	66.0	211.836	270,672	54,299	8	90
31 Mar. '64	61.3	1.0	63.6	—	29	75	406	New York and New Haven	4,721,982	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	5.5	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
— — '62	100.0	5.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	59.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.0	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	90.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	68	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,900	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,198	528,042	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	65.1	—	.....	—	8	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,206	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	306,500	19,913	2,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	40	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2.770,484	1,273,518	2½	88
30 Apr. '64	240.0	226.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	494.0	1,955,519	3,090,211	1,350,499	8	110
1 Apr. '63	242.0	—	29.0	28	23	23	705	Chicago and Northwestern	12,325,389	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 093,054	448,503	—	32
31 Mar. '64	181.8	—	.....	—	81	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402.748	—	8,380,576	228.4	1,162,880	2,143,875	1,103,414	6	97
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,985	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,065	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	84
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,222 000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	114
— — —	148.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	36½
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	35
— — —	108.0	—	.....	—	...	...	.....	INDIANA.													
31 Aug. '57	109.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	556	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,867	119.342	—	.....
1 Dec. '58	89.8	50.2	.....	—	23	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,930	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '63	84.0	—	.....	—	...	...	.....	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	445,528	230,854	9	100
1 Dec. '62	78.0	—	11.0	—	15	14	201	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	995,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	.....
31 Mar. '64	86.0	46.0	2.0	—	17	10	263	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	265,156	—	100
— — '58	255.0	—	.....	—	...	...	.....	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
30 Nov. '64	73.0	—	.....	—	21	28	440	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	8,000,000	288.0	.....	645,827	371,40	—	384
								Terre Haute and Richmond	1,983,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,565	1,037,979	521,254	15	156½
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	IOWA.													
31 Dec. '59	80.0	—	.....	—	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	792,733	665.000	92,658	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	1	84	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,886	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Keok., Ft. Desmoines & Minn	1,037,876	82,490	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
								Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	16,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,909	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	79.0	—	.....	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	— }				} Louisville and Frankfort	1,398,832	126,736	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120.069	3	66
30 Jun. '64	185.0	83.0	13.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,560	—	3,242,218	566,000	339,297	5,855,520	80.0	180,204	401,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.2	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,598	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,556,277	3,417,185	1,697,060	12	109
31 Mar. '64	246.0	251.0	.....	—	96	110	1,185	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	62
								MINNESOTA.													
31 Dec. '62	14.5	—	—	503.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	835,992	6,331,899	236.0	.....	884,542	328,992	—	.....
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,234,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	85.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	85.2	.....	250,047	1121,650	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.5	579,324	1,047,567	420,020	—	26
31 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,952	—	2,459,207	4,350,000	—	.....	168.8	.....	444,400	182,900	—	.....
31 Dec. '62	152.0	—	8.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
30 Feb. '63	196.0	—	14.4	87.3	14	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,456,420	196.7	507,640	679,966	227,398	—	.....
28 Feb. '63	77.0	—	1.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]766	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,585	—	.....
30 Sep. '62	86.5	8.6	8.2	—	10	13	219	*St. Louis and Iron Mountain*	[illegible]1,153	344,168	—	1,971,127	3,501,000	67,361	5,906,277	90.1	282,631	253,256	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,623	205,594	757,381	36.5	76,244	79,761	43,561	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491	—	7,983,475	149.0	oper. by	.....	.....	—	45
30 Sep. '61	53.0	2.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,237,779	—	271,145	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	101
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	555,500	.....	.....	37.0	.....	66,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,224,873	3,321,755	3,990,254	16,151,962	10,781,883	630,555	33,673,644	286.5	1,932,769	4,481,559	3,054,653	6	101
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	2,232,262	29.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,061,669	1,085,387	—	44
								MASSACHUSETTS.													
30 Nov. '63	23.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345		1,830,000	440,000	5,629	2,275,629	70.9	372,053	563,718	167,051	6	104
30 Nov. '63	74.3	8.8	51.1	—	56	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,018,326	482,656	8	114
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400		3,160,000	87,720	—	3,247,720	61.8	423,801	853,727	397,729	8	127½
30 Nov. '63	44.6	24.0	60.1	—	30	55	315	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	123
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,866		631,666	121,000	—	1,087,722	47.1	77,036	130,088	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	10	134	Connecticut River	1,614,375	187,563		1,591,100	250,000	—	1,943,288	52.4	169,351	344,194	168,068	6	95
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,337,600	58,500	4,394,100	99.0	477,753	812,556	390,594	6	91½
30 Nov. '63	50.9	42.6	74.8	—	35	37	457	Fitchburg	3,189,351	350,149		3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,943	8	105
30 Nov. '63	12.4	—	2.8	—	2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	3,961	307,496	.....	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	25,684		600,000	—	—	704,386	71.0	167,154	223,794	59,077	8	126½
30 Nov. '63	20.1	1.5	1.2	—	5	15	69	New Bedford and Taunton	480,160	52,516	14,000	500,000	283,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,887	49,222		357,155	667,900	208,502	1,246,565	33.0	67,883	53,238	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	506	Old Colony and Fall River	3,179,661	264,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	108
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	248,305	226,900	1,386	471,592	.....	.....	17,520	17,262	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	275,129	39,727	—	250,000	—	—	298,962	11.7	51,675	156,406	53,698	8	116
30 Nov. '63	6.1	.....	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	.....	.....	.....	.....	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,543	—	2,214,225	925,760	—	3,321,695	77.3	112,503	271,815	140,136	—	46
30 Nov. '63	156.1	17.3	120.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,276,929	2,439,838	1,232,831	10	130
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,086,925	685,400	—	2,969,852	53.6	328,025	382,183	180,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	41.8	.....	470,078	125,286	7	61
31 Mar. '63	29.3	—	2.6	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	29,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	693,258	*	—	595,555	558,000	—	.....	52.7	.....	37,701	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	5,048,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	77
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,059,500	173,982	3,261,344	76.0	.....	259,921	112,538	—	.....
31 Dec. '62	63.9	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	130
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,887,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	772,000	609,656	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,214	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	443,573	1,461,896	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,000	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	166,550	204,200	77,798	438,798	21.2	—	90,618	29,542	—	.....
31 Dec. '62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	259,385	154,905	6½	103
31 Dec. '62	56.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,823	212,500	31,743	821,984	—	82,936	90,122	46,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	54,555	1,257,087	—	—	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,966	1,587,555	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,569,083	—	—	850,000	2,395,000	1,070	3,269,088	160.3	618,390	1,134,286	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,638	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,216,853	*	4,104	24,935,800	17,822,400	1,067,083	43,045,284	807.0	6,916,324	13,429,643	4,594,725	8	88½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,238,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	13,997,890	3,506,745	9	101½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,377,518	14,200	11,514,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	7.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	825,480	35.1	70,235	162,757	85,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	928,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	23	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	268,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	165,668	585,201	279,210	6½	106
30 Sep. '63	40.0	6.7	3.5	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	600,000	276,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,286	200,000	69,800	339,186	13.0	43,124	47,308	24,242	—	.....
30 Sep. '63	81.0	—	5.5	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.6	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,200	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	222,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	223,069	477,554	225,201	8	.....
15 Mar. '60	91.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	30	508	Central Ohio	5,579,508	922,670	106,133	1,628,556	3,673,000	1,125,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	80.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,056	118,147	2,500,000	1,634,000	—	4,956,265	207.0	.....	1,083,328	495,691	10	123
31 May, '59	131.5	—	—	51.0	16	10	382	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,972	.....	131.5	804,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	523,255	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	296,789	23,540	1,035,065	1,752,400	128,857	2,917,322	67.0	248,287	875,209	228,661	—	45
31 Oct. '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,596	728,202	500,000	3,600,000	1,508,000	—	5,108,000	96.7	567,296	2,066,623	1,268,785	22	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,305	84,229	8,251,646	203.5	.....	1,436,317	552,800	—	74
31 May '64	109.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	698,257	55,025	4,654,800	7,288,790	—	8,107,005	188.6	796,262	1,691,266	823,714	8	101
31 Dec. '58	61.4	—	.....	51.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	81.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	15	48	206	Columbus and Xenia	1,421,216	262,965	618,150	1,420,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	256,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,806,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.4	—	39.6	—	26	28	413	Little Miami	4,107,139	492,979	457,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,562	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,879,554	378,487	53,005	11,164,820	226.6	445,157	620,025	299,650	—	.....
30 Apr. '62	192.5	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,849,420	192.3	.....	629,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	163.9	52.0	.....	—	33	23	448	Sandusky, Dayton and Cinc.	3,983,573	496,400	102,885	3,260 887	1,496,728	11,190	5,139,662	206.9	383,594	660,162	123,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,293	—	.....
31 Dec. '63	242.4	—	.....	—	43	15	823	Toledo & Wabash	9,366,638	*	25,000	3,314,778	6,561,830	28,272	10,152,682	250.0	1,279,950	1,439,793	540,921	—	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	23.0	11.0	19.0	28	5	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	860,215	171,286	—	—
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000	—	3,634,000	143.0	316,747	380,489	149,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600	—	1,335,500	74.0	176,968	394,852	195,901	8	9½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,595	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,827	1,984,948	721,782	20	—
31 Oct. '64	58.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,564	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,516	43,741	2½	—
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	153,530	486,786	189,002	10	—
31 Oct. '64	81.0	—	2.0	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	85,456	—	—
31 Oct. '64	16.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	64.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,468	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	42.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	—
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	485,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,598	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	61	4	2,713	Lehigh Valley	7,433,703	1,739,410	—	6,627,050	1,477,000	17,552	8,121,582	87.5	502,026	2,280,262	1,452,134	20	56
31 Oct. '64	28.5	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	32½
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	)	7½	55½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	246,401	—	55
31 Dec. '64	300.8	66.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,356,315	5,504,810	19,860,000	16,634,840	—	43,520,356	356.9	5,846,778	14,759 057	4,065,112	10	57
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139.079	232,390	—	1,35 ,100	315,000	—	1,678,100	24.0	283,780	473,147	207,893	8	51½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,76 ,623	—	—	5,013 054	9,940,000	10,500	14,968,554	(oper. by Pe		nn. R.R.	Co.)	—	19
31 Oct. '64	93.0	64.0	218 8	—	216	74	12319	Philadelphia and Reading	18,998,276	5,736,480	—	20 072 322	7,271,879	—	27,344,202	512 3	1,926 309	9,269,341	4,568,150	15	53½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	224,006	477,658	10	145½
31 Oct. '64	96.0	—	31.6	—	41	100	961	Phila., Wilmington and Balt.	9,349,300	*	—	8,6 ,300	692,000	—	9,349,300	197 0	839,238	3,206 560	1,365,200	10	62
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,469	—	12
31 Dec. '63	468.5	—	73.8	—	145	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,985,178	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	92½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,316	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1,009,096	182,312	1,855,448	24.4	118,668	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	572,000	1,343	965,127	29.6	95,666	248,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	861,615	24,572	260,000	706,365	195,268	197,905	1,099,536	51.2	.....	.....	.....	—	—
31 Dec. '58	109.5	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,459,789	324,161	—	1,429,008	1,145,000	345,646	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,825	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	56	790	South Carolina	.....	.....	.....	.....	2,642,833	.....	.....	.....	.....	1,499,636	701,948	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	805,214	514,000	99,110	1,137,707	47.6	.....	99,887	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	818,718	187,466	—	—
1859	140.0	—	5.0	—	10	10	128	East Tennessee and Virginia	2,810,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	867	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,689,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	20.0	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,187,400	*	—	798,285	554,949	338,516	.....	59.4	89,870	177,256	60,629	—	—
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	517,447	632,500	22,369	.....	47.4	54,175	84,139	44,966	—	—
1859	24.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,507	56,816	—	144,894	406,000	5,000	.....	34.2	30,035	28,898	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	519	Nashville and Chattanooga	3,652,582	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	560,000	204,444	.....	45.5	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	5.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	418,000	428,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	.....	154.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	58.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	270-000	240,000	171,560	.....	50.0	31,200	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,845	*	—	455,900	976,000	389,003	.....	70.0	102,200	282,826	196,566	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.5	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	303,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	28	25	558	Rutland and Burlington	3,591,705	556,275	—	2,232,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	650,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.5	21.0	—	42	46	841	Vermont Central	5,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	841 045	262,887	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper. by Vt.		Central	.....	8	101
30 Jun. '63	23.7	—	0.2	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	723,200	.....	1,801,886	23.7	49,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,033,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.		53,852	—
								VIRGINIA.													
1 Aug. '59	41.2	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,138	88,131	1,884,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	5.9	5.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	776,500	118,789	.....	113.7	703,034	186,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,378	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,222,150	*	—	466,905	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.2	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,656	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.5	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	574,500	—	1,366,300	1,851,500	292,542	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	121	Petersburg and Roanoke	1,223,520	*	—	883,200	102,500	5,799	1,484,527	80.5	.....	320,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,685	143.2	224,014	560,994	224,398	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,679	*	52,800	1,041,880	643,960	96,523	.....	78.6	159,981	279,945	145,381	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,540	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	50.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,945	3,162,754	1,480,522	52,929	4,882,929	196.0	280 968	854,081	339,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,818	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	85.0	—	3.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	85.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	325,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,464,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	39
10 May, '64	102.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	296,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,863,378	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	150	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	33.0	—	92	126	1,689	Great Western	22,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	327	Northern (O. S. & H.)	5,456,615	*	—	.....	4,900,980	765,959	5,678,939	96.1	402,670	467,268	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	105.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	167,840	20,005	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,333	—	1,350,000	18,100	136,000	1,709,232	60 0	.....	120,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	50.5	.....	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	613,668	4,000,000	3,575,000	—	10,763,723	48.7	.....	5 027,428	1,853,924	18	22

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	23½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	85
Chicago & Northwestern (pref.)	2,400,000	7	5½	61½
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	61½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	47½
Erie (preferred)	8,535,700	7	7	84
Hannibal & St. Joseph (preferred)	5,258,856	7	—	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	800,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	79
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	61
Toledo & Wabash (preferred)	982,900	7	7	67
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1856	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb. RR.	....	....	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	97½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6	....	....	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	565,500	6	M. & N.	1876	94
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	900,000	6	" "	1878	50
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	550,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	....
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	156
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	59½
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	8	....
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	126½
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	27
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,260	—	10½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	46

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	55 — @ 56 —
Pig, American, No. 1	45 — @ 47 —
Bar, Swedes, assorted sizes (in gold)	— @ 92 50
Bar, Swedes, assorted sizes	199 — @200 —
Bar, English, Refined	135 — @140 —
Bar, English, common	125 — @130 —
Scroll, English	170 — @235 —
Bar, American, Common & Refined	125 — @135 —
Band, English	165 — @ —
Horse Shoe	165 — @170 —
Rods, English	140 — @220 —
Hoop, English	175 — @250 —
Nail Rod per lb.	11 @ — 13
Sheet, Russia per lb.	25 @ — 27
Sheet, English, Single, Double and Treble	8 @ — 11
Sheet, Am., Single Double and Treble	8 @ — 10½
Rails, English (gold) per ton	— @ 60 —
Rails, American	— @100 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	21 @ — 26
English Spring (1st & 2d qlty.)	— 13 @ — 15
English Blister (1st & 2d qlty.)	— 13 @ — 21
English Machinery	— 14 @ — 17
German	— 16 @ — 18
American, Blister	— 13 @ — 16
American, Cast, Hammered	— 21 @ — 25
American, Cast, Rolled	— 14 @ — 17
American Spring	— 14 @ — 18
Milan (in bond)	— @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suite) per lb.	— @ — 58
Sheathing, Yellow	— @ — 40
Pig, Chile	— @ —
Bolts	— @ — 58
Braziers'	— @ — 58
American Ingot (cash)	— 34 @ — 36½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	9 50 @ — —
German Refined	9 50 @ — —
English	9 50 @ — —
Bar per lb.	— 14 @ — —
Pipe and Sheet	— 18 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 42 @ — 43
Straits	— 41 @ — 41½
English	— 35 @ — 35½
Plates, Charcoal I. C per box	13 50 @ 14 —
Plates, I. C. Coke	10 50 @ 13 —
Terne, Coke	10 50 @ 11 50
Terne, Charcoal	12 50 @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	— @ 7 50
Clinch (cash)	8 25 @ 8 50
Horse Shoe, Forged (cash) per lb.	— @ — 35
Wrought, English (cash)	— @ — 65
Ausable Horse, Norway Iron, Forged	— @ — 40
Zinc Nails (6 mos.)	— @ — 25

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 35 @ — 35½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 71 @ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 51 @ — 52
Naptha, Refined, (60@63 gravity)	— — @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending April 12.

	Th 6.	F 7.	Sat 8.	M 10	Tu 11.	W 12.
American Coal Co.	....	....	....	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N.Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	33	33	32½	34½	35	34
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	88	88
" " pref.	....	90	91	....	....	....
" " 1 M.	....	....	....	....	....	98
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	110	....	....	....	....	....
" " " 8 p.c.	....	....	....	....	114	112½
Chic. & Northwest'n	28½	28	27½	30½	32½	32
" " pref.	55	58½	58½	62	64	62½
" " 1st M.	75½	....	....	....	....	87
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	100	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	92	94½	92½	95½	98	97
" '1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	68	66½	66	70	72	74
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	75	....	75	....
Clev. and Toledo	....	102	....	101	....	....
" " S.F. 7 p.c.	....	....	....	98	....	100
Cumberland Coal, pref.	38½	39½	46	52	57	44½
Del. & Hudson Canal	149	....	151	153	....	156
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-6.	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	44½	70	68½	70	70⅞	68⅞
" pref.	78	82	82½	81	80	85½
" 1 M. 7 p.c. '67	....	....	....	....	100½	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	95	....	....	100	....	100
" 4 M. 7 p.c. '80	91	91	....	....	....	93
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	99½
Hann. & St. Joseph.	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	90	90	....	....	....	....
Hudson River	98	101	101½	107	107½	107½
" scrip	....	....	....	....	....	....
" 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	103½	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	95	....	....
Illinois Central	99½	102	101	106½	108½	110
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	105	....	105	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	16½	16½	16½	17½	17½	17
Michigan Central	99½	101	....	110	110	109
" S.F. 8 p.c. '82	....	....	....	....	111	111
" conv. 8 p.c. '69	....	....	106	....	....	....
M. S. and N. I.	60½	64	63	65½	64½	63½
" " guar'd.	....	....	....	....	....	....
" " 1M. S.F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	35	35	....	40	39	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	70	70	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	35	....	....	....	....
Missouri 6s	62	65	64	68	68	68
" iss. to H. & St. J. R.	72½	....	73	....	73	....
" " Pacific	....	....	....	70	71	71
New York Central	93	99	98½	104	103	102
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	102	102	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	....	....	....	....	98	98½
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" "1M. 7 p.c. '73	....	....	....	....	....	....
" "2M. 7 p.c. '64	....	....	....	....	....	....
" "3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	24½	25½	25½	27½	28½	27
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	....	....	....	235	....	....
Penn'a Coal Co.	170	....	....	172½	....	....
Phila. and Reading	99	102	102½	108	109½	108
Pitts. Ft. W. & Chicago	90½	94	91½	94	95½	93½
" " 1M.	....	101	101	101	....	101½
" " 2M.	....	....	93	....	....	....
" " 3M.	....	....	....	78	80	....
Quicksilver Mining Co.	66	68	67	69½	69½	68½
St. L., Alton & T. H.	27	29	....	32	35	36
" " pref.	60	61	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	75	....
Tennessee 6s, 1890	....	55	56	58	60	64
Toledo & Wabash	....	....	....	....	45	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	93
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	....	55	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	92¼	92¼	92¼	92¼	93¼	94
U. S. 5s, 10-40s, reg.	----	93	----	----	----	----
U. S. 6s, 1881, reg.	107¼	----	----	107	108	----
U. S. 6s, 1881, cou.	107¼	107¼	107¼	107¼	108¼	108¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	115	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98¼	----	99¼	----	99	99
U. S. 6s, 5-20s, coupon	107¼	107¼	107	107¼	108¼	108¼
U. S. 6s, 5-20s, new	107¼	----	----	107¼	108¼	----
U. S. 6s, " reg.	102¼	102¼	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	150¼	149¼	148¼	144¼	145¼	145¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	5¼	8¼	----	9¼	----
" preferred	24	23	24	----	23¼	23¼
Camden & Amboy	130	----	130	130	----	130
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	88¼	----	----
" " 6s, '83	----	----	----	89	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	97¼	100	100	100	----	100
Ches. & Del. Canal 6s '86	----	94	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	55	55	----	----	59¼
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	55	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	32¼	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	54	54¼	----	----	----	55¼
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	23	23	25	----	----	----
" " 6s	85	----	86	----	----	----
" " 10s	105	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	54¼	55	55¼	56¼	56	57
" 1st m.	101¼	----	----	102	----	102
" 2d m.	----	----	96¼	97	----	97
Penn. State, 6s	----	----	88¼	89	----	88¼
" " 5s, coupon	----	----	----	----	89¼	----
" " 6s, W. L.	100	100	101	101	----	----
Philadelphia City, 6s	85¼	----	----	86	86¼	86
" " new	89¼	89¼	89	89	89½	89½
Philad., Germ. & Nor.	----	----	----	----	----	51¼
Phila. & Reading	49	49¼	50¼	51¼	51¼	54¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	19	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	24	----	25¼	----	27	
" " pref.	28¼	30¼	30¼	32½	----	33
" " 6s '82	75¼	----	79	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	87	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	10	----	10¼	----	----	10¼
" " 6s '78	----	----	----	----	----	50
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	20	20	20	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	46	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	25
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	65	67	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	----	100	----	----	100¼	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	100	100	----	100	100
Balt. and Ohio	----	----	----	101	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	99¼
" " " '80	----	----	----	----	----	----
" " " '85	----	97	97	----	98¼	98¼
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	85¼	86¼
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	110	113	114	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	122	123	----	----	----	----
Cheshire, pref.	45	----	44¼	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	95	----	----	----	----	----
Eastern, Mass.	90¼	90¼	91¼	91	91	91¼
Eastern, N. H.	----	92	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	77	----	----	----	----	----
Old Colony and Fall R.	105	----	105	105	----	----
Ph., Wil. & Baltimore	60	60	61¼	61	62	62
Portl'd, Saco & Ports.	----	99	101	----	----	----
Vermont & Canada	----	100	100¼	----	----	101
Vermont & Mass.	----	40	40	----	40	----
Western	----	130	130	----	130	130
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	47	49	50	50	50	50½
Middlesex "	----	----	----	----	----	50
Central Mining Co.	----	----	----	----	----	----
Franklin "	40	----	44¼	45	44	----
Isle Royale "	10	10¼	10¼	10¼	----	----
National "	----	----	----	----	----	----
Minnesota "	8	----	9	9	9	10
Pewabic "	40	43¼	43	43	----	----
Pittsburg "	60	----	----	----	----	44
Quincy "	71	75	----	----	75	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of March:

Maryland 6s	60	to	65
United States 6s, 1881	56	"	57
Do. 5s, 1874	48	"	50
Virginia State 6s	43	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	61	"	66
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	35¼	"	36¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	77	"	78
Illinois Central 7s, 1875	60	"	61
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	54	"	54¼
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	63
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1886	50	"	55
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	28	"	32
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, April 15, 1865.

Stock Exchange and Money Market.

We cannot permit the result of the recent strategic and victorious operations of General Grant, his able coadjutors and his gallant armies, to pass by without an appropriate record in our columns. We live in the midst of unexampled events, and those of us who have been spared to witness their magnificent conclusion, should not refrain from uttering our joy at the approach of peace which will bring in its train its thousand blessings. Nor should we forget to express our thankfulness or rather gratitude to that Omnipotent power which has reached down from its high dwelling place, planted anew on our citadel his banner of love, and who in our extremity of foreign and domestic assault taught our paralized hands how to war, and our fingers to fight. It is a remarkable circumstance, so remarkable as to be worthy of record, that the recent events have called forth from all classes of loyal men, no matter what their religious belief, the simultaneous expression of gratitude to the great Ruler of Nations such as was never before uttered, and from every lip and from every heart there have gone forth thanks and adoration for the visible interference of Divine Providence in our behalf.

Against weaknesses in the Cabinet, blunders in the field, against domestic treachery, combination and ingratitude, our cause has triumphed, and at the critical moment when the opportunity came for the final blow, great Generals were raised up for us, animated by the noblest and most disinterested purposes to guide our veteran batallions and lead them to unparalleled and glorious victories.

The historian who at some future time shall write the history of this war, will have a theme of the most magnificent proportions, the opportunity of discussing the power of the great principles at stake, the dangerous subtlety of daring abstractions interposed as a shield and cover for practical injustice and fraud, the mighty inherent power of free institutions, with the danger they have had to encounter from pretended friends; the entire failure of a great retrograde march in human progress, and the glorious triumph of a persistent, manly, self-denying and truthful people, "pledged to religion, liberty and law."

There is no doubt of the fact, that the rebellion was begun and prolonged under an entire deception. The leaders of the South overrated their own powers, and undervalued those of the North. They moved audaciously to the assault against the unprepared and unsuspecting North confident of victory. There was not a doubt in their minds but that success would attend their arms; and at first it did so, blinding the judgment of many among ourselves as to the final result, and adding to their own numbers from the ranks of the doubtful and wavering.

Another mistaken calculation from the first, was the confident expectation of an unjust assistance by foreign powers. And though in part and indirectly granted them through the loop holes of neutrality, it was with such a sense of embarrassment and with so many protests, that it only made their cause the more feeble.

The next mistake was in imagining that the resources and means of the North would be broken down, and that the early denial of credit to the U. S., by the French and English Exchange, not a house of either Nationality coming forward to our assistance, while a rebel loan found early supporters and subscribers there, would in itself be fatal to our cause. While the scrip, bonds, Treasury notes of the rebels have now seen the day when they lie in piles in the gutters and cellars of Richmond, not worth the price of good clean rags, the credit of the North has stood high and unimpeached among its own patriotic people, and all the money demanded by the Government has been always forthcoming in spite of the most vigorous efforts of sympathizing operators in the gold market, to weaken our confidence in the country.

Let it not be forgotten that the financial battle has been fought as hard as any in the field. The North has swarmed with emissaries to spread

their ambiguous voices in every street and every corner against our National credit, against our currency, against our responsibility. Funds provided by the rebel Government have been used to bring our currency down to the degradation of their own, presses have been subsidized in our midst to stagger our faith in ourselves and our rulers, and the whole armory of deceit, lies, frauds and cruelty has been exhausted of its weapons to take the life of our country.

All these circumstances have given a peculiar tinge to the controversy now coming to a close, but which in and by its close has raised the character of the American people to a height, which when the eyes of spectators of the old world are turned upon it, must produce in the observers a sensation worse than giddiness. The civil wars of Rome were but the trial of strength of factions, those of Greece of ambitious talent, those of Germany of thick-headed controversy, those of England of families for forty years, or fanaticism during the manhood of a Cromwell's life, those of France a combat between ill-digested philosophy, rank infidelity, and dynastic and clerical bigotry, while this war of ours has been on our part waged for humanity, truth, liberty, progress, the unalienable rights of man, and with sublime faith in the principle of self-government not only possible, but competent to outlast all other forms, by which foreign despots have cheated, trampled on, and desolated the human race, and man has been made to mourn.

Now when we look at this subject in this light and with these feelings, we may well see that the results of our recent victories must have a most tremendous influence not only on ourselves but on the world. No break up of the "model republic," no loss of territory, or of political, or commercial, or material power has gratified the vision of those persons on the shores of Europe, who as they watched the setting of the orb of day predicted the disappearance of our great light of liberty forever from the Western skies.

All this is changed. The spectacle we now present to the old world may well challenge its wonder. A mighty rebellion has been put down, a grand Nation of States wickedly dissevered has been reunited, its territory and boundaries have been preserved intact, and above all, its eye is not dimmed, nor its natural force abated. It has thrived amidst its struggles, grown richer and stronger and bolder amidst its trials, wiser, better, greater in its sufferings; it has purified itself of its last deepest guilt, and stands this day at the head of the greatest powers of the world as the strongest and most enduring defence of religious, civil and political liberty.

When we arrive at this state of feeling, we have arrived at a point at which we can look at our financial burden as a comparatively trifling affair, as if our debt was nothing compared with what it has helped us to achieve, as if our resources were equal to any obligation we have incurred however large, as if our wealth was as yet but in its infancy, and as if we might religiously and thankfully assume, that we are the special objects of the favor and protection of the Almighty.

We confess we cannot write without deep emotion when we reflect on the origin, duration, and now the consequences of this great result. We were forced into it. We had been making concessions to the South for half a century, we were willing to make still more. But treason was in their hearts, they longed to "sprinkle blood," as their leaders said at Montgomery, "in the faces of the people," and if we advanced to repossess ourselves of our own despoiled possessions, we were told that "with bloody hands they would welcome us to hospitable graves."

And now that the weapons have fallen from their hands, and peace has been conquered at so large a cost, we who have from first to last stood by our cause and country, "unshaken, unsubdued, unterrified," we are but too thankful for even the humble part we have played as journalists, during this eventful time.

The hopeful view we have taken of our financial affairs all the way through, is of course not only enlarged by the present condition of things but brightened. We see the value of our currency rapidly appreciating, fixed incomes resuming their former value, the Government likely soon to withdraw from the market as a borrower, our National expenditures about to be largely diminished, an annual surplus in the treasury, our population and industrial products increasing rapidly, our national and local securities advancing, and the whole tone of the public feeling improving. Certainly with half of the debt of England and far greater national resources, with all its energy and more enterprise, we may calmly or rather hopefully look the future in the face.

Our National Banks are giving us a sound and universal currency, the Government will as rapidly as safety will permit, withdraw its issues, and trade and commerce will revive with accelerated force. Never did a Nation come out of such a war so gloriously or so strong.

The market already begins to show that this cheerful view of things is generally taken. Railroad shares and securities are on the rise. Exchange is down to a low figure; stocks of goods are cheap, and becoming scarce, calling for further importations, and money is easy although paper has doubled its value within a few months.

In another column to-day, we point out how the Railroad to the Pacific may be rapidly and economically constructed, building up new towns and cities and populating new States, and how the commerce of the world may be diverted from its old paths to the new.

We have also the promise of the Navy and Post Office departments that the surplus steamers of our navy shall be employed in a new mail service instead of as heretofore being used as pageants in the harbors of distant countries to gratify the pride of unfriendly courts. In short all the elements are in our hands for a long and peaceful career, and a boundless prosperity.

It has been asserted that unless we have gold high and a depreciated currency our exports will fall off. This argument so called has been actually maintained in high financial quarters but the facts appear to be otherwise. For the first two years of the war the inflation of the currency was not excessive, and the premium on gold was comparatively small, and in 1863, when the premium was on the average but 40 per cent. the exports were 300 per cent. in quantity and the value actually, undiminished relatively. This shows that the variation in currency had but little to do with the quantities exported, as the following table shows:

	In 1859–60. Exported.	In 1863–64. Exported.
Wheat and flour, bu	17,200,000	41,800,000
Indian Corn, bu	3,314,000	4,975,000
Butter, lbs	7,640,000	20,795,000
Cheese, lbs	15,515,000	47,733,000
Pork, brls	204,700	312,325
Bacon, lbs	25,844,000	110,759,000
Lard, lbs	40,289,500	85,385,000
Petroleum, gals	———	23,192,000

It is known also that our exports have been large in proportion to our exports for some time past, and there stand to our credit abroad, funds remitted there through apprehension, of more than 100 millions, balances accumulated on the transfer of our vessels to foreign flags, and for freights earned. These sums may be expected to come back to us, and a leading commercial British Journal admits that British capital to the extent of 28 millions withdrawn from the United States in consequence of the war will be re-invested here. All these circumstances must be taken into account as great auxiliaries in our restoration to our normal condition.

The sale of of 3,000 bales of cotton on Tuesday was well attended, and the price in gold was considered to be liberal. The rates obtained were for good middling from 25 cents to 15 for good ordinary, principally taken for our own manufactories as it is understood. Still the fall in the article is so great, that it must affect its value in Europe and bring down the cotton speculators with a crash.

The sales of the 7-30s continue to be made on a grand scale. It is stated that Jay, Cooke & Co. have offered, so large is the subscription, to furnish the Treasury with a hundred millions per month. Legal tenders are being very largely collected by our City Banks, forty millions of them being now held by them as a reserve. Exchange is still low and drooping, a significant and favorable circumstance.

There is quite a spirited demand for railway shares at an advance, and railway properties generally are assuming their just rank in the security market.

The week's exports from this port exclusive of specie were of the value of $1,613,293 against $3,181,888 the same period the last year, and considering that the paper dollar is worth twice what it then was, the difference in the value of the exports is not so much as at first sight would appear. The balance in the Sub-Treasury on Tuesday was $32,111,977 12. The London *Star* of a very late date in its commercial article speaks as follows of the rise in 5-20s, "the rise clearly indicates the real opinion of the market. Those who hold Confederate stock, and wish to get rid of it, naturally strive to create a favorable opinion for the South; and it is marvellous with what ease theg can impose on many who are ignorant of the geography of the United States, and who do not know the limited area to which the war is now reduced."

We give elsewhere an abstract of the Annual Report of the Illinois Central Railroad Company for 1864. The gross earnings were $6,329,447 20; the expenses, $3,460,739 39; and the net earnings $2,868,707 81—deducting the charter tax, the net earnings were $2,463,193 77. This shows an increase, as compared with 1863, in gross earnings of $1,758,418 82; in expenses of $1,308,952 72; and in net earnings of $449,666

10. Deducting the charter tax in both years, the gain in net earnings is $344,364 64. For the first three months of this year the earnings have been $1,661,241, against $1,204,250 in the first three months of 1864—showing a gain of $456,991.

The earnings of the Toledo and Wabash Railway for 1864 were $2,050,822 against $1,489,798 in 1863—a gain of $610,524. For the first three months of 1865, the earnings have been $438,924 against $208,473 in 1864—a gain of $230,451.

The approximate earnings of the Chicago and Rock Island Railroad for the year ending March 31, 1865, were $3,101,118, against $2,143,875 in 1863–64—a gain of $1,057,243. In January, February and March, 1865, the earnings were $793,059, against $577,368—a gain of $215,692.

The earnings of the Erie railway for the first three months of the present fiscal year were $3,035,006, against $3,033,478 in 1864—a gain of $1,528.

The earnings of the Hudson River Railroad for the first six months of the present fiscal year (October to March inclusive) have been $2,558,707, against $2,412,575 in the corresponding period of the previous year—showing a gain of $146,136.

The earnings of the Marietta and Cincinnati Railroad for March show an increase of $2,648 81; and for the three months ending March 31, an increase of $53,973.

The increase in the earnings of the Michigan Southern and Northern Indiana Railroad in March was $80,264; in the past three months, $175,893; and for the fiscal year ending March 31, $869,346.

The increase in the earnings of the Pittsburg, Fort Wayne and Chicago Railway for March is $275,244; and for the past three months, $908,338.

The earnings of the Chicago and Alton Railroad for March are $92,356 in excess of those of March, 1864; and for the quarter are $351,438 in excess of the corresponding period of the previous year. For statement of the earnings of the above roads the reader is referred to our table of Monthly Earnings on page 353 of our present issue.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 65; Tennessee 5s, 40; Illinois coupon bonds, 1865, 88; Georgia 6s, 65; McGregor Western 1st mort., 72, Milwaukee and St. Paul 1st mort., 80½; Long Island R. R., 80; Stonington R. R., 114; Mariposa 1st mort., 45; Manhattan Gas, 180; Nicaragua Transit, 5; Wyoming Valley Coal, 55; Central Coal, 56; Brooklyn 6s, Water Loan, 99; 4th National Bank, 95; Bank of Commerce, 101; Metropolitan Bank, 120; Park Bank, 130; 9th National Bank, 100; Central National Bank, 100; Tradesman's Bank, 120; Corn Exchange Bank, 102; Union Bank, 116; Buchanan Farm Oil, 95c.@1.05; Cherry Run, 68c.; Excelsior, 4.50; Fountain, 2.30; Germania, 75c.; Oceanic, 2.50; Tack, 2.10@2.15; Rynd Farm, 8.15@8.20; United States, 8.75@8.90; Empire City, 2.50.

Philadelphia.—Allegheny County 5s, 72; New Jersey 6s, 100; West Chester 8s, 80; do., 7s, 100; Harrisburg 6s, 97; Phil. and Reading 6s, 1880, 96; Phil., Wil. and Balt. R. R., 60; North Penn. chattle scrip, 76; 10th and 11th streets R. R., 44; 13th and 15th streets, 19; Fulton Coal, 4⅝; Big Mt., 4½; Clinton Coal, ⅝; Swatara, 5¾; Lehigh Zinc, 30; Bank of North America, 190; Kentucky Bank, 100; Atlas Oil, 1¼; Allegheny and Tideonte, 94c.; Big Tank, 3⅛; Briggs, 2½; Bull Creek, 2; Blue Creek, 4; Caldwell, 5; Cherry Run, 3⅜; Corn Pl., 4¼; Curtin, 10½; Cow Creek, 1⅛; Crescent, 1⅛; Duncard, 1⅝; Densmore, 4; Dalzell, 6; Eureka, 1; Egbert, 2⅝; Eldorado, 1; Excelsior, 94c.; Franklin, 2; Gt. Eastern, 1⅞; Howe's Eddy, 1½; Hibbard, 1¼; Hyde Farm, 3; Jersey Well, 3; McClintock, 4; Mingo, 3½; McElrath, 2¾; Maple Shade, 19; McCrea, 2½; McElheny, 4⅜; Oil Creek and C. R., 4; Organic, ⅝; Olmstead, 1¾; Penn., 2⅝; Petroleum Centre, 1; Rock, 2⅞; Royal, 1¾; Ross, 1¼; St. Nicholas, 3⅞; Sugar Dale, 3¼; Schuylkill and Oil Creek, 1; Story Farm, 1⅝; Sherman, ⅞; Sutley, 1¾; Slippery Run, 5; Sugar Creek, 8½; Tarr Farm, 2; Walnut Island, 1¼; Wm. Penn., 3¼; Winfield, 81c. The latest quotations are: City 6s, 86@86¼; do., new, 89¼@89½; State 5s, 89@90; do., coupon, 89@92; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 62; Reading, 53@53¼; do., 6s, 1870, 93@94; do., bonds, 95½@97; Camden and Amboy, 129½@130; Penn. R. R., 57¼@58; do., 1st mort., 102@102¼; do., 2d mort., 96¾@97; Little Schuylkill R. R., 33½@34; Morris Canal, 89@90; do., pref., 120@125; do., bonds, 90@96; Wyoming Valley Canal, 46@48; do., 6s, 90@94; Susquehanna Canal, 10@10¼; do., 6s, 50@55; Sch. Nav., 27⅝@28; do., pref., 32⅜@32⅝; do., 6s, 1882, 78@80; Union Canal bonds, 20@21; Delaware Div. Canal 30@32; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 47@50; do., 7s, 1878, 97@99; do., Chattle 5s, 72@73; Long Island R.R. 6s, 90@95; Lehigh Coal and Navigation, 59½@60; North Pennsylvania, 26@28; do., 6s, 86@87; do., 10s, 104@106; Philadelphia and Erie, 18@20; do., 6s, 95@95; Minehill, 55½@57; Catawissa, 8½@10; do., pref., 22@23⅞; Lehigh Valley, 63@64; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 66½@67; Race and Vine, 9@9; West Philadelphia, 66@68; Spruce and Pine, 21@25; Green and Coates, 25@30; Chestnut and Walnut, 30@45; Arch, 12½@15; Thirteenth and Fifteenth, 18½@19; Girard College, 20@26; Tenth and Eleventh, 44@45; Norristown, 55½@55⅝.

Boston.—Western R. R. 6s, 101; Northern (Ogdensburgh) 1st mort., 92; Rutland and Burlington 1st mort., 58¾; Boston and Lowell R. R. 6s, 1875, 97½; Boston, Hartford and Erie R. R., 20; South Shore R. R., 6½; Massachusetts 5s, 1891–'94, 98; Bath City 6s, 1870 93; Boston 6s, 1874, 100¼; Portland 6s, 94¾; Boston Water Power Co., 45½; Cary Imp. Co., 9¼; Essex Co., 92; Union Steamship Co., 124; East Boston 12½; Gilberton Coal, 65½; Mammoth Vein Coal, 26½; Short Mt. Coal, 35; Mt. Pleasant Coal, 32¾; Belmont Coal, 8½; Bear Valley, etc., Coal, 19; Rocky Mt. Gold, 19; Tremont, Bank, 108; Blackstone Bank, 105; Suffolk Bank, 117; Eliot Bank, 108; 2d National Bank, 132¼; Traders' Bank, 93; Continental Bank, 103¼; Merchants Bank, 111; Boston Bank, 77¼; Columbian Bank, 132½; Pawners Bank, 96; Hamilton Bank, 112¾; Exchange Bank, 129; 1st National Bank Dorchester, 124½; State Bank, 75¼; Globe Bank, 128; Atlantic Bank, 102; Bank of Commerce, 105½; Marblehead Bank, 80; Union Bank, 182¼; Boston Mining Co., 1¾; Bay State, 16; Concord, 2¾; Copper Falls, 22¾; French Creek, 2¾ Hancock, 10¾; Huron, 42⅞; Humboldt, 5 Mesnard, 3½; Phœnix, 18½; Pontiac, 1; Star, 4⅞; St. Clair, 4¼; Superior, 6; Toltec, 1⅞; Tremont, 3.

Baltimore.—Maryland 6s, 1890, 100; do., 1870, 100; Marietta and Cincinnati bonds, 81¼; City Passenger R. R., 17¼; Canton Co., 33¾; Springfield Mining Co., 0.50; Bare Hill, 2.35; Balt. and North Carolina, 0.20; North State, 0.15; Penn. Oil, 1.05; Chesapeake Oil, 3.00; Am. Gas Coal, 1.50; Atlantic Coal, 1.20; Laurel Cannel Coal and Oil Co., 4.20; Lake Chrome, 0.25; Marine Bank, 82; Bank of Baltimore, 104. The latest quotations are: Balt. and Ohio, 101@106; do., '6s, 1867, 93@95; do., 1875, 99½@100; do., 1880, 99½@97; do., 1885, 99@100; Northern Central, 43@50; do., bonds, 1885, 86@90; N. W. Va., 00@05; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92@93; Marietta and Cincinnati 7s, 1891, 80@80½; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 80@84; do., guar., 96@100; Maryand 6s, coupon, 1870, 99@100; do., Ins., 99@100; do., 1890, 100½@101; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 96@100½; do., 1886, 96@99; do., 1890, 99½@100; do., coupon, 95@100; do., 5s, 1838–'70, 80@88; City Passenger R. R., 17¼@18; Canton Co. 34¼@35; Gardner, 0.80@1.00, Gas Coal, 1.00@1.50; Maryland, 0.40@0.45; North State, 0.15@0.15; Springfield, 0.40@0.50; George's Creek, 1.90@2.10; Santa Clara, 12½@13; Balt. Chrome, 1.90@2.10; Bare Hill, 2.30@2.35; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.00@5.20.

American National Bank.

We invite the attention of our readers to the Advertisement of the AMERICAN NATIONAL BANK, in another page. Noah L. Wilson, Esq., its President, has been long and favorably known at the West, as President of the State Bank of Ohio, also as President of the Marietta and Cincinnati Railway Company, which position he still retains. Mr. D. W. Vaughan, its Vice President, was formerly Cashier of the Fourth National of this city; and Mr. Alfred A. Post, Cashier, is a graduate from the same institution. The American National therefore comes into the field with every advantage on its side, and will no doubt receive a full share of the public favor.

☞ We invite attention to the advertisement of Messrs. ROPES & Co., on the last page of our paper. These gentlemen are well known among the Bankers and Brokers of our large cities. With large experience and ample capital, this house may justly claim the confidence of the public and will doubtless receive it.

☞ The telegraphic line between Calcutta and Bagdad, just opened, by means of its connection with the telegraph between Bagdad and Constantinople, opens up direct communication between India and all parts of Europe.

☞ A bill has been introduced into the Wisconsin Legislature, to incorporate the Milwaukee Horse Railroad Company, with a capital of $100,000.

Stowell's Railroad Builder.

As long ago as April last we gave an account at some length of the ingenious invention of Mr. B. T. Stowell, of Quincy, Illinois, by which in making excavations and embankments for railways, a few yoke of oxen, and three men to manage them and the machine to which they are attached, may readily do the work of one hundred men. In that account we gave a description in detail of the construction of the apparatus, and it is not necessary to repeat it. We have confirmation of the correctness of our views in a letter now before us from O. B. Gunn, Esq., Chief Engineer of the Atchison and Pike's Peak Railroad, in which he says: "The grading machines work admirably, and are especially adapted to work like that encountered in all Prairie States. For such, they are as invaluable as a sewing machine to a clothing establishment. In my experience of their use during the past two years, I find they will load earth into carts and wagons at less than 50 per cent. of the cost of loading with shovels; the most of the labor being performed by oxen, saving thereby four-fifths of the ordinary manual labor—a great consideration in times of scarcity of men. They operate effectively in any material that can be plowed, if free from stones or brush. I cordially recommend them to railroad men."

This recommendation is decisive, and we are happy to give it publicity.

New York Central Railroad.

The following is an extract from a communication published in the New York *Tribune* of 10th instant:

The managers of this company have applied to the Legislature for partial relief from the restriction imposed upon its way fare,—a restriction unreasonable and invidious, as they maintain, and such as no other railway in the State is subjected to. And they insist that this limitation is now specially onerous and unjust, in view of the fact that the expense of maintaining and operating the road have more than trebled since the restriction was imposed; this increase in the cost of materials and labor, and in the amount of taxes, having arisen from causes over which the company have no control, and for which they are in no wise responsible.

In order to a clear understanding of the whole case, I go back to the period of consolidation, twelve years ago.

The New York Central Railroad Company received the net earnings of the several corporations owning the line from Albany to Buffalo, from May 1, 1853. It went into the actual occupation and management of the roads, August 1, 1853. The first dividend was paid Feb. 20, 1854. It was five per cent., and on earnings for the previous nine months. During the eleven following years, the company has made twenty-two dividends: the first ten were four per cent. each; the next seven were three per cent. each; the next ten were three and a half per cent. each; the next (in February, 1864,) was five per cent.; the next (August, 1864,) was four per cent.; the last (February, 1865,) was three per cent.: making in all, for the whole existence of the company—eleven years and nine months, up to February last—eighty-five per cent. in dividends, being 7.23 per cent. a year. That is all the income the shareholders have received from their stock.

During that period, the stock has fluctuated in the market between fifty per cent. discount, and thirty per cent. premium. The value of the property has been uncertain. The income has been moderate and uncertain also. For these and other reasons, large amounts of the stock have changed hands.

There was held at consolidation by stockholders owning 200 shares and over $13,698,600
The same stockholders now own only. 3,483,900

In new hands $10,214,700

The smaller stockholders have changed in as great a proportion.

The following is a statement of the earnings and expenses of the company for the first six months of the last and of the present fiscal year:

1863–'64.	Earnings.	Expenses.
October	$1,041,521 88	$991,230 25
November	1,045,401 01	835,801 81
December	1,074,699 91	721,187 58
January	921,830 13	644,580 13
February	936,586 64	887,352 65
March	1,059,028 49	708,145 89
Total	$6,079,068 06	$4,788,298 31

1864–'65.	Earnings.	Expenses.
October	$1,196,435 22	$880,469 68
November	1,157,817 56	1,240,655 52
December	1,039,902 14	1,053,130 04
January	899,478 12	996,914 75
February	581,372 41	936,286 35
March (estimated).	915,600 00	800,000 00
Total	$5,790,205 45	$5,913,456 34

Earnings less for first six months of this year than for same period last year $288,862 61
Expenses more for same months this year 1,125,158 03

Condition of company worse so far this year than last $1,414,020 64

During the last ten years preceding October 1, 1864, the close of the last fiscal year, the whole receipts for way passengers, were $19,785,582 09, being an average of $1,978,558 annually. Half a cent per mile would yield—supposing the whole increase to be realized—an addition of $494,639 to the annual income of the company.

The taxes paid by the company in 1864 amounted to $390,000
The taxes paid and to be paid by the company in 1865, exclusive of duties on most of the articles consumed by the company 907,000

Increase of these taxes alone in 1865 over 1864 ..... $517,000

Up to near the close of the last fiscal year, the operations of the company were carried on with supplies purchased at low prices, so that the apparent net income of the company for the last year, with the large addition to its business growing out of the war, was about nine per cent.

The stock of supplies purchased at low prices has been exhausted, and the business of the company must be done for the current year with labor and material, the prices of which are two or three times as great as they were in 1853, when the present rate of fare was fixed.

The additional expenses of the company for the year 1865 over the expenses of 1864, growing out of increased prices and increased taxation, will be at least $2,000,000, rendering dividends hereafter impossible.

The Consolidation Act provided that the capital of the new company should not be greater than the aggregate capitals of the old companies. The stock of the old companies was put into consolidation at its market value. Consolidation was impossible in any other way—and consolidation had become a necessity in order to secure the unity and harmony of action requisite to compete with the other long lines of railroads then going into operation. The stockholders made nothing by consolidation. Take the case of two men owning stock in the Syracuse and Utica Company. That stock was put into consolidation at 50 per cent. premium. One sold out at $150 for each share, and invested his whole money in bonds and mortgages, or other securities yielding 7 per cent. interest. He has received 7 per cent. interest on his whole investment ever since. The other put his stock into consolidation, received one share of new for one share of old stock and $50 on each share in debt certificates, at 6 per cent. interest. He has received 7.23 per cent. on $100, and 6 per cent. on $50, and his stock is now worth only 94c., (it has been as low as 50c.,) and his debt certificates are worth 97c. only.

Expenses first six months of 1865 as by above statement $5,913,456 34
Earnings first six months of 1865 as by above statement 5,790,205 45

Deficiency of receipts to meet exp. .. $123,250 89

The company must rely on this *deficiency* to meet the following unavoidable claims accruing during the same months, in

Interest on funded debt $500,000
Sinking fund 50,000
Rent—Canandaigua road 30,000

$580,000

The necessity of presenting the whole case in a single communication compels me to be somewhat discursive and desultory.

The question of way and through freights has been much discussed along the line of the road, and great misapprehension has prevailed respecting the relative amounts of way and through freights that have been transported by the company during the past winter. A transcript from the books of the company, showing the whole amount of property shipped during the months of January and February last, will disabuse the public mind on this point. I have not the figures for the month of March before me; but I have no doubt that the excess of way freight over through which was moved during that period was in a still greater ratio.

The road was under orders from the Government to give precedence to its freight; but, upon consultation with the agents of the Government, it was agreed that live stock and perishable commodities should first be moved by the road, and then the Government property should be shipped; and freights have been moved substantially in this order.

Of live stock, perishable commodities, and Government property, there have been shipped during the above-named period 57,474,078 pounds.

The following is a statement of miscellaneous property shipped during the period above stated:

	January.	February.
Way Freight	24,006,842 lb.	16,067,982 lb.
Throught Freight	17,877,068 lb.	10,089,372 lb.
	6,129,774 lb.	6,028,560 lb.

Excess of *Way*, over *Through* Freights, 12,158,-334 lbs.; amounting to over 6,079 tons of such excess of *Way*, over *Through* Freights for these months.

It should, however, be stated that for full two weeks of the time referred to, there was little or no movement of freights of any kind, on account of the blockade of the road by snow and successive snow storms. Hence this excess of *Way*, over *Through* Freight relates to a period of only six weeks.

During the time embraced in this statement there were detained at Buffalo and Suspension Bridge from two to four thousand car loads (and never less than two thousand,) of Western property waiting transit by the Central Railroad.

It is now eight or nine months since a material change was made in the direction of the Central. Since that time, several important reforms have been effected, and many of still greater magnitude have been initiated, and will be prosecuted as rapidly as circumstances will permit. By sending the through freight, passenger and express matter by the way of Troy, nearly $400,000 will be saved to the company annually, in cartage and other unnecessary expenses. And I have no hesitation in asserting that a wise economy, rigid-

ly enforced, such as the stockholders are justified in expecting from the new President, sustained as he will be by the younger and more vigorous men that he is gathering around him, will increase the net earnings of the company more than half a million dollars a year. * * * *

The gentlemen in the Legislature who admit the justice and reasonableness of the claim for relief preferred by the Central, and yet express their determination to resist it, under the apprehension that, by some inexplicable process, great detriment to the Republican party must result from the slightest relaxation of this restriction, take a narrow and superficial view of the case. I insist that no permanent party advantage can ever be gained by the perpetration of a conscious wrong. And Senators who oppose the application of the Central, after acknowledging that it is just and right, and ought to be granted, oppose it on the ground that the dominant political party in the State cannot afford to do away with this inequality and injustice, are unworthy to represent an enlightened and honest constituency.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of March, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	16,147.25 for	$186,750 77
Acres Int. Fund Lands sold	720.00 for	9,593 60
Acres Free Lands sold	3,349.44 for	43,938 10
Total sales during month of March, 1865	20,216.69 for	$240,282 47
To which add Town Lot Sales		2,762 70
Total of all		$243,045 17
Cash collected in March		$236,157 25

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$231,314 53
do.	Freight	344,602 90
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	6,000 00
Total Receipts in month of Mar., 1865		$592,275 76
Total Receipts in month of Mar., 1864		459,762 33

The earnings of the Erie Railway for March, 1865, were $1,240,625 77
Corresponding month of 1864 1,114,508 17

Increase $126,117 60

The traffic receipts of the European and North American Railway for the month of March, 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$3,202 78	$4,257 73
Freight	4,855 31	7,421 19
Mails and Sundries	509 20	477 50
Total	$8,567 29	$12,156 42
Decrease		$3,589 13

The earnings of the Chicago and Rock Island Railroad Company for the month of March, 1865, were $262,575 00
Corresponding month of previous year 243,150 00

Increase $19,425 00

The earnings of the Toledo and Wabash Railroad for the month of March, 1865 $155,753 00
Corresponding month of 1864 132,896 00

Increase $22,857 00

The earnings of the Michigan Central Railroad for the month of March, 1865, were $344,228 00
Corresponding month of previous year 348,802 00

Decrease $4,574 00

Public Debt of the United States.

Official statement of the Public Debt, as appeared from the Books, Treasurer's Returns and Requisitions in the Treasury Department on October 31, 1864, and March 31, 1865:

DEBT BEARING INTEREST IN COIN.

Denominations.	Amounts. Oct. 31, '64.	Amounts. Mar. 31, '65.		Increase or Decrease.
6 per cent., Dec. 31, 1867	$9,415,520	$9,415,250		$.....
6 " July 1, 1868	8,908,342	8,908,342		.....
5 " Jan. 1, 1874	20,000,000	20,000,000		.....
5 " Jan. 1, 1871	7,022,000	7,022,000		.....
6 " Dec. 31, 1880	18,415,000	18,415,000		.....
6 " June 30, 1881	50,000,000	50,000,000		.....
6 " June 30, 1881 (exchanged for 7-30s)	125,801,650	139,146,400	Inc.	13,344,750
6 " May 1, 1867-'82, (5-20 years)	510,756,900	510,756,900		.....
6 " Nov. 1, 1869-'84, (5-20 years)	37,781,600	85,789,000	Inc.	48,007,400
5 " May 1, 1874-1904, (10-40 years)	81,680,000	172,770,100	Inc.	91,090,100
5 " Jan. 1, 1865, (Texas Indemnity)	2,052,000	1,507,000	Dec.	545,000
6 " July 1, 1881, (Oregon War)	1,016,000	1,016,000		.....
7-30 " Aug. 19, and Oct. 1, 1864	14,145,900	615,250	Dec.	13,530,650
6 " June 30, 1881	74,176,150	75,000,000	Inc.	823,850
Aggregate of debt bearing coin interest	$961,170,792	$1,100,361,242	Inc.	$139,190,450

DEBT BEARING INTEREST IN LAWFUL MONEY.

4 per cent., Temporary Loan } 10 days notice.	$548,224	$650,477	Inc.	$102,253
5 " " " } 10 days notice.	1,611,125	5,708,262	Inc.	4,097,137
6 " " " } 10 days notice.	45,989,626	46,093,589	Inc.	103,963
6 " Certificates (one year)	236,373,000	171,790,000	Dec.	64,583,000
5 " One and two years notes	120,519,110	69,522,350	Dec.	50,996,760
6 " Three years compound interest notes	102,329,680	156,477,650	Inc.	54,147,970
7-30 " Three year Treasury notes	76,668,550	300,812,800	Inc.	224,144,250
Aggregate of debt bearing lawful money int'r'st	$584,039,315	$751,055,128	Inc.	$167,015,813

DEBT ON WHICH INTEREST HAS CEASED.

Overdue bonds and notes	$356,720	$349,420	Dec.	$7,300

DEBT BEARING NO INTEREST.

United States notes	$400,000,000	$400,000,000		.....
" " (in red'ption of Tem'ry loan)	33,160,569	33,160,569		.....
Fractional currency	20,725,871	24,254,094	Inc.	3,528,223
	$453,886,440	$457,414,663	Inc.	$3,528,223
Unpaid requisitions	$37,514,900	$114,256,549	Inc.	$76,740,649
Amount in Treasury	19,868,652	56,481,925	Inc.	36,613,273
Net floating debt	$17,646,248	$57,774,624	Inc.	$40,128,376
Aggregate of debt not bearing interest	$471,532,688	$515,189,287	Inc.	$43,656,599

RECAPITUATION.

Debt bearing interest in coin	$961,170,792	$1,100,361,242	Inc.	$139,190,450
" " in lawful money	584,039,315	751,055,128	Inc.	167,015,813
Debt on which interest has ceased	356,720	349,420	Dec.	7,300
Debt bearing no interest	471,532,688	515,189,287	Inc.	43,656,599
Aggregate debts of all kinds	$2,017,099,515	$2,366,955,077	Inc.	$349,855,562

ANNUAL INTEREST.

Payable in coin	$56,646,604	$64,016,632	Inc.	$7,370,028
Payable in lawful money	28,667,002	38,819,899	Inc.	10,152,897
Aggregate interest	$85,313,606	$102,836,531	Inc.	$17,522,925

—not, however, including interest on the three year compound interest notes, which is payable only at maturity.

LEGAL TENDER IN CIRCULATION.

One and two years 5 per cent. notes	$120,519,110	$69,522,350	Dec.	$50,996,760
United States notes (currency)	433,160,569	433,160,569		.....
Three years compound interest notes	102,329,680	156,477,650	Inc.	54,147,970
Aggregate Legal Tenders	$656,009,359	$659,160,569	Inc.	$3,151,210

San Francisco Mint Operations, 1864.

1864.	Bullion deposited.	Coined. Gold.	Coined. Silver.	Total.
January	$804,214 47	$605,000	$30,136	$635,136
February	657,582 62	685,000	29,500	714,500
March	1,322,742 70	1,205,000	41,079	1,246,079
April	1,176,211 74	1,070,000	31,797	1,101,797
May	1,851,292 05	1,505,000	11,500	1,516,500
June	2,194,228 36	2,135,000	60,000	2,195,000
July	1,921,372 04	2,159,440	34,682	2,194,122
August	1,165,736 80	1,170,000	39,000	1,209,000
September	1,562,837 17	1,520,000	20,313	1,540,313
October	1,250,706 19	1,375,000	46,000	1,421,000
November	1,911,667 71	1,585,000	45,210	1,630,210
December	350,294 96	903,200	16,329	919,529
Total	$16,176,887 81	$15,917,640	$405,546	$16,323,186

Localities other than California from which gold bullion for 1864 was received:

Idaho	oz.	218,952-29
Oregon	"	51,588-99
British Columbia	"	17,238-21
Washington	"	1,356-63
Arizona	"	865-48
Nevada	"	696-42
South America	"	419-85
China	"	52-68
Mexico (coin)	"	2,047-54
Uncertain	"	163,307-02

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in March:

	1865.	1864.
Passengers	$15,829 25	$11,645 64
Freight	13,868 50	16,776 89
Mail, express & telegraph	1,685 05	1,089 19
Total	$31,382 80	$29,511 72
Total this month to date	$93,503 71	$90,854 90
Total for the fiscal year, commencing 1st Jan	278,242 85	233,534 91

The earnings of the Chicago and Northwestern Railway for the 1st week of April, are $111,061 04
Corresponding week of 1864 ..... 94,099 65

Increase $16,961 39

The earnings of the Chicago and Rock Island Railroad for the first week in April, 1865, were $51,798 00
Corresponding week of previous year .. 38,818 00

Increase $12,980 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 31, were:

	1865.	1864.
Passengers	$4,532 42	$4,225 51
Freight	6,501 04	11,308 95
Express	292 80	104 16
Mails	296 58	296 58
Total	$11,622 84	$15,935 20

Receipts from January 1 to March 31:

1865	$113,359 19
1864	105,865 77
Increase	$7,493 42

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for the month of March, 1865, were $886,541 54
Corresponding month of 1864 ..... 611,297 54

Increase $275,244 00

Earnings from Jan. 1 to Mar. 31:

1865	$2,267,538 91
1863	1,359,200 51
Increase	$908,338 49

Fond du Lac and Superior Railroad.

A bill to incorporate the Fond du Lac and Superior Railroad Company, and execute the trust created by section 3, of the Act of Congress entitled "An act granting lands to aid in the construction of certain railroads in the State of Wisconsin," approved May 5th, 1864, has been introduced into the Wisconsin Legislature by Senator Bentley of Sheboygan.

The road is to begin at Fond du Lac. The bill gives equal connections to all connecting roads, consolidation with any being prohibited; compels 60 miles to be built from Fond du Lac before any other portion is built. The lands granted are exempt from taxation five years, except those sooner sold, and unlike the most of the other land grand charters, it does not propose to tax the road a percentum on earnings in consideration of the grant, but leaves the company unembarrassed in this respect. It provides very strictly against the diversion of the grant or its avails to any other purpose than the building of this road.

Mineral Treasures in Utah.

It is well understood that the Mormons while knowing that their territory abounded in the precious metals, concealed the fact of their existence as much as possible, lest the mining population might become so numerous as to endanger their peculiar institutions. Notwithstanding these precautions, however, there is every probability of the realization of their fears. Recent accounts inform us that rich lodes have just been discovered on the northern slope of the Meadow Creek range of mountains, and since last summer thirty of them have been located. One thousand pounds of silver ore from the Panacker lode sent to San Francisco was assayed and certified to have produced $15,000 per cord. Pure origin silver is discovered at no great depth from the surface. Three new valuable lodes have been discovered and located in the same place, the Dunderberg, the Dictator and the Morning Star. Utah, if the immigrants can be protected from Mormon aggression who will flock there by thousands, will take its place in the front rank of the silver producing territories.

UNITED STATES DISINTEGRATING ORE COMPANY,

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3m-15

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RAILROAD IRON.

I WANT to purchase one thousand tons best, from 40 to 60 lbs. rails, for a Corporated Company in Pennsylvania, payment made in first mortgage bonds to run for 30 years, at the rate of 7 per centum, per annum; bonds will be made out under special agreement, payable in Gold or in Sterling, interest payable half-yearly either in this City, Philadelphia, or in London. As to reference, no better can be given, and any further information will be given by

PHILIP NATHAN.
26 South William street, N. Y.
March 23, 1865. 3t-13

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, March 17, 1865.

DIVIDEND NOTICE.—At a meeting of the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Co., held on the 16th inst., the regular dividend of TWO AND ONE HALF (2½) PER CENT. on the capital stock for the quarter ending March 31st inst., was declared payable, free of governmennt tax, on and after April 17th prox., by the Treasurer, to Shareholders registered at Pittsburgh, and by Messrs. Winslow, Lanier & Co., No. 52 Wall street, to shareholders registered at New York.

The transfer books will close March 31st inst., and will reopen April 17th prox. By order of the Board.
4t-12 F. M. HUTCHINSON, Secretary.

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL ..... $1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m-8

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GEO GOODYEAR, New Haven, Ct.
GEO G GOODYEAR HARVEY DURAND.

REFERENCES.

Hon JOHN J. CISCO, late Assistant U S. Treasurer,
JACOB RUSSELL, Esq., Cashier U S. Treasury,
H. T. MORGAN, Esq., (of H. T Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N Y.
A. B JOHNSON, Esq., Utica, N. Y
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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 22, 1865.

The Death of President Lincoln.

During the thirty-five years of the existence of this JOURNAL, it has never before been called upon to record in its columns so distressing an event as this of the assassination of President Lincoln. It has witnessed many changes in Government and dynasties, watched the rise and fall of great names, and preserved for remembrance many remarkable occurrences in an eventful generation; but this murder of our Republican President, in a Country hitherto so free from crimes of this character, so averse from the employment of this bowl and the stiletto as political agents, and so entirely at variance with the principles and tendencies of the American people, is the most shocking, the most bloody and the most foul in all the chronicles of modern crime.

The murder of the "gracious Duncan, and the deep damnation of his taking off," which have so often drawn tears from the spectators of the wondrous drama of Shakspeare, and the assassination of the good and generous Henry IV of France by the fanatical Ravaillac, at the moment when he was the most active in dispensing blessings on his people, and the fate of the great Prince of Orange, are nearer in resemblance to the deplorable event which now astound us, than any other which we can call to our remembrance. But nevertheless the death of the late President stands immensely foremost of all the instances, as a most cruel and undeserved and demoniacal sacrifice, and entails eternal infamy on the cause and the supporters of a cause which could seek revenge by such a deed. The Martyr has left behind him an imperishable fame, and his blood will be the seed of a Republic, one and indivisible.

Happily for us no one man's life or death is our ruin. Our institutions, our laws and our policy are the fruit of a written constitution: not the result of individual will, but the deliberate work of our greatest and wisest ancestors. The Nation cannot die if it resolves to live. Our Presidents are merely temporary agents of the people, with a brief trust of their delegated authority, and thus our epochs are not those of men. The history of foreign nations is a history of princes, and thus events in their career are set down as having occurred during such or such a reign, but here we speak of the revolution, of the war of 1812 and '15, of the Mexican wars, and of the rebellion, rather than of the Presidents in whose time they occurred. So that what in other countries is material to their safety and endurance, the life of their rulers and the prolongation of dynasties, is here of no actual importance. We find also that our system places very much on an equality, all our rulers for the time being, and we may say with truth that honesty and simplicity of purpose, without extraordinary talent, and the ordinary experiences of observing minds appear competent endowments for the exercise of the Presidential functions. Certainly not the greatest men have hitherto succeeded to the Chief Magistracy. We could name a host of our greatest orators, statesmen, publicists and heroes who never could reach a position for which they were so eminently fitted.

Mr. Lincoln without much education, possessed beyond question great sagacity and knowledge of men, was thoroughly pure and unselfish, and had an uncommon benevolence of character, a trait never found in bad and unprincipled, and we had almost said ambitious men. He had faith in great truths and great principles, and knew when it was proper to bring them forth and use their power. He was eminently prudent and knew when the time and the hour arrived for action. He had full perceptions, natural logic, and great persistence. In short though without preparation, he proved to be the man for the occasion, and he was spared Providentially to see that his work was finished.

While it is quite probable that a more diplomatic President might have early compromised the difficulties of the rebellion, by abject concessions, and a surrender of the new territory to an existing evil and a dangerous element, it is most fortunate for the Country that to no such authority were we committed. For it is now apparent that any one dogma, no matter what it may be, which becomes a danger to the State, that can disturb its legislation generation after generation, that is continually a menace, that is dogmatical, overbearing and unappeasable, is dangerous to the existence of any nation where it maintains itself in a political form, and compromise with it is in the end certain death. The simple-mindedness of President Lincoln led him directly to the application of the shortest and surest remedy, and though it cost him his life it has saved his Country.

With these opinions we are among the sincerest of his mourners, though never a political partizan. But he must have a depraved heart indeed who does not feel the deepest emotion at the sudden death of this great and good man, the Martyr President.

We are happy to understand from those who have been longest and most intimate with Mr. Johnson, who has succeeded to the vacant Chair of State, that the people of this Country may repose their entire confidence in their new chief magistrate. A single error at an interesting moment did indeed give a reasonable alarm; but as Mr. Lincoln alluding to it said, no man should be cast off for a single mistake, and we would add why should we overlook the former long and brilliant career of the new President. As Mayor of the City of his residence in 1830, and three times re-elected, frequently chosen to the Legislature, a Presidental elector, for ten years successively a member of Congress, twice Governor of Tennessee, then chosen a United State Senator which dignity he relinquished from patriotic motives to return as the most capable energetic and popular man in

that state, to whom its military Government could be entrusted, and finally owing his nomination at Baltimore as Vice President, and of course his election to the influence of the present Secretary of State, and Mr. Weed, his intimate counsellor, he seems to come before the people with extraordinary vouchers for ability and experience. Perhaps no other prominent man of the time has so much practical experience, so perfect a knowledge of the rebellion or knows so much of its leaders as Andrew Johnson. The State of Tennessee has been kept through his skill and energy safe under the folds of the old flag, and his resemblance to Andrew Jackson, whose friend he was, has been observed to be very marked and distinct. No one objected to the humble origin of that man, and none but fools will do so of any of his successors. Ours is a Government of and from the people, and it is our glory, that from their humblest ranks our greatest and most useful men arise. We would finally exclaim against the gross injustice of that sentiment which condemns for one mistake under very extenuating circumstances, all the other previous good actions of a public man. The public have been for years past lenient enough to habitual offenders in a certain way in the very highest positions in this Country, and have trusted their dearest and most important interests to them without hesitation. A little charity borrowed from the past would have saved a world of anxiety as to the propriety of criticism.

The modest acceptance of his new honors inspires us with renewed confidence in the man, used to public trusts and in no way exalted in feeling by this last and highest elevation. The Country will go safely through the finale of this struggle. By no possibility can the assassination of Mr. Lincoln help the lost cause of the South. On the contrary it has extinguished whatever sympathy existed for it in the North, if not throughout the civilized world, and from the tomb of Mr. Lincoln will spring up the Olive which he so generously planted, under which our penitent and sorrowful brethern may once more recline in peace, if they can conquer their turbulence and are capable of appreciating our magnanimity.

☞ The Reading Railroad Company have nearly ready ten fine locomotives, for use on the Lebanon Valley Branch. The business on this branch is very heavy, and constantly increasing.

Marietta and Cincinnati Railroad.

We learn that the decision of the Court against the right of the Marietta and Cincinnati Railroad Company to condemn private property has led to its re-organization under a general law of Ohio, which secures to the company all the rights and privileges of other railroads of that State. As some misapprehension of the scope of the decision has existed in the public mind, it is proper to say that the Court, in declaring the claim set up by the company, to condemn private property for the use of the road, unconstitutional, has expressly declared, that on the sale of the road by the mortgagees, the purchasers became invested with the franchise of maintaining, operating and making profit from the use of the road, according to the grant made to the old company. What was wanted was the franchise *to be a corporation*, without which what is called the right of eminent domain could not lawfully be exercised. This franchise has since been acquired under a general law of Ohio, so that the Marietta and Cincinnati Railroad Company is now as complete in organization as any other corporation of that State. Indeed, what the public has regarded as a serious difficulty of the company has turned out to be a positive benefit. As the company now stands, their charter is one of the very best in the country, conveying as it does, among other things, the power to fix its own rates for transportation without any limitation. This power was not granted by the special law, which has been declared unconstitutional.

Chicago and Alton Railroad.

The income of this company for the year ending December 31, 1864, (embracing the earnings on 257 miles of road between Chicago and Alton) were:

From freight		$1,479,659 42
" passengers		974,548 90
" military		227,066 98
" mails, express, etc.		89,208 66
		$2,770,483 96
And the expenses were:		
Repairs of road	$360,908 25	
" bridges	60,813 54	
" buildings	97,209 71	
" fences	19,159 14	
" locomotives	166,565 31	
" cars	125,990 64	
Locomotive wages, fuel, etc.	313,323 12	
Station agents, etc	133,039 57	
Conductors, etc.	58,469 41	
Station & train supplies	39,981 53	
Loss and damage	29,577 42	
Salaries of officers, etc.	27,619 18	
Taxes	26,467 63	
Rent paid	13,185 60	
All other expenses	59,800 48	
		1,532,105 58
Net earnings		$1,238,378 43
Add dividends A. & St. Louis R. R. stock		35,140 00
Balance to income account		$1,273,518 43
Balance at credit of this account January 1, 1864		349,741 61
		$1,623,260 04
Payments from this account—		
Dividend No. 2, on preferred stock	$84,766 50	
Renewal bonds advanc'd Trustees	70,000 00	
Expenses of reorganization	1,000 00	
Payments to sink'g fund	31,575 00	
Interest on bonds	284,182 50	
U. S. tax account	1,579 57	
Dividend No. 3 on preferred stock, and No. 2 on common stock, and U. S. tax	201,945 26	
Rental Joliet & Chicago R. R. Co.	164,725 00	
Rental Alton & St. Louis R. R. Co.	42,250 00	
		882,023 83
Balance		$741,236 21
This balance is represented by—		
Bonds held by Trustees on renewal account		$50,000 00
Accounts due the Co.		258,166 99
Supplies on hand		286,992 96
Timber land for fuel, ties, etc		57,485 86
A. and St. L. R. R. stock		647,700 00
J. and C. R. R. stock		11,400 00
Cash		237,044 85
		$1,548,790 66
Less A. and St. L. R. R. construction fund unexpended	$77,471 30	
Renewal fund, balance unexpended	351,785 76	
Supplies purchased in December, payable in January	104,446 66	
Unclaimed coupons, including $84,000 due Jan. 1, 1865	84,178 71	
Unclaimed wages, including December pay rolls	86,167 30	
Balances due to other companies	42,180 90	
Balances due U. S. Gov. for taxes	14,248 14	
Rental due J. & C. R. R. Co.—it being the semi-annual interest on b'ds, sinking fund, etc., payable in January, 1865	34,125 00	
Balances due sundry individuals	12,960 68	
		807,554 45
		$741,236 21

At the commencement of the fiscal year, $500,000 in the stock of the Joliet and Chicago Railroad, owned by this company, was set apart as a fund to be used in acquiring additional rolling stock, depot buildings, water stations, and other structures of a permanent character, to increase the capacity of the line for business purposes. Of that fund, $148,214 25 has been expended for the purposes named, leaving a balance of $351,785 75. Also, in pursuance of the contract with the Alton and St. Louis Railroad Company $800,000 of stock was issued and placed in the hands of this company, as a fund to pay the liabilities of that company, and complete their road. Of that amount there now remains unexpended the sum of $77,471 30, leaving in the hands of the company, unappropriated for specific purposes, the sum of $429,257 05—making the total in cash and its equivalent, December 31, 1864, $1,170,493 26.

The capital stock and funded debt of the corporation are represented as follows:

Capital stock—common		$1,783,100
" preferred		2,425,200
		$4,208,300
Preferred sinking fund bonds	$554,000	
First mortgage bonds	2,400,000	
Income bonds	1,100,000	
		4,054,000
Total stocks and bonds		$8,262,800

On the 1st of January, 1864, this company commenced operations on the Joliet and Chicago Railroad under a lease, and assumed the liability to pay interest and dividends on the bonds and stock of that company as follows:

Mort. bonds, 8 per cent. on	$500,000	
Stock, 7 per cent. on	1,500,000	
		2,000,000

On the 1st of April, 1864, the company contracted with the Alton and St. Louis Railroad Company, for the perpetual use of the road of that company, assuming the payment of a fixed dividend of 7 per cent. on stock to the amount of.. 800,000

Making an aggregate capital of | $11,062,300

—represented by 281 miles of railroad, extending from Chicago to St. Louis; 220 miles (between Joliet and Alton,) being the property of this company, and 61 miles being held under perpetual lease.

The fixed annual charges from and after

ary 1, 1865, having priority over dividends upon the stock of this company, are represented as follows:

On preferred sinking fund bonds, interest and sinking funds	$72,000
On 1st mort. bonds, $2,400,000, at 7 per cent.	168,000
On income bonds, $1,100,000, at 7 per ct.	77,000
On Joliet and Chicago bonds, $500,000 at 8 per cent. and sinking fund	52,000
On Joliet and Chicago stock, $1,500,000 at 7 per cent	105,000
On Alton and St. Louis stock, $800,000 at 7 per cent	56,000
Sundry liabilities on account of Joliet and Chicago, and Alton and St. Louis Railroads, being taxes, etc., say	10,000
	$540,000

Under the operation of the two sinking funds, the amount of annual fixed charges will be reduced, and under no circumstances can they be increased.

From the foregoing, it will be seen that all net earnings in excess of $540,000 per annum, are applicable to the payment of dividends on the common and preferred stock of the company.

The gross earnings per mile in 1864 were $10,916 82, against $7,607 75 in 1863—a gain of $3,309 07, or 43½ per cent.

The net earnings in 1864 were $4,955 32 per mile; in 1863, they were $3,190 29—a gain of $1,765 03, or 55.3 per cent.

The operating expenses of 1864 are 54.6 per cent. of gross earnings.

The equipment of the road consists of 49 locomotives; 29 passenger, 4 sleeping, 7 baggage, 2 express, 579 house, 138 stock, and 213 platform cars.

Miles run by locomotives with passenger trains, 363,050; with freight trains, 568,031; with wood trains, 21,392; with construction trains, 41,217; switching, 110,507—total miles run, 1,104,197.

The number of passengers carried was 424,940, of which 392,782 were way, and 32,158 through passengers.

Tons of freight moved north 174,366; do., south, 211,830—total, 386,196.

During the year the company have added to their rolling stock, by purchase, 6 locomotives and 2 passenger cars, at a cost of $148,214 25. Additions have also been made by building at the shops of the company, 1 passenger, 1 baggage, 2 express, 55 house, 32 stock, and 7 platform cars, and by rebuilding 86 house and 7 stock cars—practically adding to the amount of rolling stock, 6 locomotives; 8 passenger, 8 baggage and express, and 274 freight cars.

The completion of the road between Alton and St. Louis enables the company to begin its operations for the year 1865, with a complete line under its exclusive control between Chicago and St. Louis, the importance of which can only be fully appreciated by those who have had the direct charge of the company's operations.

The earnings of the line for the past year, were reduced by the limited number of engines and cars employed, and also by their inefficient condition during the first half of the year. As evidence of the latter fact, it will be seen that while at all times during the year, the demands for transportation were greater than could be met, nearly two-thirds of the gross receipts were earned during the last six months.

It is now submitted as the judgment of the Directors, that in view of the present and certain demands in the future for increased facilities for transportation, it is a duty the company owe to themselves and their patrons, to increase the capacity of their line, by an additional number of engines and cars, depot and track accommodations. Acting on this belief, the Directors have contracted for 12 new locomotives for delivery during the next four months, and have increased the capacity of their shops so as to provide for the construction of one freight car per day, and a limited number of passenger cars during the present year; but the number of engines and cars thus provided for will not be sufficient, and a greater number must be provided or the full value of the company's property cannot be developed.

By a wise provision in the organization of the company, its capital stock cannot be increased without the written consent be first obtained from three-fourths in interest of its stockholders. In view of these facts, one of two courses must be adopted. The company must either invest an undue proportion of its net earnings in rolling stock and other property to increase the capacity of the line—thus giving those who may hold the stock in the future, the benefit of the earnings justly belonging to the present proprietors; or an increase of capital stock must be resorted to, to represent expenditures demanded by an increasing traffic, which must keep pace with the growth of the two great commercial cities at the termini of the line, and the increase of population in the cities and towns, und on the fertile prairies intervening.

It is believed that the latter course should be adopted, and a communication will be addressed to stockholders, requesting authority to carry out a plan which will be therein submitted for an increase of stock, to be limited to actual expenditures made from time to time for the purposes indicated.

By an oversight in framing the charter of the company, the Directors were constituted life-members of the board, unless it should be their pleasure to resign, and in that case, it was provided that the vacancies should be filled by the remaining Directors. An application has therefore been made to the Legislature of the State, now in session, for an amendment which shall provide for annual elections of directors by stockholders, and no doubt is entertained that it will be granted.

General Balance Sheet.

Cost of road, equipment, etc.	$8,308,919	00
Bonds and stocks issued Trustees	38,313	39
Joliet and Chicago R. R. shares	11,400	00
Alton and St. Louis R. R. shares	647,700	00
Due from other companies	10,074	58
Due from stations	30,954	40
Due from P. O. department	7,118	75
Due from U. S. Government	186,866	67
Due from sundry persons	11,725	09
Bonds held by trustees for renewal account	50,000	00
Supplies on hand	286,992	96
Timber lands, for fuel, ties, etc.	57,485	86
Trustees of sinking fund	575	00
Dividend due Jan. 1, 1865, A. & St. L. Co.'s stock, owned by this Co.	11,427	50
Cash on hand	237,044	85
	$9,896,598	05

Capital stock, preferred	$2,425,200	00
" common	1,783,100	00
Bonds—7 per cent. sinking fund	554,000	00
" " First mortgage	2,400,000	00
" " Income	1,100,000	00
Sinking fund	46,575	00
Sundry bonds, stock, &c., unused	38,313	39
Convertible scrip outstanding	619	00
Renewal fund, balance unexpended	351,785	76
Alton and St. Louis construction fund unexpended	77,471	80
Supplies purchased in Dec., payable in January	104,446	66
Unclaimed coupons, including $84,000 due Jan. 1, 1865	84,178	71
Unclaimed wages, including Dec. Pay-Rolls	86,157	30
Balances due other Companies for Government Freight payable when collected	23,503	97
Balance due other Companies for Tickets sold, &c., less Balances due this Company	18,676	93
Due U. S. Government for Tax on Earnings, &c	14,248	14
Joliet and Chicago R. R. Co., due on Rental in January	34,125	00
Balance due sundry persons	12,960	68
Income Account, Surplus Earnings	741,236	21
	$9,896,598	05

President.—T. B. Blackstone.

Directors.—Albert Havemeyer, Geo. A. Robbins, Geo. Talbot Olyphant, John A. Stewart, New York; T. B. Blackstone, John B. Drake, John Crerar, John V. Farwell, Chicago; John J. Mitchell, Alton.

Secretary and Treasurer.—W. M. Larabee.

General Sup't.—Robert Hale.

Atchison and Pike's Peak Railway.

The Atchison (Kansas) *Daily Champion* says: "We learn from Major Gunn that about two thousand Germans who have recently arrived in this country, are on their way to Atchison from New York, to work on the Atchison and Pike's Peak railroad. The company has hired them, agreeing to pay them partly with twenty acres of land apiece, out of the late Kickapoo reservation, thus forming an important and valuable colony of industrious citizens in our country, and also securing laborers for an important public work, which has heretofore been difficult to do."

North Missouri Railroad Bonds.

Statement of John F. Hume, State Fund Commissioner.

By an act of the Missouri Legislature, approved February 16, 1865, the North Missouri Railroad Company is empowered to issue bonds for six millions of dollars, for the purpose of securing the completion of its road and branches, so as to form a connection between the city of St. Louis and the railroads penetrating the States of Iowa and Kansas, and construct a bridge for its cars over the Missouri River at the city of St. Charles. These bonds are, by law, denominated "First Mortgage Bonds of the North Missouri Railroad Company," and are to be issued in sums of one thousand dollars each, and will bear seven per cent. interest, payable semi-annually, with interest coupons attached, and will have thirty years to run before maturity. In the State of Missouri they are exempted from all State, county, and other local taxes. As their name implies, the bonds are to be first mortgage bonds, secured by a first lien, not merely on the portions of the road they are intended to aid in building, but likewise upon so much of the road as is already finished—170 miles—together with all the rolling stock, depots, machine shops, and other appurtenances belonging, both now and hereafter, to the road. To authorize the execution of such a mortgage, the State—in the act referred to—has

relinquished a first lien on the road already built, for the sum of $4,350,000, being assistance rendered by the State to the company in aid of its work already done, and takes a second lien on the entire road and branches. A mortgage, to the effect above described, has been executed by the company, and the bonds will soon be in the market.

As Fund Commissioner of the North Missouri Railroad Company, by appointment of the Governor of the State, charged by law with the duty of selling these bonds, and directing the application of the proceeds to the objects specified, it is proper that I should state such facts as go to determine their value, for the information of parties seeking an investment in such securities.

With this view, three points suggest themselves as being those upon which such parties would chiefly desire to be satisfied. First, the sufficiency of the security for the principal of the bonds; second, the paying capacity of the company, as showing its ability to promptly meet the interest; and third, which is rather preliminary to the others, the sufficiency of the bonds, if sold at fair rates, to finish the road.

On the first point, it would appear to be sufficient to state that the bondholders will not only have a first lien on all the road to be constructed and equipments acquired with their money paid in the purchase of the bonds, but also on other means in possession of the company which will be applied to the same end. For instance, in the construction of the West Branch to Kansas, the company has, as assets to be used, 25,000 acres of land in Chariton County, conveyed to it by a company previously organized to build a road on this line. Much of this land is valuable, the whole being now estimated at $75,000. It has fifteen miles of grading done, worth $75,000. It has a subscription by Carroll County of $175,000, and another by Ray County of $200,000. The city and county of Leavenworth have each voted a subscription of $250,000 to aid in building the road to that point. A deep interest is taken along the entire line in the early completion of the road, and liberal contributions to that end may safely be anticipated from counties and individuals interested in the matter, as well as a general donation of right of way, &c.

Of the main line to Iowa, above Macon, the present terminus of the completed road, twelve and a half miles are graded, while the counties of Schuyler and Adair each owe $35,000 on subscriptions. On this portion of its line the company has finished its surveys and accomplished a good deal toward obtaining right of way and depot grounds. Great anxiety is likewise felt along this portion of the line for the early building of the road; and as it, as well as the West Branch, penetrates a country of considerable wealth, some local aid may be expected. Whatever assistance is thus obtained, adds to the security of which the bondholders get the benefit. The company, it is proper to add, has no floating debt, but on the contrary, has a considerable cash balance on hand, from the earnings of last year.

But the most tangible security which is offered to the purchasers of these bonds, consists of one hundred and seventy miles of completed railroad, in good running order, well stocked with locomotives and cars, and doing a profitable business. This portion of the road, connecting St. Louis with the Hannibal and St. Joseph Railroad, at Macon City, and thus enjoying an advantageous connection, was built in the years 1855, 1856, 1857 and 1858, at a cost of $7,000,000. Although much the most costly and difficult portion of the line, it was built at a less cost per mile than any road in the State, and yet is the best constructed of all the Missouri railroads. In addition to the road itself costing the above mentioned sum, the company owns and has in use rolling stock, machinery, other property, worth, at present prices, nearly one million of dollars, which is likewise covered by the mortgage securing the bonds.

All of this property, as before stated, was subject to a first lien in favor of the State, for the sum of $4,350,000 advanced in aid of the road's construction; but, as will be seen by the act of the Missouri Legislature, hereinafter given, the State has relinquished its lien in favor of the holders of the six million bonds, taking a second lien on the entire road, regarding that as ample security. This shows what estimate is placed upon this enterprise by the parties immediately representing the interests of the people of Missouri, who ought to be most familiar with the subject.

That portion of the line now finished is 170 miles in length; the contemplated northern extension is 68 miles; the West Branch 150 miles—making in all, when finished, 388 miles of road, having its main terminus in the largest city on the western half of the continent, and penetrating the richest districts of the State of Missouri, with connections of the most favorable character—costing, road and equipment, with the strictest economy, not less than fourteen millions of dollars, and this is offered as security for six millions. Who can doubt its sufficiency?

Next, as to the ability of the company to promptly meet the interest on the bonds. The money for this purpose must come from the earnings of the road. The company has, as already stated, 170 miles of its road finished and stocked, which has been in operation for the past seven years. During this time, notwithstanding the greater portion of it has been a period of civil war in Missouri, the road has not only paid expenses, but yielded a reasonable profit. That an idea of its business may be had, I give the following statement of its gross earnings for the last three years:

Total receipts in 1862	$438,434 43
" " in 1863	636,248 24
" " in 1864	911,286 84

This exhibits a handsome annual increase; but perhaps a better evidence of the growth of the company's business may be gathered from a showing of its monthly receipts for 1864, which are as follows:

January	$47,316 50
February	70,949 14
March	83,339 06
April	65,604 94
May	63,328 21
June	61,411 94
July	59,370 31
August	89,130 35
September	94,530 62
October	33,752 65*
November	109,321 57
December	132,233 55
Total	$911,286 84

The net earnings of the road for the fiscal year ending the 1st of March, 1865, amounted to $309,857 85, nearly sufficient to pay the interest at seven per cent. on $4,500,000. There is every reason to believe that, as the State fills up with population, these net earnings from the main line will increase.

The Hannibal and St. Joseph R.R., for the last year of its business earned $2,000,000. This road is 208 miles long. The West branch of the North Missouri road will be 150 miles long, passing through a much more thickly settled portion of the State, and will reach Kansas City, Leavenworth, and by the Platte country road, Atchison and St. Joseph and points north of St. Joseph to Council Bluffs. It is reasonable to estimate that the earnings of the West branch alone will be, when finished, over $1,000,000. As the whole of its business must pass over the 170 miles of the North Missouri road now completed, it will, undoubtedly, increase the present earnings of the main line one million of dollars. From the best data to be obtained, it is estimated that the extension to Iowa will give not less than one million of additional business for the whole road from Iowa to St. Louis:

The present earnings then are for a year, say	$1,000,000
The building of the West branch in its own business $1,000,000, and the increase to the main line $1,000,000 more	2,000,000
The extension to Iowa will give, at least, annually, a million more to the business of the road	1,000,000
Total	$4,000,000

When the road is fully completed it ought to be operated on less than 60 per cent. of its gross earnings; but, say it should take 70 per cent. of its gross earnings, this would leave $1,200,000 for interest, and it is confidently believed that this result will be more than realized. If so, then the net income will not only pay the interest on the $6,000,000, but also on the debt of the road to the State, and make the road a dividend paying road to its stockholders.

The interest on $6,000,000 of first mortgage bonds, at 7 per cent., is	$420,000
The interest on the $4,350,000 of State bonds, issued to the road heretofore, at 6 per cent., is	261,000
Total	$681,000

To pay which the company will have twelve hundred thousand, or nearly three times as much as will be required to pay the interest on the $6,000,000 of first mortgage bonds.

To correct any possible misapprehension, it may be proper to state that the earnings of this road have not been increased by Government business, but on the contrary, the effect of the war in Missouri has materially decreased them from what they would have been. The total receipts of the road from Government for the last three years are as follows:

Government transportation in 1862	$74,006 75
" in 1863	47,516 96
" in 1864	57,596 57
Total for three years	$179,020 28

To say nothing of the actual losses of property to this company destroyed by rebels. The products of the country to be shipped over the road, and the importation to supply it, have been greatly diminished in consequence of the presence of war among us, by which the company has been occasioned a loss that would far exceed any receipts from the Government for its transportation.

Located as the North Missouri Railroad has been for the past four years—the greater portion of the time in the midst of an active theatre of war—it is easy to understand the embarrassments under which it has labored. Its losses in property, destroyed by the enemy in that time, have amounted to not less than $300,000, while its business has, at intervals, been entirely suspended, and at all times greatly lessened, from that cause. This difficulty—with the restoration of peace and order in Missouri, which may now be anticipated, the change of Missouri from a slave to a free State, which is already accomplished, and the influx of a loyal immigration, which has vigorously begun—may now be regarded as permanently removed. The effect upon the business interests of the road must be most salutary. The company, I doubt not, with its present working line alone, would, from this time on, be able to pay from its net earnings the interest on the entire six millions bonds. It is proper, however, to state, that in view of the importance of promptly meeting the interest on any bonds sold, when a failure involves the forfeiture and possible loss of such valuable interests, as well as from a desire to sustain the credit of the road, the policy to be rigidly pursued will be to sell only so many bonds under the mortgage, that the interest upon them will, beyond all contingency, be punctually met at maturity.

* October, 1864. In this month Price's raid caused almost a total suspension of business in Missouri.

With regard to the third point, the sufficiency of the bonds, if sold, to insure the completion of the contemplated lines of road, as well as to build the bridge over the Missouri, it is enough for me to say that, according to careful estimates of those most competent to judge of such matters, there seems to be no doubt on the point. It must be recollected that the completion of a portion of a road greatly facilitates and cheapens the construction of the balance, as rolling stock for the transportation of material is then at hand without additional expense. The sections of country to be penetrated by the contemplated branch and extension of the main line are unusually favorable to railroad building, being made up in great part of level prairies, requiring merely a surface grade, with few streams to cross and bridge. Competent engineers estimate the entire cost of the branch and extension as not to exceed $25,000 per mile, and of the bridge over the Missouri at half a million of dollars. The Company, in applying to the Legislature for the privilege of issuing first mortgage bonds, made certain of asking latitude enough, in connection with its other available assets, to be sure of finishing the work, intending, however to sell only so many bonds as may be actually necessary.

To any one interested in the subject, it is important that he study the map that he may form an accurate judgment of the business advantages which the completed road will enjoy and the profits it will yield. It will be seen that with its branches it penetrates the richest agricultural districts of Missouri, especially with its West Branch, which passes up the Missouri river valley, the garden portion of the State, thus making sure of a profitable local business. Its prospect for connections is also worthy of observation. The main line from St. Louis now connects at Macon City with the Hannibal and St. Joseph Railroad a well known Western artery for freight and travel. At Liberty, in Clay county, the West Branch is within eight miles of Kansas City, the eastern terminus of the Union Pacific Railroad, one of the National Pacific branches endowed by Congress with Government aid, which is now finished and in operation westward from Kansas City, in Missouri, to Lawrence, in the State of Kansas. From Liberty to Kansas City the grading for a road is already done, which is tendered to the North Missouri Company, on condition that it will lay a track upon it. Further to the northwest, this branch strikes the Missouri river, opposite Leavenworth, the principal city of the State of Kansas, from which point a branch of the Union Pacific Railroad is building westward, and which the Union Pacific Railroad is bound to complete within two years from this time to Lawrence in the State of Kansas, or forfeit most valuable rights acquired under act of Congress, on condition that this work should be done in a limited time. Seven miles further on, it reaches Weston, from which the Platte Country Railroad is already built and in operation northward by way of Atchison and St. Joseph, to Savannah, in Andrew county, a distance of fifty-two miles. The Platte Country Railroad is, by law, compelled to lay a third rail at its own cost to St. Joseph, of the same gauge of the North Missouri Railroad, on which the North Missouri Railroad Company has a right to run its engines and cars.

At Atchison a connection is formed with the Atchison branch of the National Pacific road, one of the lines having Government aid, and now in course of construction. From Elwood opposite St. Joseph, another railroad is projected westward and partly built through Kansas, with which a connection is had at St. Joseph. The Platte Country road is located as far north as Forrest City, on the Iowa line, and the company is bound to complete its road to that point in three years from last February, or have it forfeited to the State. From Forrest City, up the Missouri valley to Council Bluffs, opposite Omaha, the eastern terminus of the Northern Branch of the National Pacific Railroad, (likewise having Government aid,) a company has undertaken the building of a road in connection with the Platte Country and the North Missouri, which is now under contract, and twenty miles of its line graded. It will thus be seen that the Forrest City and Council Bluffs, the Platte Country and the North Missouri, will, in fact, constitute but one road from Council Bluffs to St. Louis, 495 miles in length, connecting with and tapping every east and west road at present contemplated west of the Missouri river, thus giving the North Missouri road thousands of miles of railroad, both to the east and west, tributary to its business, and must make it one of the best paying roads in the United States.

It will likewise be seen that the North Missouri extension from Macon City strikes the Iowa line at a point thirty miles south of Ottumwa, on the Des Moines Valley road. Arrangements are now being made for the filling up of this link. The Des Moines Valley road, besides penetrating the richest portion of the State, is designed to intersect and connect with all the east and west roads crossing Iowa, and ultimately unite with a road traversing the valley of the Minnesota to St. Paul thus creating a through line, with the North Missouri, from St. Paul to St. Louis, a distance of six hundred and ninety-two miles.

Thus it will be seen, that the North Missouri, with its branches and feeders, will reach the entire country west of the Mississippi and north of St. Louis, supplying it with a southern market, and constitutes the only system of roads that will do so. At St. Louis, besides striking the roads diverging eastward, it connects with the Iron Mountain Railroad, running due south on the western bank of the Mississippi, designed to reach Memphis or Columbus, below freezing point, to connect with roads leading to New Orleans, Mobile and Charleston. Of the Iron Mountain road, eighty-six miles from St. Louis are constructed and in operation. One hundred miles more will carry it from the Iron Mountain to which it is completed, to Columbus, at which point railroad connection is had with the Mobile and Ohio Railroad, which gives by railroads now in operation an outlet to Charleston, Mobile, New Orleans, and every Southern city reached by rail of importance. The North Missouri and the Iron Mountain together will furnish the only line of railroad west of the Mississippi between the great Northwest and South; and a large portion of the year, when the northern rivers are impeded with ice, will supply the only direct means of communication between them.

I have thus endeavored to give a full and candid statement of the claims of the North Missouri Railroad to the confidence of the financial public, that men possessed of capital may see the security upon which they will rely in purchasing the bonds of that road, which I have to offer.

It is proper that I should say, that I am not an officer or employee of the North Missouri Railroad Company nor even a stockholder in it. I am an officer of the State, receiving my appointment from the Governor. Into my hands, as a representative of the State, the railroad company, in pursuance of the legislation before referred to, and which is assented to by the Company, places its bonds and the application of their proceeds, as well as the receipts and earnings of the road, in consideration of the States's relinquishment of her first lien, that the State's interest in the second lien may be protected by her own agent. As whatever contributes to the security of the second lien likewise operates in favor of the first lien, it will be seen that my official position makes me, practically, a trustees both for the State and the holders of the bonds under the first mortgage, binding me to guard their interests in opposition to those of the railroad company, should any conflict arise.

It gives me much pleasure to say, however, that no such conflict is anticipated. The officers of the North Missouri Railroad Company are gentlemen of high standing, and familiar, from long experience, with the business they have in hand, in the management of which they have been eminently successful. The President of the Company, the Hon. Isaac H. Sturgeon, is widely known among the most faithful and competent railroad men of the country—thoroughly devoted to the interests of his company, with the duties of whose business he is entirely conversant, having filled his present responsible position for seven years.

The act of the Legislature, has been accepted by the stockholders of the Company, as herein provided, and the mortgage under it has been duly executed and recorded. The bonds issued under a former law, and required to be destroyed, have thus been disposed of, and the bonds issued under the present mortgage will, in whole or part, soon be placed upon the market. The trustees representing the bondholders in the mortgage are John J. Cisco, Morris Ketchum, and John A. Stewart, of New York.

Pittsburg and Boston Mining Company.

The report of the Directors of the Pittsburg and Boston Mining Company, gives the following estimates of the operations for the year ending November, 1864:—

The amount of rough copper produced was Masses, net weight, 1,022,361 lbs.; barrel work do do., 376,321 lbs.; stampings, do. do., 710,205 lbs.; stamp tailings, do. do., 7,096 lbs.; making a total of 2,115,983 lbs., or 1,047 1983–2000 tons, being an average monthly product of 88 332–2000.

Of the foregoing there were shipped during the season of navigation 1,907,386 lbs., leaving on hand at the mine and mine landing at Eagle river, 208,597 lbs.

The actual and estimated product of refined copper is 1,384,171 lbs.

The 1,103,131 lbs. of copper already sold, realised $546,275 51, or a net average of 49 16–100 cents per pound, after deducting freight and commissions. Estimating the price to be obtained for the unsold product as above of 281,040 lbs. at 40c. per pound the receipts for the year would approximate $662,394 06.

The estimated expenses for the year are $405,865 56, leaving a probable net profit for the year of $256,528 50, to this adding balance of year 1863, which was $121,482 49, and deducting dividend, &c, $134,119 32, a probable balance of $243,891, 67 on the estimates made of the year 1864 would be left.

By reference to the balance sheet of the company we learn that the capital stock paid in, amounts to $110,905, and that the proceeds of the sales of the product of the mine amounts to $6,469,702 73. Dividends have also been received amounting to $1,944,492 54.

The Railroad Bridge at St. Louis.

The City Engineer of St. Louis has reported on the contemplated railroad bridge across the Mississippi at that point. He estimates the expense at $3,332,200, of which the city should subscribe $1,500,000, the merchants, etc., $732,000, and the several railroad companies the balance. He thinks such a bridge would save to St. Louis annually $1,800,000. The plan he recommends is a tubular iron plate bridge, without a draw, to pass which steamboats must lower their chimneys to the hurricane deck. In addition, the Chairman of the Committee on the subject appointed by the City Council made a long report in favor of the scheme, which, with the Engineer's report, was ordered to be printed.

☞ Two new locomotives, built at the Norris Works, Lancaster, for the Reading Railroad, have arrived in Reading. They are named after two distinguished generals now in the service—"General Grant" and "General Meade."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	50c
Acton Vale..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19½
Algomah..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis..... Md.	50,000	10	----	----
Arizona..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	3½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	2½
Bay State..... L. S.	20,000	----	3½	16
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	6
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake..... L. S.	20,000	----	1½	----
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	12c
Cheticamp.....	30,000	5	----	1½
Chippewa..... L. S.	20,000	----	----	----
Cleveland..... Ca.	100,000	5	----	----
Cliff..... L. S.	20,000	----	----	----
Clifton..... "	20,000	----	----	----
Collin..... "	20,000	----	½	----
Columbian..... "	20,000	----	4½	9
Consolidated..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	22½
Copper Harbor..... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	----
Copperas Hill..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah..... L. S.	20,000	----	5	----
Dana ..... "	20,000	----	3½	1
Deep River..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	1½	----
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	½	3
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	200,000	5	----	25c
Eagle River..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff... "	20,000	----	----	12
Flint Steel..... "	20,000	----	----	11
Forest City..... "	20,000	----	5	1
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	5½	43½
French Creek..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill..... "	20,000	----	5	1
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk..... Ca.	100,000	5	----	60c
Great Western..... L. S.	20,000	----	2	1
Green Mountain... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	5
Humboldt..... "	20,000	----	2	5
Hungarian..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	42½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute.....	40,000	----	----	----
Isle Royale ..... L.	20,000	5	16	12½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3½
Michigan..... "	20,000	----	----	----
Middlesex..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota..... L. S.	20,000	----	3½	15½
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	5
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver).. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	8	30c
North Sutton..... Ca.	100,000	5	----	1
North Western.... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	44½
Phila. & Boston... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	17
Pittsburg & Boston "	20,000	----	5½	65
Pontiac ..... "	20,000	----	3½	2
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	76
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	3
Salem..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	20c
Southampton..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	50c
South Side..... L. S.	20,000	----	3	2
Springfield..... Md.	----	5	----	50c
Stadecona ..... Ca.	100,000	5	----	----
Star..... L. S.	20,000	----	7½	5½
Stark..... Vt.	100,000	2	----	----
Strafford.....	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	6
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	85
Toltec..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	11c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	10c
Wiekopee..... "	100,000	5	----	5½
Winthrop..... L. S.	20,000	----	5½	1½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake..... N. Y.	50,000	50	----	3
East River.....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant..... Pa.	10,000	50	----	----
Teal Lake..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake.....	----	----	----	----
Erie	----	----	----	21
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone..... Pa.	----	----	----	1½
Lancaster..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point.....	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National.....	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	87c.
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	74
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C. ...Md.	----	----	----	1½
Baltimore ..... "	----	----	100	8d
Bear Valley..... "	40,000	12½	----	19
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8½
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton..... N. S.	200,000	2½	----	----
Carbondale..... Pa.	----	----	----	3
Central ..... "	----	----	----	56
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental.....	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	47½
Daniel Webster	5,000	100	----	----
East Mahanoy..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	36
Fulton..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	65½
George's Creek..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	50
Green Mountain.... Pa.	----	----	----	3
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay.....	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	5½
Locust Mountain .. "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	9
Middle Coal Fields.. "	----	----	----	----
Milford	2,500	50	----	----
Mill Creek..... Pa.	----	----	----	----
Mulgrave.....	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek..... Pa.	----	----	----	51c
North. & Luzerne .. "	----	----	----	----
Penn..... "	100,000	50	----	170
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway.....	----	----	----	----
St. Clair..... Pa.	5,000	100	----	15½
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	85
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley..Pa.	27,100	50	----	15

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.)..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	50c
Central (G.)..... Col.	50,000	25	----	17½
Chaudiero (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	200,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)..... Cal.	----	----	----	----
Excelsior (G.)..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	8½
Gold Field.....	50,000	10	----	----
Gold Hill.....	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.)..... Col.	300,000	10	----	1½
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	20
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.)..... Ca.	100,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.)..... Cal.	100,000	100	----	13½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	80,000	10	----	----
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.)..... Col.	80,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col.	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	62½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	----	----	----	19
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita..... Ariz. T.	----	----	----	----
Scottie (S.)..... Ariz. T.	----	----	----	----
Sherbrooke (G.).. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.)..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.)..... Col.	100,000	25	----	----
Stewart (G.)..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length: completed: equiv't in single t'k.	Length: In progress or projected	Equipment: Horses.	Equipment: Cars. 2-horse.	Equipment: Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.86	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	38
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	220,000	—	12,500	62,446	21,195	9½	.....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	.....	94
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	.....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,616	—	.....	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	.....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	.....	59
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	50
30 Nov. '63	5.59	—	63	9	—	Quincy	75,525	55,000	50,932	16,650	25,837	6,012	—	.....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	—
30 Nov. '63	1.54	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	.....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	.....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	60,000	20,000	—	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	46	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,126	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	.....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	55,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,555	446,078	550,000	.....	19,794	7,008	—	.....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,557	494,500	13,000	44,251	63,256	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,698	795,365	87,000	.....	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,656	3 977	—	100	60
30 Sep. '63	18.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	290,354	51,127	—	100	115
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,898	750,000	15,000	—	412,600	99,227	10	100	—
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	.....	682,131	223,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,050	—	—	1,663	310	—	.....	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	.....	—
						NEW JERSEY.									
31 Dec. '62	5.82	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	65,000	—	17,228	9,958	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,060	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	125,000	—	128,761	50,439	40	10	45
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	.....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,595	77,533	6,901	7½	.....	15
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	.....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	26
31 Oct. '64	8.73	—	256	33	3	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	.....	30
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	.....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	.....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,356	48,000	22,600	5,356	55,006	15,984	4	.....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	9
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '64	7.78	—	88	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	3,113	—	.....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,363	27½	20	67½
31 Oct. '64	5.82	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	.....	15
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'd F.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	24
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	50	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	.....	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	.....	68
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,056	21,058	—	.....	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St Louis	296,504	298,504	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
Broadway [Brooklyn]:	$	pc	Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1888	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	100,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	8,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	6	J & J	1869*	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31, '65	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848.....registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	119
Texas Indemnity, of Sep. 9, 1850.....coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1861	110
" " " " ..... coupon		6	Yearly.	1861	110½
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ...registered	204,148,400	6	" "	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s).....registered	$10,756,900	6	May & Nov.	1882	102
" " " (5-20s)..... coupon		6	" "	1882	106½
Loan of March 3, 1864, (10-40s)...registered	112,770,100	5	Mar. & Sept.	1904	92
" " " " .....coupon		5	" "	1904	93½
Loan of March 3, 1864 (5-20s) .....registered	85,789,000	6	May & Nov.	1884	----
" " " " .....coupon		6	" "	1884	106½
Treasury Notes of July 17, 1861.....coupon	$15,250	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864.....coupon	200,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	----	99½
One & Two Year Treasy Notes (legal tender)	89,522,350	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks).....	432,100,569				
Fractional currency	24,254,094				
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	115
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " ..... "		6	" "	'81-'82	99½
" — " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds..... coupon	143,000	7		----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k) .. "	2,073,750	6	" "	'53-'80	70
" — " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'68-'80	100
" —War bonds..... "	2,000,000	6	" "	1879	94
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	3,225,500	5	Jan. & July.	1886	86
" " " ..... "	2,068,173	2½	" "	1896	68
—State Int. Imp bonds (not adjusted)	891,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	100
" —Canal Preferred stock..... "	4,079,560	5	Jan. & July.	----	85
" — " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks..... coupon	290,000	7	Jan. & July	1883	----
" — " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1885	----
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'62-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		6	" "	'85-'96	----
" — " (bank)..... "	600,000	6	" "	1891	----
" — " ..... "	67,500	6	" "	'91-'96	93
" — " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----	d'm'd	60
" — " (R. R. etc)... "	2,902,000	6	----	'67-'99	----
" — " (banks)..... "	5,398,533	6	----	----	----
" — " (war loan)... "	670,000	6	----	----	----
Maine—State bonds .....coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'k'g conv.)... "	200,376	5		1885	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1902	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'65	----
" — " " (")..... "	399,408	5		1890	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	135,889	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,280	6	" "	'88-'90	----
" — " " (" ").-dollar	418,500	5	" "	'90-'91	121
" — " " (" ").- "	500,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'63-'77	128½
" — " " (" ") "	345,000	6	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" —	83,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan..... "	500,000	6	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1847.....	83,000	5½	Jan. & July.	1865	----
" — " " "	199,000	6	" "	1863	67½
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'83	71
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	74½
" — " " N. Missouri... "	4,550,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	451,000	9	June & Dec.	'64-'90	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" —Notes	200,000	6	----	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,520	6	" "	'65-'71	----
" " — " ("). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,800,000	6	" "	'68-'78	119
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,626	6	----	d'm'd	----
" " — " " " " "	11,050	6½	----	d'm'd.	----
" " — " " " " "	14,230	6	----	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	6½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	6½	Jan. & July.	1867	----
" " — " " " " "	100,000	6	" "	'65-'74	106
" " —Canal Fund Loans.....	6,922,274	5	" "	'64-'76	117
" " — " " " " "	15,589,925	6	" "	1864	----
" " — " " " " "	1,200,000	7	" "	Var.	64
North Carolina—State bonds .....coupon	9,129,505	6	Various.	1860	110½
Ohio—State bonds (foreign debt) ....coupon	1,255,279	6	Jan. & July.	1865	95
" — " (" ") .... "	1,015,000	5	" "	1868	----
" — " (" ") .... "	379,866	6	" "	1870	100
" — " (" ") .... "	2,188,532	6	" "	1875	101
" — " (" ") .... "	1,600,000	6	" "	1881	102
" — " (" ") .... "	4,096,309	6	" "	1886	105
" — " (domestic debt).....	2,400,000	6	" "	1863	108
" — " (war loan).....coupon	125,680	6	" "	1868	----
" — " (" ")..... "	1,500	---	" "	1868	----
" —Irreducible debt (school funds, etc)...	279,313	---	----	----	----
Oregon—State scrip	2,920,403	6	Yearly.	----	----
Pennsylvania—State Stock Loans.....	55,372	----	----	----	----
" — " " "	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	1882	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1866	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds.....coupon	4,560,000	5	Feb. & Aug.	1877	99½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----	----	----
" —Relief Notes in circulation....	97,360	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	----
" — " " (interna. impr.) "	2,062,656	6	----	Var.	40
" — " " (railroads) ... "	12,799,000	6	----	Var.	66
" — " " (capitol) ..... "	608,000	6	----	1890	40
" — " " (Hermitage) - "	48,000	6	----	1890	65
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	494,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	57
" —State bonds (railroad) .....coupon	12,624,400	6	" "	'85-'98	----
" — " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) ... "	100,000	6	" "	1877	----
" — " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,753	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,816	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	84,928	107,758	73,751	64,937	868,541
1861	61,531	75,621	78,361	65,858	75,250	63,761	73,474	126,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	195,803	162,722	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	69,170	104,272	100,403	82,895	139,049	134,500	145,329	92,873	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,557	123,319	118,763	[illegible]
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	165,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	175,858	188 565	205,866	195,103	271,141	331,494	312,049	319,816	308,187	2,885,426
1865	293,535	236,949	262,575	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	282,208	202,321	221,709	240,951	280,209	359,888	275,506	299,607	473,186	551,122	435.945	404,183	3,975,935
1864	273,876	317,839	390,365	371,461	409,554	521,059	432,054	519,306	656,364	708,714	705,496	545,943	5,801,021
1865	536,676	481,165	506,290	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,701	72,359	79,073	76,304	82,220	780,226
1860	78,170	67,210	86,960	76,032	95,907	55,085	50,386	85,573	84,603	94,406	82,467	82,499	889,499
1861	85,239	76,918	85,663	90,324	95,302	63,137	62,269	60,265	84,640	98,528	88,401	106,253	955,889
1862	106,263	88,468	103,175	87,916	99,716	64,910	71,716	75,558	102,176	112,507	117,284	164,876	1,167,544
1863	146,916	146,839	165,780	121,278	103,407	99,559	90,552	95,134	130,551	150,397	143,536	185,926	1,579,509
1864	154,068	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,049	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	340,953	330,657	361,819	359,114	455,235	465,959	436,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,013	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,542	595,024	615,962	756,421	885,136	902,906	903,859	8,460,234
1863	846,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	908,341	886,039	1,940,626	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	161,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,903,434
1860	212,714	209,422	161,047	134,608	146,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	138,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,963	202,345	192,442	151,427	160,789	193,442	212,118	239,911	270,083	402,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,592	190,364	219,561	268,190	302,174	296,750	484,550	3,726,140
1864	601,231	472,240	356,626	278,640	281,759	253,019	273,726	306,595	361,600	340,900	340,738	407,552	4,274,556
1865	625,936	418,711	424,870	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,165	226,196	2,664,848
1861	321,344	279,268	229,334	192,084	180,488	177,829	189,280	268,983	289,552	284,020	243,249	224,401	2,899,512
1862	190,130	236,637	181,084	191,648	208,240	269,282	261,079	352,756	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,043	289,224	324,087	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,576	640,179	799,238	661,391	657,141	603,402	6,329,447
1865	546,410	522,965	592,276	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	23,579	32,668	29,354	27,271	56,657	46,452	51,329	55,257	48,544	512,319
1863	38,203	53,778	60,540	64,206	30,326	40,706	58,704	52,864	77,112	83,089	76,784	68,863	710,225
1864	56,540	77,874	90,855	73,215	82,964	75,055	89 533	94,375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,026	93,503	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	46,811	59,082	48,797	37,429	60,229	139,761	163,515	90,906	44,385	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,131	76,132	44,925	58,177	106,967	111,261	71,587	69,352	155,417	205,004	138,342	112,913	1,247,258
1864	102,743	115,135	83,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,183	74,283	70,740	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	145,526	145,258	138,054	122,706	101,710	151,170	173,870	218,405	196,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	163,170	186,951	170,362	161,391	126,555	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,962	180,915	225,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,013	284,935	241,236	189,145	238,012	308,106	375,567	332,200	349,048	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	311,717	279,129	355,204	598,330	404,565	444,522	398,091	4,077,744
1865	356,784	290,890	413 322	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	126,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,377	144,982	226,846	307,325	242,089	200,134	2 124,214
1862	230,159	169.658	151,502	175,596	186,039	174,002	172.189	216,624	295.966	322,269	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	198,328	215,449	308,158	376,488	329,794	306,186	3,166,025
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,644	509,211	473,563	409,623	447,818	504,717	501,920	745,599	709,671	657,792	529,206	6,362,703
1860	387,128	402,530	561,078	586,141	551,700	495,943	644,494	692,882	865,985	811,468	780,726	523,047	7,154,623
1861	489,065	420,798	627,061	659,683	677,078	568,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	930,272	790,167	887,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,331	966,687	1,069,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,193,435	1,167,819	1,039,902	13,230,417
1865	899,478	881,372	915,900	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	156,237	188,609	216,475	225,464	230,577	248,862	241,695	264,622	283,846	238,619	245,977	2,736,306
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	253,996	254,285	288,725	414,707	448,994	463,873	466,557	454,828	4,068,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	615,902	746,965	526,009	6,324,083
1864	436,741	532,786	617,021	669,353	------	916,189	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,586	188,831	165,795	154,032	206,858	245,958	286,844	221,253	191,188	2,335,354
1861	217,262	202,071	265,785	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	296,778	282,695	277,009	261,210	249,419	277,880	327,525	401,290	364,331	370,983	3,745,310
1863	337,350	366,506	461,965	462,987	427,094	395,545	350,753	407,077	463,509	506,814	456,300	457,642	5,132,084
1864	290,676	457,227	611,297	574,090	499,547	520,942	486,687	669,102	706,974	758,500	743,761	------	7,120,466
1865	684,200	696,738	886,511	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	68,881	88,748	71,864	112,384	93,766	67,721	85,259	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,608	120,810	123,115	113,798	123,949	118,077	180,378	153,470	144,736	143,748	162,921	1,654,918
1864	100,872	147,485	160,496	157,785	149,556	155,730	144,942	218,236	234,134	203,441	202,965	204,776	2,089,717
1865	170,078	153,903	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,786	106,100	125,027	77,599	81,256	926,756
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,856	157,086	92,574	1,172,100
1862	82,235	47,142	66,003	83,582	106,845	115,078	115,216	168,219	170,360	172,870	147,548	138,525	1,403,147
1863	86,321	91,971	103,056	132,111	124,272	132,585	105,554	116,379	120,695	151,052	134,502	111,320	1,489,798
1864	79,735	96,843	132,696	123,987	127,010	156,338	139,926	244,114	243,840	221,570	220,209	266,104	2,090,372
1865	144,000	139,171	155,748	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
*Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	955,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1638	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	700,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	800,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						102
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1860	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	100
" " $300,000	790,800	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000				"		98
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'80-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1855	85
4th Mortgage (S. F.)	1,566,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112½
" " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1587	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.		1904	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	100
General 1st Mortgage	3,500,000	7	" "	" "	1885	75½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	87
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1892	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1867	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1866	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1854	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	108½
Connectic't and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	181,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	100
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						'62-'64
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	1872	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1874	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"		
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,502,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1901	
Florida and Alabama:						
Internal Improvement (State)		7			1901	
Free Land, 2d Mortgage		8			1901	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	320,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1555	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	70
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	107
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	35,000	7	Jan. & July.	New York.	1863	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,996,500	6	" "	New York.	1875	105
Redemption bonds	2,056,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	650,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	564,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	600,000	7	Jan. & July	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	247,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	540,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	220,000	6†	" "	Augusta.	1881	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	200,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Kookuk, Mt. Pleas't and Musca.						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	925,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	253,000	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1882	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Extension Bonds	176,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,907,000	7	June & Dec.	New York.	1883	110
----------	----------	----	----------	----------	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,975	7	Feb. & Aug.	New York.	1891	81½
Mist Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	916,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1859	96
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	111
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1862	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1868	93
Jackson Branch	77,000	7	" "	" "	1865	93
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1878	96
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,194,500	7	" "	" "	1877	96
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1862	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	600,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	40
2d Land Grant	660,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1888	----
Mississippi State Loan	202,792	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1882	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '62 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'62 '4'5	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1936	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,508	6	May & Nov.	New York.	1883	96½
D'bts of former Co's outst'ding	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,898,000	7	Feb. & Aug.	" "	1870	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " "	45,550	6	" "	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1870	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	106½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	108
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	100
Buffalo Branch	196,400	7	Jan. & July.	----------	1991	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,300	7	Jan. & July.	----------	1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,000,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'76	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7†	" "	" "	1861	22
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1887	106
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	86
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,255,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	500,000	7	----	----	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	8	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1865	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,950,600	6	April & Oct.	"	1870	92
" 1851, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	95½
" 1844, "	810,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	2,480,500	6	" "	"	1886	107
" 1866, "	1,442,000	7	" "	"	1886	123
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	122½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	32,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	900,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1875	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	58½
2d Mortgage	987,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	6
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1851	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,225	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1856	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	167,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
Equipmnet bonds	600,000	7	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,356	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	68
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	19
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	920,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	30
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£890,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	100
Hudson & Boston R. R. Loan	190,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1856	144,500	6	----	----	1866	----
Company's endorsed by State	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,596	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,091	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,006	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.5	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,865	695,370	—	----
30 Feb. '60	88.5	25.4	----	23	14	283	Montgomery and West Point		1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	----
								ARKANSAS.													
3 Nov. '58	88.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	48,938	55,900	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	5,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,905	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,332,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	25,200	2,000,000	191,000	47,900	2,685,438	124.0	208,329	428,518	180,702	—	----
31 Dec. '63	57.0	—	1.3	—	7	16	177	Naugatuck	1,460,193	*	—	1,031,800	395,050	26,064	1,460,193	62.0	129,574	265,387	13,958	3	----
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	728,538	750,000	156,429	1,644,967	62.0	172,124	212,585	—	—	117½
30 Nov. '63	8.48	8.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	23,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,831	8½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,236	*	—	658,805	51,000	—	810 982	66.0	211,836	270,672	84,290	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,677	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	700,462	12	120
30 Nov. '63	50.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,200	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	96
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	156,631	158,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,253	19,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,595	—	----
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	15	7	124	Atlanta and West Point		1,192,289	*	—	1,250,000	126,000	—	1,597,585	58.7	.....	415,056	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	165,985	96,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,990,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,166,000	*	1,005,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	119,515	8	----
1 May, '58	68.1	—	----	—	5	4	33	Savannah, Albany and Gulf	1,386,534	42,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.5	16.2	—	16	22	201	South Western	3,770,425	*	—	2,921,500	390,500	19,913	3,822,913	228.5	.....	.....	309,463	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	822,343	456,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	669,100	4,208,300	4,054,000	—	9,896,568	281.0	1,104,197	2,770,454	1,273,618	7½	98
30 Apr. '64	240.0	226.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,830	394.0	1,955,519	3,090,211	1,350,499	8	114
1 Apr. '63	242.0	—	22.0	36	28	705	Chicago and Northwestern	12,825,589	610,983	—	8,731,316	5,335,000	225,641	13,147,136	242.0	.....	1,983,064	446,503	—	28	
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,433	*	—	5,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	944
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	2,506,000	—	10,952,115	341.7	1,484,066	2,291,451	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	854
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,805,150	13,252 000	—	32,080,110	708.3	3,386,350	6,129,447	2,453,194	8	109
-- -- --	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,222,403	.....	.....	148.0	.....	.....	.....	—	854
31 Dec. '63	195.0	14	12.2	—	31	30	421	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,580	—	39
								INDIANA.													
-- -- --	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,050,423	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,661	1,219,100	51,772	2,283,748	109.0	.....	249,567	119,345	—	----
31 Dec. '62	72.4	—	----	—	19	17	206	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,995	158,541	—	72
1 Dec. '58	82.5	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,559,900	1,362,284	140,589	3,458,108	110.0	.....	445,858	230,634	9	100
1 Dec. '63	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	595,022	330,525	—	----
1 Dec. '62	75.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,018,907	621,000	—	2,175,223	108.0	312,559	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,538,762	122.0	.....	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	945,827	271,450	—	854
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	160,379	1,900,150	85,000	—	2,061,108	73.0	870,555	1,007,979	321,254	15	150?
								IOWA.													
1 Jun. '58	78.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	56.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	850,000	369,984	.....	58.0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	159	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,531	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,196,000	*	—	2,700,000	4,500,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,166	2,930,000	357,532	4,375,998	111.8	.....	428,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	161,633	99,320	53,255	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,296,332	126,735	6,540	1,109,594	201,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	85.0	18.3	56.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,534	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,303,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	556,000	339,297	5,855,320	80.0	190,204	481,922	223,640	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,870,452	1,040,752	—	.....	3,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
31 Aug '60	52.7	—	----	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,291	*	—	1,553,015	248,969	108,484	1,710,519	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,823	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	340,898	.....	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	328.3	1,548,277	3,417,185	1,697,060	12	107
31 Mar. '64	244.0	281.0	----	—	96	110	1,134	Mich. S'th'n & N'th'n Indiana	13,619,184	1,544,250	1,663,568	10,120,400	8,287,255	—	19 407,655	527.0	2,171,477	3,384,294	1,630,777	—	62
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	0	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	256.0	—	----	—	25	23	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	805,982	6,231,899	256.0	.....	884,342	328,002	—	----
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	189,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	60.4	—	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	(121,569	—	----
								MISSOURI.													
31 Aug. '63	66.5	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,183,836	7,177,600	—	.....	206.6	579,324	1,047,587	420,026	—	25
21 Dec. '62	268.8	—	17.7	68.0	21	28	307	*North Missouri*	6,295,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,906	—	----
1 Dec. '62	182.0	—	4.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	----
31 Dec. '58	196.0	—	14.4	87.5	34	30	430	*Pacific*	11,162,670	622,417	—	9,344,416	1,000,000	197,019	10,489,427	142.7	847,400	[illegible]	[illegible]	—	[illegible]
1 Dec. '62	77.0	—	5.2	206.5	—	—	—	*Platte and Branch*	1,700,000	70,000	—	1,000,000	700,000	—	1,770,000	77.0	[illegible]	[illegible]	[illegible]	—	[illegible]
1 Dec. '62	94.0	6.0	6.0	—	19	18	218	*St. Louis and Iron Mountain*	4,000,000	750,000	—	2,000,000	2,000,000	750,000	4,750,000	94.0	[illegible]	[illegible]	[illegible]	—	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

When ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	8	4	74	Androscoggin	1,050,000			151,833	444,663	205,584	767,331	36.5	76,344	79,751	43,401	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,783,206	807,754	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by Gd. Tk.	—	—	—	45
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	189,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	—	—	18	20	231	Maine Central	4,211,878	*	21,925	1,950,900	2,068,491	129,952	4,250,900	109.2	186,240	225,032	174,028	—	—
31 May, '64	51.3	—	—	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,553	188,121	6	101
31 May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	—	—	169,200	555,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,234	16,161,962	10,781,853	630,555	33,673,544	286.8	1,913,769	4,481,859	3,054,653	8	101
30 Sep. '61	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	—	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,247,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,548	3,061,669	1,085,387	11	454
								MASSACHUSETTS.													
30 Nov. '63	38.7	1.8	41.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,330,000	440,000	5,629	2,275,629	70.9	372,063	803,718	167,061	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	114
30 Nov. '63	47.9	7.0	32.6	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.5	428,301	853,727	397,729	8	125½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,591	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	5	125
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par £0)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	50½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	95
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	5	92
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	110
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	20,275	—	200,000	75,000	3,961	367,436	—	—	21,780	21,276	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,581	—	600,000	—	—	704,336	71.0	167,154	223,794	69,077	8	125½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,000	28.7	47,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,500	205,502	1,245,565	33.0	67,852	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,631	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,068	411,544	7	105
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	228,461	384,612	169,145	6	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	52,543	—	243,306	226,900	1,386	471,592	—	—	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	290,000	—	—	298,962	11.7	51,575	165,405	33,698	8	116
30 Nov. '63	6.1	—	—	33.5	—	—	—	Troy and Greenfield	1,903,250	—	—	921,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	41
30 Nov. '63	156.1	17.2	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,922	2,439,838	1,232,831	10	132
30 Nov. '63	45.7	—	8.6	—	16	12	145	Worcester & Nashua (par $24)	1,116,597	116,000	—	1,141,000	103,700	39,591	1,373,159	45.7	186,647	251,024	132,158	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	—	247,279	124,400	—	62½
30 Nov. '63	58.6	—	8.0	—	18	16	346	Cheshire	2,476,846	322,268	—	2,085,923	686,400	—	2,969,852	53.6	388,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.3	—	470,078	125,286	7	60
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	108
31 Mar. '63	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	595,588	569,000	—	—	52.7	—	87,791	11,913	—	—
31 Mar. '63	89.2	13.0	12.6	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	—	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	—	24.7	—	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	84.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,128	*	—	997,862	2,089,500	173,982	3,261,344	78.0	—	250,921	113,533	—	—
31 Dec. '62	68.9	32.5	—	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,060	5,009,200	8,620,151	—	—	124.2	—	3,040,148	1,728,648	10	120½
31 Dec. '62	60.2	—	—	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,562	1,087,976	117,096	2,155,024	60.2	—	144,386	66,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	509,535	4,020,150	2,000,000	—	7,708,800	54.0	312,041	1,941,376	1,127,244	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '62	33.5	—	—	—	—	—	—	New Jersey	3,640,516	445,573	1,461,396	4,397,800	642,800	400,017	5,789,574	33.5	—	1,286,600	694,914	10	150
31 Dec. '62	11.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,518	29,592	—	—
31 Dec. '62	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,883	1,250,000	143,609	2,597,161	—	(2 mos.	10,588	24,241	—	63
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	—	239,880	154,908	6½	103
31 Dec. '62	28.5	—	—	47.	—	—	—	West Jersey	821,984	—	—	581,884	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	6	38	Albany & Susquehanna	1,192,179	54,558	—	978,670	120,000	34,388	1,257,037	—	—	—	—	—	—
31 Dec. '63	48.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,687,725	*	—	908,995	1,587,555	—	2,537,725	48.9	—	329,228	176,096	—	—
30 Sep. '63	142.0	—	18.0	—	28	41	—	Buffalo, New York and Erie	3,369,068	—	—	850,000	2,395,000	1,070	3,369,068	160.5	618,590	1,134,256	317,213	5	108½
30 Sep. '63	63.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	145,000	2,051,750	1,149,000	—	3,600,000	82.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	5,600	Erie	42,316,853	*	4,104	24,035,800	17,823,400	1,067,083	43,045,284	807.0	6,916,324	13,429,643	4,594,725	8	78½
30 Sep. '63	144.0	—	123.2	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	108½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	550,431	52,250	6	40
30 Sep. '64	397.8	185.1	468.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,241	—	42,275,999	654.9	5,990,208	12,997,836	3,506,745	9	95
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,239,919	811,987	922,563	5,722,850	5,877,518	14,260	11,614,628	163.5	1,443,679	1,412,426	471,569	—	—
30 Sep. '62	118.0	3.5	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	673,512	163,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,845	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	510,000	229,750	—	908,884	58.2	151,198	335,625	117,460	7½	—
30 Sep. '63	189.6	48.5	18.2	—	25	27	848	Rome, Watert'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,830	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,300	200,000	66,300	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,961	322,794	184,908	—	—
30 Sep. '63	34.9	—	5.5	—	11	15	155	Troy and Boston	1,698,559	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,546,225	400,000	276,372	2,419,401	94.0	—	103,953	35,572	—	—
" " '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
" " '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	975,500	125,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	181.5	15.0	—	—	23	15	122	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,589,223	*	107,000	1,340,213	791,054	102,291	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	5.0	—	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	864,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	30.0	50.0	—	186.0	21	6	414	Atlantic and Great Western	2,042,06.	*	—	977,975	717,000	—	2,042,067	40.0	—	154,600	78,927	—	—
31 Dec. '63	118.2	—	—	—	17	12	206	Bellefontaine and Indiana	3,030,554	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	496,519	751,222	347,677	—	—
31 Aug. '63	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,183	1,628,256	5,673,900	1,126,458	6,810,432	141.0	853,023	857,701	350,271	—	14
31 Mar. '64	80.3	—	—	—	23	28	482	Cinc., Hamilton and Dayton	2,962,156	499,086	113,147	2,500,000	1,634,000	—	4,996,269	202.0	—	1,083,223	496,491	10	122
31 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	5,250,841	*	—	2,441,176	5,082,000	228,972	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	—	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	828,265	1,035,530	6,000,000	510,000	—	7,222,515	191.2	1,012,180	2,151,943	1,216,257	11	130
31 Dec. '62	67.0	—	—	15.0	13	6	310	Cleveland and Mahoning	2,583,162	238,759	22,340	1,036,085	1,752,400	128,557	2,917,322	67.0	243,287	375,209	228,551	—	45
31 Oct. '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	5,566,596	738,202	500,000	3,000,000	1,903,000	—	5,103,000	96.7	562,390	2,066,623	1,268,755	23	—
30 Nov. '63	101.	102.5	—	—	46	30	896	Cleveland and Pittsburg	7,836,094	—	—	5,832,712	4,324,666	94,329	8,151,646	201.5	—	1,436,817	852,800	—	71
31 May '64	109.2	79.4	—	—	37	54	639	Cleveland and Toledo	6,717,946	692,257	58,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	98
31 Dec. '58	61.4	—	—	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	209,000	—	72.0	144,000	54,000	17,760	—	99
30 Nov. '63	54.5	—	11.0	—	13	45	206	Columbus and Xenia	1,429,220	282,965	618,150	1,499,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,581	10	—
31 Mar. '64	142.0	—	7.9	—	18	8	873	Dayton and Michigan	5,409,672	460,563	—	2,462,217	3,905,000	—	—	142.0	—	703,239	311,256	—	15
30 Nov. '63	53.5	—	29.6	—	25	33	413	Little Miami	4,107,139	492,979	437,112	2,981,207	1,400,000	—	5,006,520	135.0	1,002,647	1,945,778	791,362	10	140
30 Jun. '63	178.8	30.6	14.1	—	37	34	488	Marietta & Cincinnati, re-org.	10,722,222	—	—	10,279,844	373,457	55,095	11,164,820	226.6	445,157	620,028	296,550	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,563,614	745,475	—	6,346,950	9,570,000	4,343,042	20,849,420	192.3	—	829,932	119,032	—	—
31 Aug. '58	113.0	8.0	—	—	17	16	328	Pittsburg, Columbus and Cin.	4,772,951	—	—	1,906,756	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '64	158.9	52.0	—	—	33	22	466	Sandusky, Dayton and Cinc.	2,953,572	555,400	102,565	3,260 887	1,498,722	11,190	5,169,662	208.9	289,894	660,162	183,747	—	82
31 Dec. '63	116.0	9.0	—	—	10	11	208	Sandusky, Mansfield & Newk	2,385,156	*	—	862,871	1,292,100	127,118	2,284,094	116.0	229,717	272,202	97,235	—	—
31 Dec. '63	213.0	—	—	—	45	15	939	Toledo & Wabash	10,687,218	*	—	3,427,550	6 650,269	—	10,745,518	220.0	1,261,248	2,066,221	945,492	2½	65

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0			360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,489	149,013			
31 Oct. '64	82.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		966,900	275,000		1,345,500	74.0	176,968	394,962	193,901	8	8½	
31 Oct. '64	118.0		67.0		77	20	5,214	Del., Lackawanna and West'n	7,295,595	2,324,490		5,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	.....	
31 Oct. '64	86.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	595,400	8,299	1,210,889	37.7	153,041	323,560	202,009			
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	666,518	48,741	2½	20	
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	456,788	159,007	10	.....	
31 Oct. '64	81.0		2.0		5	9	153	Erie and Pittsburg	1,588,378	192,509		256,500	900,000	637,886	1,794,386	81.0	771,880	163,502	55,456			
31 Oct. '64	34.0	15.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	.....	1,882,550	84.0	oper. by	Penn.	R.R.Co.	7	61½	
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,309,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966			
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	206,743	335,139	143,472			
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,590	301,041			
31 Oct. '64	70.0	17.5	53.0		51	4	2,718	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,134	20	65	
31 Oct. '64	28.3	5.0	5.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	24	
31 Oct. '64	130.5		63.3		31	....	51	Mine Hill and Schuyik. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	)	7½	55	
31 Oct. '64	55.6	14.2	13.3		20	26	574	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		57	
31 Dec. '64	300.5	54.1	319.0		290	178	4,926	Pennsylvania	27,639,578	3,386,315	5,604,810	19,360,060	16,634,840		43,520,356	356.9	5,846,778	14,759,057	4,066,113	10	59½	
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,189,079	262,389		1,254,100	315,000		1,673,100	24.0	253,738	423,147	207,893	8	81½	
31 Oct. '64	287.6		29.1					Phila. and (Sunbury) Erie	15,767,622			5,013,054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)					20	
31 Oct. '64	83.0	54.0	218.8		216	74	12319	Philadelphia and Reading	18,998,276	5,736,480		20,072,323	7,271,879		27,344,202	512.3	1,926,309	9,289,341	4,568,150	15	52½	
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	950,404	*	245,695	999,200	250,000		1,249,200	29.2	175,447	324,096	477,658	10	145½	
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,849,300	*		8,647,300	632,000		9,849,300	197.0	839,238	3,206,560	1,366,200	10	69	
31 Dec. '54	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004		1,770,414	1,500,000	69,233	3,666,817	72.0	256,176	315,723	101,569		12	
31 Dec. '63	468.3		72.5		146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,582	12,985,178		19,932,741	468.3	3,472,914	5,132,934	2,106,623		94	
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to North'n Cen.			87,070	226,318	107,490	10	40	
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,986	1,009,095	162,312	1,855,443	26.4	118,698	273,232	149,817			
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	572,000	1,343	968,127	29.6	95,556	223,338	211,817	8	43	
								RHODE ISLAND.														
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,156,000	*		1,508,000	256,500		.....	62.0	297,700	421,757	199,155	8½	114	
								SOUTH CAROLINA.														
31 Dec. '58	54.9		.....	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,265	195,266	197,905	1,099,536	51.9	.....	.....	.....			
31 Dec. '58	109.6		.....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	284,000	.....	.....	109.6	.....	283,263	151,536	6	.....	
1 Jan. '59	142.2	21.3	.....		.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	145,546	.....	164.5	.....	341,190	125,871	.....	.....	
28 Feb. '59	102.0		.....		.....	.....	.....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145			
31 Dec. '60	136.0	106.0	.....	- -	62	50	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....	
								TENNESSEE.														
30 Sep. '60	47.6		.....		.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,153		506,214	514,000	99,110	1,187,767	47.6	.....	28,967	19,157			
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	1,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466			
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,110,032	156,364		536,554	1,902,000	290,407	.....	130.0	150,142	297,806	149,167			
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	3,866,578	878,069	129,584	3,909,949	2,689,000	260,112	7,627,797	291.0	.....	1,655,096	873,697			
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....			
1859	100.0		30.5	55.8				Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....			
1859	59.0		.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029			
1859	47.4		2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,008		317,447	632,500	22,269	.....	47.4	54,175	83,129	44,606			
1859	34.2		7.0	- -	12	2	81	McMinnville and Manchester	533,907	56,815		144,894	406,000	5,000	.....	34.2	30,066	25,805	13,892			
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,522,562	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	317,304	6	.....	
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
1860	45.5		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	500,000	204,544	.....	45.5	67,950	127,953	67,243			
1859	30.6		0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....			
								TEXAS, (*all aided by State*).														
- - '58	32.0		.....	155.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....			
- - '58	56.0		.....	154.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....			
- - '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	276,000	240,000	171,560	.....	50.0	31,300	32,670	.....			
1 May '60	70.0		6.0	230.0	7	5	124	Houston and Texas Central	4,222,345	*		455,000	973,000	589,000	.....	70.0	102,200	152,546	156,566			
- - '59	25.0		.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....			
								VERMONT.														
31 May '64	116.2		5.6		9	13	202	Connect. & Passumpsic Rivers	2,542,741	*		1,650,000	500,000	.....	3,036,333	90.7	139,877	308,550	167,430			
31 Aug. '63	119.8		14.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	806,219	6,296,166	119.6	449,851	423,027	112,163			
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,833		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,186			
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 048	262,887		1	
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	101	
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	80,612		516,164	793,200	.....	1,301,586	23.7	48,995	64,267	26,451			
30 Jun. '63	59.0	5.5	3.6		.....	.....	.....	Western Vermont	1,083,500	*		552,000	700,000	.....	.....	oper. by		R.R. Troy	& Bost.	53,852		
								VIRGINIA.														
1 Aug. '59	41.3	.....	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	35,193	85,111	1,534,194	.....	.....	.....	.....			
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	271	Manassas Gap	2,942,548	210,630		2,999,861	775,500	118,789	.....	113.7	703,034	136,302	45,062			
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	165,161	9 months	79.2	47,702	64,121	16,332			
30 Sep. '59	103.5	.....	.....		8	.....	.....	Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	545,427	245,004	loss		10	
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria	.....	.....	.....	2,063,585	2,517,500	500,556	.....	167.7	270,546	450,427	222,214			
30 Sep. '59	122.3	10.1	.....		19	13	279	Petersburg and Lynchburg	5,040,630	574,996		1,366,300	1,851,500	292,542	4,745,256	123.4	.....	410,168	201,544			
30 Sep. '59	59.2	21.3	.....		14	17	131	Petersburg and Roanoke	1,223,529	*		883,200	102,500	5,799	1,486,527	80.5	.....	336,554	215,892	7½	.....	
30 Sep. '60	140.8	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328		57	
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,951	279,943	145,365	7	77	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	48.5	1,058,064	165,758	79,558	6	66	
30 Sep. '59	23.7		0.2	14.6	2	.....	22	Richmond and York River	704,540	20,554		657,512	85,000	.....	.....	23.7	12,542	.....	.....			
31 Jan. '60	80.0	.....	.....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,925	1,639,648	80.0	.....	240,446	121,063	7	.....	
30 Sep. '60	178.2	.....	21.3	7.0	27	19	228	Virginia Central	4,962,783	541,197	33,945	3,162,754	1,450,592	52,929	4,832,929	196.0	789,988	824,651	359,139	5	75	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	535,475	2,400	3,452,513	2,265,000	571,955	10,233,271	214.9	480,193	749,489	547,957			
								WISCONSIN.														
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Roskford	1,500,000	55,000		800,000	700,000	25,000	.....	55.0	.....	.....	.....			
31 Dec. '61	199.9		24.0	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	.....	.....	199.9	.....	766,476	329,580			
31 Dec. '62	191.9	42.8	28.3		39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*		4,826,900	2,454,000	221,282	7,978,541	234.4	.....	1,163,734	414,741		44	
10 May, '64	103.9		16.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,656,338	5,602,471	142.3	456,643	493,597	128,210			
								CANADA.														
31 Jan. '63	161.0	.....	.....		31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*		11,750,000	185,000	.....	11,938,000	16.10	.....	226,786	67,852			
31 Dec. '62	49.6	.....	.....		16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,468,376	49.0	.....	342,796	117,842		15	
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,568,510	1,154,885			
31 July, '63	229.0	115.5	62.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,231,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	11		
31 Dec. '64	94.5	1.6	.....		19	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,950	765,959	5,678,939	96.1	462,670	497,268	191,182			
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,589,418	*		4,444,706	.....	.....	4,658,706	108.0	180,421	107,640	29,006			
1 July, '61	80.0	.....	.....	.....	.....	.....	.....	New Brunswick and Canada	1,407,745	302,288		1,280,000	15,100	186,000	1,709,232	80.0	.....	122,555	36,670			
								NOVA SCOTIA.														
Dec. '63	61.6	30.6	.....		20	16	169	Nova Scotia	4,272,971	*		4,272,971	.....	.....	4,272,971	92.0	183,416	199,197	87,197			
31 Dec. '63	61.1	.....	.....		14	20	139		5,207,000	0		3,000,000	1,000,000	1,000,000	5,000,000	61.1	.....	1,000,000	1,000,000	10	10	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	350,000	7	....	....
Camden & Atlantic (preferred)	620,500	7	—	22
Catawissa (preferred)	1,150,000	7	—	23
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	85
Chicago & Northwestern (pref.)	2,400,000	7	5½	59
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,166,200	10	10	61½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	45
Erie (preferred)	8,535,700	7	7	88
Hannibal & St. Joseph (preferred)	5,253,856	7	....	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	....	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	20
Michigan S. & N. Indiana (guar.)	2,583,900	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,235,000	7	....	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	....	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	70
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	....	....
" " (preferred)	608,176	6	....	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	56
Toledo & Wabash (preferred)	984,700	7	7	67
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guaranteed)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2½	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,561,343	6	J. & J		1886	94
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	....
" " sterling	4,375,000	5	"		1890	....
Preferred bonds	1,700,000	6			18..	....
Bonds guar. by Virginia	200,000	6			18..	....
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	500,000	6	M. & S.		1870	....
Delaware & Raritan:						
See Camden & Amb. RR.	....	....	....		....	....
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	....
Interest Certificates	161,900	6	"	"	1868	....
Lehigh Navigation:						
1st Mortgage	2,786,682	6	M. & S.		1870	97½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	....
2d Mortgage	57,000	6	"	"	1865	....
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	100½
2d Mortgage	294,750	6	....	....	....	97
North Branch:						
1st Mortgage	560,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	80
Improvement	568,500	6	M. & N.		1876	84
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	....
Md. stg. loan converted	200,376	5	"	"	1865	....
Mortgage bonds	983,000	6	"	"	1878	55
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	20½
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	96

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,228,800	—	....
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	7,500,000	10	138
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	80
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	80
" (preferred)	100	1,175,000	10	125½
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	27
" " (preferred)	50	2,722,607	—	32½
Susquehanna and Tide Water	50	2,048,200	—	10
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	48

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	54 — @ 56 —
Pig, American, No. 1	42 50 @ 45 —
Bar, Swedes, assorted sizes (in gold)	— @ 92 50
Bar, Swedes, assorted sizes	185 — @195 —
Bar, English, Refined	— — @130 —
Bar, English, common	— — @120 —
Scroll, English	165 — @230 —
Bar, American, Common & Refined	120 — @130 —
Band, English	160 — @165 —
Horse Shoe	165 — @187 50
Rods, English	135 — @215 —
Hoop, English	165 — @245 —
Nail Rod per lb.	— 11 @ — 12½
Sheet, Russia per lb.	— 25 @ — 27
Sheet, English, Single, Double and Treble	— 8 @ — 11
Sheet, Am., Single Double and Treble	— 8 @ — 10½
Rails, English (gold) per ton	— — @ 60 —
Rails, American	— — @100 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	—21 @ — 26
English Spring (1st & 2d qlty.)	— 13 @ — 15
English Blister (1st & 2d qlty.)	— 13 @ — 21
English Machinery	— 14 @ — 17
German	— 16 @ — 18
American, Blister	— 13 @ — 16
American, Cast, Hammered	— 24 @ — 25
American, Cast, Rolled	— 14 @ — 17
American Spring	— 14 @ — 18
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 55
Sheathing, Yellow	— @ — 40
Pig, Chile	— @ — —
Bolts	— @ — 50
Braziers'	— @ — 50
American Ingot (cash)	— 34 @ — 36

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	9 50 @ 9 62½
German Refined	9 50 @ 9 62½
English	9 50 @ 9 62½
Bar per lb.	— @ — 14
Pipe and Sheet	— @ — 18

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 42 @ — 43
Straits	— 40 @ — 41
English	— 38 @ — 39
Plates, Charcoal I. C. per box	13 50 @ 14 —
Plates, I. C. Coke	10 50 @ 13 —
Terne, Coke	10 50 @ 11 50
Terne, Charcoal	12 50 @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	7 — @ 8 50
Clinch (cash)	8 25 @ — 30
Horse Shoe, Forged (cash) per lb.	— — @ — 35
Wrought, English (cash)	— — @ — 55
Ausable Horse, Norway Iron, Forged	— — @ — 40
Zinc Nails (6 mos.)	— — @ — 25

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	—36 @ — 36½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 72 @ — 73
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 52 @ — 53
Naptha, Refined, (80@90 gravity)	— — @ — 49

New York Stock Exchange.

Actual Sale Prices for the week ending April 19.

	Th. 13	F. 14	Sat. 15	M. 17	Tu. 18	W. 19.
American Coal Co.	....	....	....	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	....	116	....	....
Canton Co.	....	....	....	32½	32½	....
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 1 M.	....	....	....	....	....	....
" " Ins. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	114	....	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	....	....	....	32	31½	28
" " pref.	....	....	....	62	62½	56½
" " 1st M.	....	....	....	87	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	....	....	....	97	97½	94
" '1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	74	74	70½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	110	98	....
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	....	....	....	48½	45½	....
Del. & Hudson Canal	....	....	....	157	....	....
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8p.c. '71-5	....	....	....	....	....	....
" " 2M. 8p.c. '81	....	....	....	....	....	....
Erie	....	....	....	68½	73½	72½
" pref.	....	....	....	84	85	....
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	....	....	....	107½	109	106½
" scrip	....	....	....	....	....	....
" 1M. 7p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7p.c. '76	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	....	....	....	114	115½	111
" Can. bd. co.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	16½	14½	12½
Michigan Central	....	....	....	109	110½	107
" S F. 8p.c. '82	....	....	....	....	....	....
" conv. 8p.c. '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	62	63½	60½
" " guar'd	....	....	....	....	....	....
" " 1M. S.F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	39	44	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	....	....	....	68	....	67½
" Ins. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	....	....	73	....	....
New York Central	....	....	....	101½	100½	99½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	....	....	....	....	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7p.c. '73	....	....	....	....	....	....
" " 2M. 7p.c. '64	....	....	....	....	....	....
" " 3M. 7p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	....	....	....	26½	26½	25
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	300	296
Panama	....	....	....	237	....	....
Penn's Coal Co.	....	....	....	....	170	....
Phila. and Reading	....	....	....	107	107½	103
Pitts. Ft. W. & Chicago	....	....	....	98½	97	94½
" " 1M.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	64½	63	62½
St. L., Alton & T. H.	....	....	....	35	39	....
" " pref.	....	....	....	....	66	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds.	....	....	....	75	....	....
Tennessee 6s, 1890	....	....	....	65	....	65
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Ins. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	98¼	----	----	98¼	98¼	----
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	104¼	----	----
U. S. 6s, 1881, cou.	106¼	----	----	106¼	106¼	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	99	99	----
U. S. 6s, 5-20s, coupon	107¾	----	----	107	106¾	----
U. S. 6s, 5-20s, new	107¾	----	----	106¾	106¾	----
U. S. 6s, " reg.	103	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	146¼	----	----	148	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	9¼	----	----	----	9	----
" preferred	23¼	23	----	----	22	----
Camden & Amboy	130	130	----	----	129¼	----
" " 6s, '67	----	----	----	----	----	8½
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '56	----	----	----	----	----	----
Del. Div. Canal	31	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	45	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	60	----	59	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	64	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	53	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	27	----	----	----	----	----
" 6s	----	86	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	57	58	58¼	----	58¼	59¼
" 1st m.	102	----	----	----	----	----
" 2d m.	----	97¼	97	----	97	----
Penn. State, 5s	----	----	----	----	89	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	100	100	----	----	----
Philadelphia City, 6s	----	----	----	----	----	93
" " new	89¼	89¼	89¼	----	90	91
Philad., Germ. & Nor.	56	56	----	----	----	56¼
Phila. & Reading	54	53	53¼	----	53¼	52¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	92	----	----	92
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	33	----	32¼	----	----	33¼
" " 6s '82	----	79	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	10¼	----	----	----	----	10
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	20¼
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	47	----	----	----	45	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	14	----	----	----	----	----
Chestnut & Wal. "	----	----	45	----	----	----
Green & Coates, "	----	----	----	----	----	25
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	67	----	67¼	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	100	----	----	----	----	----
" " 1890	----	100	100	----	100	----
Balt. and Ohio	----	103	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	100	----	----	----
Northern Central	----	----	45¼	----	----	----
" " b'ds, '85	90	----	----	----	91	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Lowell	100	----	----	----	----	----
Boston and Maine	----	----	----	114	114	----
Boston and Providence	----	----	----	----	125½	----
Boston and Worcest.	125	----	----	----	----	----
Cheshire, pref.	----	----	----	----	45	----
Concord	60	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	91	----	----	92	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	109½	----	----	----	110	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	78	----	----	----
Old Colony and Fall R.	----	----	----	----	105	----
Ph., Wil. & Baltimore	62	----	63	62	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	40½	----	40½	41	----	----
Western	----	----	132	132	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	95	----	94	----	----	----
Metropolitan "	----	----	59	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	42¼	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	10	----	10½	15½	----	----
Pewabic "	44½	----	----	----	----	----
Pittsburg "	----	----	----	65	----	----
Quincy "	77½	----	75	76	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of April:

Maryland 5s	62	to	64
United States 6s, 1881	57¾	"	58½
Do. 5s, 1874	48	"	50
Virginia State 6s	43	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	61	"	63
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	34	"	35
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	61½	"	61½
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	54	"	54½
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1866	96	"	100
Do. 2d mortgage 7s, 1872	90	"	101
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	28	"	32
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, April 22, 1865.

Stock Exchange and Money Market.

The money market has been paralyzed the last week to a great degree by the commission of a crime for which we have no adequate name. Very few have cared to follow even their ordinary avocations under the sense of a great public bereavement. A few persons made a spasmodic effort to profit by the melancholy occasion, and with the true spirit of the gambler unfeelingly attempted to enhance the premium on gold by speculating on the probability and chances of prolonged misfortune. It is a fact that the quotation advanced through their manipulations nearly 10 per cent from the previous existing rates, for there were those in whom the love of money and the hope of gain are stronger than private and public decency, and whose judgment is not sound enough to control their conduct, when opportunity offers for speculation. There was no good reason whatever for the rise alluded to. The life or death of no one man, however good or great, can render the resources of the country less available, diminish its extent, overthrow its industry or stop its production. This people are not the property of any individual, however exalted his station. Their rulers are their servants, and not their masters. We can well conceive how the overthrow of a dynasty, or the death of a monarch, might affect a fall in the funds abroad, or endanger a Governmental financial policy; but here the death of a President is totally disconnected from such a consequence. We marvel that such a supposition could be seriously entertained among us for a moment; and especially when the war was so evidently near its close, and with such brilliant circumstances.

Our admirable constitution fully provides for every such emergency as has just occurred, so that we can never be a single day without legitimate Government. The 12th article provides that "in case of the removal of the President from office, or of his death, resignation or inability to discharge the powers and duties of said office, the same shall devolve on the Vice President, and the Congress may by law provide for the case of removal, death, resignation or inability both of the President and Vice President, declaring what officer shall then act as President, and such officer shall act accordingly until the disability be removed or a President shall be elected."

Accordingly, by a law of Congress, it has been long since provided that in case of the death, or resignation, or other inability of the President and Vice President, the President of the Senate *pro tempore* shall succeed, and if there be no such President *pro tem.*, then the Speaker of the House of Representatives for the time being should succeed to the Chief Magistracy until the disability is removed or a President elected.

We have long adopted the practice of appointing a President *pro tempore* in the U. S. Senate in order to meet the possible emergency of the deaths of the regularly elected President and Vice President. In the present instance the President *pro tem.*, of the Senate is Mr. Foster, of Connecticut, a wise and conservative man, and said to be the ablest parliamentarian in Congress. And though Justice Story in commenting upon the fact that between the session of an expired Congress and meeting of a new one, there would be no actual Speaker of the House, and therefore it is questionable on whom the Chief Magistracy would fall, yet even that contingency is guarded in the 3d Section of the 2d Article, where on extraordinary occasions the Senate may be convened by itself, and then its chosen presiding officer would become Vice President, while his immediate predecessor would have become President. It is therefore very evident if this view should prove to be correct, a call of the Senate at this time, if it be not advisable or necessary to convene both Houses of Congress, would fully meet the exigency except from the contingency of a wholesale butchery of all our regularly elected rulers.

Our foreign readers, who are not acquainted with the marvelous power and workings of our Constitution, as well as they are with our progress under it, will see how well guarded our institu-

tions are by this admirable instrument, and how much safer and more certain is the fulfilment of our public engagements, than in any other country where the Government is in individual hands, and often dies; or is endangered by failure of succession, or the mere interruption of descent. Our present Constitution which superseded the early articles of confederation, (which proved to be a rope of sand,) thus carefully provided for the continuance of its National executive, making its failure almost impossible. Nothing short of a universal pestilence, or a general massacre could therefore interrupt the ordinary functional powers of the Government. The holders of our securities abroad should understand therefore that, as far as human wisdom could devise, our organic law is in this respect as in most others—*perfect*.

The death of our lamented President, therefore, so far as the stability, or power, or future indeed of the republic is concerned, is really no more than the death of any other statesman or patriot, except, as in this memorable instance, he has sealed the bond of union with his blood.

That these opinions of ours are absolutely those of the people, is plainly enough to be seen by the great steadiness of the market in Government securities which are advancing, and also of the large daily subscriptions to the 7-30s, the last loan we are likely to have for many years offered the public. Under the wise administration of our present Secretary of the Treasury, whose great object is retrenchment in expenditures, a reduction of the currency and a return to specie payments whenever this latter can be safely attempted, and when he shall have withdrawn as a borrower from the market, we may look to a most triumphant financial career, a heavy advance in the value of our National securities, and large and deserved profits to those who have had faith in the investment.

In further proof of these statements, we have but to allude to the fact that the subscriptions to the 7-30s were on the day preceding the President's death, and the day after it was known, upwards of eight millions of dollars!

As still another illustration of the confidence of the public, we point to the return of gold to its former rate, a large advance in Government securities generally, and in our leading railroad securities. This advance will be seen in our usual report of quotations. Money is plentifully supplied, and its surplus hoards will soon be employed in the purchase of other than Government securities as it withdraws from the market as a borrower. We see this tendency already in the demand for those railroad shares which have most depreciated within the last few months.

The bank returns show an increased supply of legal tenders of five millions since the previous weekly statement, also about half a million more specie, and about three millions of deposits. The imports at this port from the 1st of July, 1864, to 15th April, inst., were of the value of $121,964,405, against $166,067,435—showing a decrease of $44,103,030. The value of the exports from this port the week ending April 18, was $2,114,312, exclusive of specie.

The City of Baltimore from Liverpool brought on her last trip £1,701 in specie.

The balance in the Sub-Treasury on Tuesday was $33,774,087 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—The closing quotations on Tuesday were: New York Central, 95@95¼; Erie, 73¼@73⅜; Hudson River, 106½@107; Phila. and Reading 102@102¼; Michigan Southern and Northern Indiana 62@62¼; Illinois Central 109@110; Cleveland and Pittsburg, 71@71¼; Chicago and Northwestern, 28@28¼; do., pref., 59@59¼; Chicago and Rock Island, 94½@94¾; Pitts., Ft. W. and Chicago, 94@94¼; Cumberland Coal pref., 43½@44; Mariposa, 13¼@13½; U. S. 6s of 1867, 115@120; do., 1868, reg., 110@120; do., coupon, 110@116; do., 1881, reg., 108¼@110; 5-20s coupon, 106¾@107; 10-40s coupons, 93½@93¾; 5s, 1871, reg., 101; do., coupons, 95@102; do., 1874 coupon, 98; Virginia 6s, 57; Kentucky 6s, 85@93; North Carolina 6s, 64@65; Louisiana 6s, 60; Georgia 6s, 70; California 7s, 115@116; Minnesota 8s, 102; Ohio 5s, 95; do., 6s, 100; Indiana War Loan, 100; Michigan War Loan, 100; Illinois coupon 6s, 95; do., War Loan, 94; Missouri 6s, 67@67½; do., issued to Pacific R. R., 71@73; do., do., Hannibal and St. Joseph R. R., 74¾@75; New York State 5s, 89; do., 6s, 98@99; do., 7s, 105; Delaware and Hudson Canal, 157½@158; American Coal, 74; Gold, 146¾@147½.

Philadelphia.—New Jersey 6s, 100; 10th and 11th streets R. R., 44; Preston Coal, 18, Fulton Coal, 4½; Atlas Oil, 1¼; Big Tank, 3½; Bull Creek, 2; Cherry Run, 3½; Caldwell, 4⅞; Corn Pl., 4; Curtin, 10½; Densmore, 5; Dalzell, 5⅞; Egbert, 3; Howe's Eddy, 1½; Hyde Farm, 3; Jersey Well, 3; Keystone, 1⅝; Maple Shade, 18½; Mingo, 3⅜; McCrea, 2; McClintock, 4; McElrath, 2¾; Organic, 56c.; Oil Creek, 5¾; Ross, 1½; Royal, 1¾; Story Farm, 1⅝; Schuylkill and Oil Creek, 1; Sugar Creek, 8¾; Wm. Penn., 3¾; Winslow, 1¼. The latest quotations are: City 6s, 87@88; do., new, 89½@90; State 5s, 89½@90; do., coupon, 89@92; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 62; Reading, 53¼@53⅜; do., 6s, 1870, 91@92; do., bonds, 95½@96; Camden and Amboy, 128½@130; Penn. R. R., 58@58; do., 1st mort., 102@103; do., 2d mort., 97½@98; Little Schuylkill R. R., 34@35; Morris Canal, 89@89; do., pref., 120@125; do., bonds, 90@96; Wyoming Valley Canal, 47@48; do., 6s, 90@95; Susquehanna Canal, 10@10⅜; do., 6s, 50@55; Sch. Nav., 26@27; do., pref., 32¼@32½; do., 6s, 1882, 79@80; Union Canal bonds, 20@25; Delaware Div. Canal, 31¼@33; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 45@47; do., 7s, 1873, 90@94; do., Chattle 5s, 72@73; Long Island R. R. 6s, 90@95; Lehigh Coal and Navigation, 58@60; North Pennsylvania, 26@27; do., 6s, 86@87; do., 10s, 103@106; Philadelphia and Erie, 17@20; do., 6s, 95@95; Minehill, 57@58; Catawissa, 8¾@9½; do., pref., 22½@23¼; Lehigh Valley, 63@65; do., bonds, 95@100; Fifth and Sixth streets, (horse,) 40@46; Second and Third, 67@67½; Race and Vine, 9@9; West Philadelphia, 66@68; Spruce and Pine, 21¼@24; Green and Coates, 25¼@30; Chestnut and Walnut, 40@45; Arch, 12½@15; Thirteenth and Fifteenth, 18½@19; Girard College, 23@26; Tenth and Eleventh, 44@45; Norristown, 56@57.

Boston.—Boston and New York Air Line 6s, 45; Vermont Central 1st mort., 68; do., 2d mort., 19; Northern (Ogdensburg) 2d mort., 22; Cheshire R. R. 6s, 91; Western R. R. 6s, 101; Massachusetts 5s, 1894, 98; Boston Water Power Co., 45⅜; East Boston 12; Cary Imp. Co., 11; Rocky Mt. Gold, 19; Bank of Commerce, 105; Mt. Vernon Bank, 103; Bank of Republic, 103; Acton Mining Co., 50c.; Albany and Boston, 19½; Bay State, 16; Boston, 2¼; Dana, 1; French Creek, 80c.; Hancock, 10; Hanover, 1¼; Humboldt, 5; Madison, 3½; Mesnard, 4; Phœnix, 17; Pontiac, 2; Star, 5¼; Superior, 6; South Side, 2; Toltec, 2½; West Minnesota, 1; Winthrop, 1½.

Baltimore.—Maryland 6s, 1870, 100; Springfield Mining Co., 50c.; Guilford, 60c.; Santa Clara, 15¼; North State, 30c.; Bare Hill, 2.30; Maryland Copper, 45c.; Penn. Oil, 1.00; Chesapeake Oil, 2.95; Laurel Cannel Coal and Oil Co., 4.50; Baltimore Chrome, 2.00; Farmers' and Merchants' 40; Franklin Bank, 12. The latest quotations are: Balt. and Ohio, 100½@101; do., 6s, 1867, 93@95; do., 1875, 99@100; do., 1880, 99@100; do., 1885, 99@100; Northern Central, 45@45½; do., bonds, 1885, 90; N. W. Va., 00@05; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92@94; Marietta and Cincinnati 7s, 1891, 81@90; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 80@84; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@100; do., Ins., 99@100; do., 1890, 100@101; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 97@100½; do., 1886, 98½@100; do., 1890, 100@100½; do., coupon, 98@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 17@20; Canton Co. 32¼@33¼; Gardner, 1.00@1.10; Gas Coal, 1.25@1.50; Maryland, 0.45@0.60; North State, 0.30@0.30; Springfield, 0.50@0.60; George's Creek, 100@110; Santa Clara, 12@14¾; Balt. Chrome, 1.95@2.00; Bare Hill, 2.00@2.25; Atlantic Coal, 1.25@1.35; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.50@4.50.

☞ Geo. T. M. Davis, 47 Exchange Place, has for sale 1,400 tons 56 lb. Railroad Iron; 650 tons 48 lb. City Street Railroad Iron; and 500 tons 45 lb. Railroad Iron.

Tomah and St. Croix Railroad.

A private letter from Tomah, Wis. to the editor of the Milwaukee *Wisconsin*, states that on the 4th inst., the contractor and engineers arrived in that place for the purpose of beginning the work of surveying and setting grade stakes, preparatory to commencing work on the Tomah and St. Croix Railroad. This is an important enterprise, and we are pleased to learn that it is about to be undertaken in earnest. The speedy completion of this road will prove of immense benefit to the North-western portion of the State.

Debt of Tennessee.

The debt of Tennessee is stated in the recent Annual Message of the Governor to be $3,894,606, at an annual interest of $212,388. Besides this debt the State has bonds for internal improvement, and railroads amounting to $16,211,000.

The aggregate debt is $20,005,606, and the annual interest, $1,185,048. The arrears of interest since January 1, 1861, amount to nearly twenty-five per cent of the principal.

Journal of Railroad Law.

LIABILITY OF BANK TO OWNER OF ITS DESTROYED NOTES.—WHAT TRANSFERS PROPERTY TO CARRIER IN GOODS LOST IN TRANSITU. QUESTION OF FACT FOR JURY.

The recent case of The Adams Express Company *vs.* The Hagerstown Bank, was an action to recover of the defendant $3,315 of its notes, which the plaintiffs averred was their property, and which had been cancelled or destroyed, whereby the bank was relieved from all liability to redeem them.

The facts of the case were as follows:

On the 6th of October, 1860, a package containing $9,455 of defendant's bank notes was made up at the Merchants' Bank of Baltimore, and received by plaintiffs to be delivered to defendant. When it was opened on the 8th of October by the defendant at Hagerstown, it contained but $6,095 —$3,360 having been abstracted from the package, and a bundle, made up of newspapers cut to the proper size, substituted. The plaintiffs were informed of the loss, and their superintendent on the 11th of October, went to Hagerstown and gave his check, to the defendant's cashier for the amount of the loss. When the check was given, the cashier of defendant gave plaintiffs' superintendent his receipt for the $3,360. The efforts of plaintiffs were then earnestly directed to ascertain by whom the money had been taken. Circumstances indicated a young man named Simmons, who was subject to occasional attacks of insanity and who was then temporarily employed by the plaintiffs, as the person who had taken the money. He was privately questioned as to his knowledge of its loss, and upon being assured that he would not be prosecuted if he told the truth about the matter, he confessed that he had taken the money from the package, at the express office in Harrisburg, on the 8th of October, about one o'clock in the morning, that he took it home to his father's house, and put it in a box, where it remained until October 13th, when he took it, except $45, to Wetzels Swamp, about two miles from Harrisburg, and burned it there. The amount of the sum burned was therefore, according to the confession, $3,315. After this confession Simmons accompanied by four gentlemen went to the place where he said he had destroyed the notes. A quantity of cinders and ashes was found, showing the character of the paper burned. There were also found a number of pieces of defendants' notes, which were produced and identified at the trial. From the evidence on the trial it was shown that young Simmons, at the time he broke the package and took the notes, was in "one of his spells," or fits of insanity, and it was also proved that after these attacks he had always a clear and distinct recollection of all that took place whilst his mind was under their influence.

On the 1st of April 1861, after tendering to defendant, a bond of indemnity, this suit was brought. There was only one error assigned as to the admission of evidence on the trial in the court below, which was to the deposition of this Simmons, because of his interest in the question, the want of authority for the execution of the release, which was offered for the purpose of restoring his competency, and the inducements held out to him by the promise not to prosecute if he would make a full confession.

Under the instructions of the court, there was a verdict and judgment in favor of the plaintiffs for the amount claimed ($3,315), whereupon the defendant sued out a writ of error and the case was afterwards argued before the Supreme Court of Pennsylvania, and the following opinion was delivered by that Court, by

WOODWARD, J. We agree with the learned counsel of the defendants, that the money in controversy was not recoverable as for money paid by mistake. There was no mistake of facts in the payment. The express company had undertaken to carry $9,455 of money from Baltimore to the Hagerstown Bank. It was the bank's property, and the carrier was bound by law to deliver it to them. An agent or clerk, of the express company stole $3,360 from the package during its passage. It was the duty of the company to make good this sum to the bank. The bank could have recovered against them at law. When the plaintiff's superintendent, therefore, on the 11th October, paid to the bank $3,360 in settlement of the claim, he did only what the law would have compelled his company to do, and the bank received only what they were entitled in equity and good conscience to receive and retain. So far from being a payment in mistake of legal rights and duties, it was a payment in discharge of clearly ascertained legal rights and duties.

But the consequence of such settlement and payment was to transfer the property in the notes from the bank to the express company. The bank having received the value of the notes, had no further rights to the notes themselves, and were bound to redeem them when presented, as they would redeem any other paper issued by them. Simmons, the company's agent, had the custody of the notes, but he had acquired no property in them, for he had taken them from his employers feloniously. He was bound in law and conscience to return them to his employers, in whom the title had now vested absolutely; and whilst he retained the custody, he must be considered as holding in trust for them. Whatever of the notes he passed away was the company's loss, and whatever he destroyed enured to their benefit, for it entitled them to claim so much money from the banks as for destroyed notes of their issue.

It is argued that a wanton destruction by their own agent could give the company no right of action. To this we cannot assent. Even if a careless and unintentional destruction of bank notes by an agent, in the course of his duties, would not give the principal an action against the bank that issued them, a proposition which we do not mean to affirm, it is very clear that a wanton destruction by a faithless agent, not in pursuit of the duties for which he was employed, but in gross violation of them, cannot be imputed to the company as their wrongful act. It was their duty to employ honest and faithful agents, and when in pursuit of their calling as common carriers, their agent failed to deliver all the money they undertook to deliver, they were, as I have before said, clearly responsible to the bank for his negligence and fraud. But when, by settlement with the bank, the company had become the owner of the notes in question it was a fraud on *them*, not on the bank, to surreptitiously destroy the notes. It was like a malicious destruction of any other property of the employer by an unfaithful servant. What right has the bank to profit by his fraud on his employers? By what rule of law or of morals can they adopt his wrongful act and appropriate it to their benefit? Ordinarily an employer is not responsible to third parties for the wilful wrong of a servant, even in the course of his employment; but here was an act, the destruction of the notes, which was not in the course of the agent's duties, which was not injurious to the bank, for if not destroyed, the bank was more certainly liable to redeem the notes than if they were destroyed, but which was a great wrong to the employers, and to nobody else. Now, to treat the bank as the injured party, and the express company as the wrong-doer, would be an extremely artificial view of the case and a strange inversion of legal principles. The real question in the case was whether there was adequate evidence of the destruction of the notes. Upon general principles of law, no man loses his right either to real or personal property, or to a chose in action, by losing the evidence of it; but if he cannot produce the primary evidence, he is bound to account for its absence and to produce secondary evidence that shall be reasonably satisfactory to a Court and jury. As long as a bank note exists, the bank is liable to redeem it in the hands of the bearer, and therefore it is necessary for a party who calls on a bank to redeem notes without producing them, to prove something more than mere loss, because though lost to the real owner, the bank remains liable to the finder. But if their destruction can be shown, there is an end of the banks liability to some casual holder, and the owner may recover them. The cases are all cited in the argument, two of the best of which are Bullet *vs.* The Bank of Penn., 2 Wash. C. C. R., 172, and Martin *vs.* The Bank of U. S., 4 id., 255, both of which were cases in which the owners of bank notes had cut them in twain, and lost one part and presented only the other part. The banks were held liable as for destroyed notes. In such cases the evidence is complete, for the part produced is sufficient to identify the note, and the mutilation and loss of half, is the destruction of the whole for all legal purposes. The case most relied on for the defendant, is that of Tower *vs.* The Appleton Bank, decided in the Supreme Court of Massachusetts in 1862, and reported in 3 Allen, 387. "There was evidence tending to show that the plaintiff left the bills in question in his trunk in his room, in a house in Chicago, which was burnt within an hour afterwards, and that no person entered the room after he left it, and that the trunk and its contents were burnt with the house." This is all the account the report gives us of the evidence, and the court held it insufficient to prove destruction of the bank notes. The Court intimated, that if "the bills were shown to be actually destroyed beyond all question or controversy," the bank would be liable, but such proof as was before them they held insufficient.

And so it is maintained in this case, that there was a defect of proof on the main point. On looking through it, we think the Court could do no less than submit it to the jury, and we cannot conceive how it could have been submitted in a manner more clear and fair. The precise amount of notes burned was not fixed, except inferentially, but the jury had ample grounds for the inference they made

The witness Simmons, was legally competent, notwithstanding his physical and moral infirmities, for he was called to testify against his interest. His testimony was referred to the jury with all proper cautions and instructions, and we have no right to presume that any more weight was given to it than it deserved. On the whole, we think the evidence of destruction was such as the Court were bound to submit, and it having satisfied the jury it must satisfy us.

The judgment is affirmed.

Milwaukee and St. Paul Railway.

A paragraph is going the rounds of the newspapers stating that—

"The Supreme Court of the United States, at Washington, has just declared that the eastern division of the old La Crosse railroad, claimed by the St. Paul and Milwaukee Railroad Company belongs to the Milwaukee and Minnesota Railroad Company, together with the rolling stock and appurtenances, and the receiver is ordered to be discharged. The court also declares worthless, a judgment in favor of Selah Chamberlain, held by the St. Paul and Milwaukee railroad company. The value of the property involved in this decision against the St. Paul and Milwaukee Railroad Company is estimated at about $2,500,000."

To this the Company, through their Vice-President, RUSSEL SAGE, Esq., reply as follows:

"In the first place, there has been no such decision as is here stated. In the second place, The Milwaukee and St. Paul Railway Company does not and never has claimed to be the owner of the eastern division of the old La Crosse railroad. On the contrary, it has adopted and executed a policy which makes its position entirely independent of that division. This company was organized for the purpose of securing and operating a complete line of railway from Milwaukee to La Crosse. We have effected this object by purchasing the western division of the old La Crosse railroad from Portage City to La Crosse, one hundred and five miles. 2d. By purchasing the Milwaukee and Western railroad from Milwaukee to Columbus; and 3d. By constructing over forty miles of new railroad from Columbus to Portage, including a new track from the Prarie du Chien junction into the city of Milwaukee—so located as to unite with the Chicago line in a common depot at Milwaukee. By these combinations we have formed a new and unbroken line (somewhat shorter and better than the old one) from Milwaukee to La Crosse, and all the through trains have passed over it since last September. Our reason for carrying out the policy above explained was that after purchasing the western division under the foreclosure of the land grant mortgage, we found the eastern division involved in interminable litigation between its creditors and parties known as the Milwaukee and Minnesota Company, claiming ownership subject to the incumbrances. The only controversy concerning the title to the eastern division is between the company and its creditors. The company decided not to await the progress of the proceedings. The eastern division was in the hands of a receiver, pending the foreclosure of the second mortgage, and still remains in his possession. The Milwaukee and Minnesota company has been at liberty at all times to take possession by paying the interest in arrear and the judgment resting on the title. The decision of the Supreme Court to which you refer, orders that the road be sold under the second mortgage, unless the said Milwaukee and Minnesota company, pay the interest in arrear, and give security to apply future earnings on certain judgments. If they comply with this condition it will be gratifying to the creditors. A Majority of the second mortgage bonds are held by stockholders in this company, and the validity of these bonds is fully sustained by the decision of the court. The amount of interest due up to the 1st instant was $480,000, and the bondholders would be glad to receive the money. The only contest between the corporations relates to a portion of the rolling stock which this company purchased new under the land grant mortgage. It was covered by several mortgages, and our title rests on priority of lien. The Supreme Court has made no decision adverse to this principle. It overruled a demurrer in this case, and remitted the cause to the Circuit Court for trial, and we feel confident that the validity of our title, to the equipment in question, is too clear to admit of doubt of the result. The statement in relation to the judgment in favor of Selah Chamberlain is no less unfounded than the other representations under review. The court made no such decision, but, on the contrary, ordered that the eastern division remain in the hands of the receiver unless the Milwaukee and Minnesota Company, after paying interest on the second mortgage, give satisfactory security to apply future earnings to pay the balance due on this judgment. The actual difficulty in the case is, that this detached piece of road is not of sufficient value to pay the liens upon it, and the holders of the residuary interest have struggled for some years in pursuit of an imaginary and inpossible surplus. They assumed that the eastern division was necessary to the Milwaukee and St. Paul Railroad Company, and under this delusion they insisted on exhorbitant and impracticable terms. In the meantime we have gone forward and perfected the new line above described from Lake Michigan to the Mississippi, and so far as this corporation is concerned, the disposition that may be made of the eastern division of the old La Crosse road has become a matter of comparative indifference.

New York and Boston "Shore Line Railway."

At the annual meeting of the Stockholders of this company held at New Haven on the 15th ult., the following gentlemen were elected directors for the ensuing year; S. B. Chittenden, C. S. Bushnel, Jas. M. Townsend, E. C. Scranton, E. Ingraham, A. N. Ramsdell, H. Hotchkiss. The following vote was passed after discussion:

Voted, That the trustees for the holders of the first mortgage seven per cent bonds of the New Haven and New London Railroad Company, now known as the New Haven, New London and Stonington Railroad Company, be, and are hereby requested under and in pursuance of the provisions of the sixth section of the charter of the Shore Line Railway, to sell all the property, right and franchises conveyed to them in trust for the holders of said bonds in the city of New Haven, on some day to be fixed by them previous to the 20th June next; and the directors of this company are hereby authorized and directed in behalf of the stockholders, to make all necessary arrangements for the purchase of said property, rights and franchises now held in trust by Henry Hotchkiss and Chas. Buckingham, whenever it shall be offered for sale as aforesaid.

Junction and Breakwater Railroad.

The bill as amended by the Senate, passed the House of Assembly at Dover, Del., on the 15th ult. It provides for the issue of state bonds to the said railroad company to the amount of $400,000, as follows: When $50,000 additional stock is subscribed and actually paid in to the company, the State to make and deliver its bonds for $132,000; when $50,000 more additional subscriptions are made and paid in, $44,000 in bonds to be delivered; when $50,000 more is subscribed and paid in, $88,000 in bonds to be delivered; and when $500,000 more is subscribed and paid in, $88,000 in bonds to be delivered. The State to issue and dispose of $48,000 other bonds, in order to meet the interest on the bonds delivered to the company for two years. The company to execute a first mortgage on the road from the junction at Harrington to Lewes in favor of the State for the sum of $400,000. The company to pay to the State 25 cents for every passenger carried, and 20 per cent on all other business on the road, and the fund so derived to be first applicable to the payment of the interest on the bonds, and secondly to the principal of the mortgage.

Railroad Earnings—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 1st week in April:

	1865.	1864.
Passengers	$9,916 67	$6,261 89
Freight	8,362 76	8,866 31
Mail, express & telegraph	1,200 00	1,054 58
Total	$19,479 43	$16,182 78
Total for the fiscal year, commencing 1st Jan.	297,722 28	249,717 69

The earnings of the Chicago and Northwestern Railway for the 2d week of April, are $107,220 93
Corresponding week of 1864 ..... 88,930 21

Increase $18,290 72

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending April 7, were:

	1865.	1864.
Passengers	$4,824 61	$2,708 23
Freight	2,911 58	5,347 53
Express	162 80	104 16
Mails	296 58	296 58
Total	$8,195 57	$8,456 50

Receipts from January 1 to April 7:

1865 ..... $121,554 76
1864 ..... 114,322 27

Increase $7,232 49

The earnings of the Grand Trunk Railway for the week ending April 8, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$45,139 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	84,342 00
Total	$132,605 00
Corresponding week, 1864	107,167 00
Increase	$25,438 00

Mails from Richmond.

The first United States mail from Richmond, since the war broke out, arrived at Washington on Saturday *via* City Point, in the steamer Dictator. The railroad from City Point to Petersburg is now in running order, and the road thence to Richmond is to be immediately repaired. It is also stated that arrangements are made to put in running order the railroad from Aquia Creek to Richmond. The Construction Gang has commenced operations, and it is expected this road will also be open in a few days.

☞ The deposits of gold at the U. S. Mint for the month of March amounted to $1,210,242 95, and of silver, $25,261 38—in all $1,235,504 53. The gold coinage for the month amounted to $1,250,067 90, and was entirely in double eagles. The silver coinage was $31,551 66, principally in half dollars. The copper coinage was $24,000 in two cent pieces, and $40,300 in one cent pieces, —in all $64,300—covering 5,240,000 copper pieces. The total coinage of the month of all kinds is $1,346,119 56, and the whole number of pieces 5,366,146.

Commerce of San Francisco.

The total tonnage movement of the port in 1864 is stated in the following table:

	Arrived.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
Atlantic ports	116	120,064	19	21,967
Pacific ports	1,523	283,389	164	83,311
Total domestic ports	1,639	403,453	183	105,278
Great Britain	44	36,505	16	15,102
Panama, N. G.	43	105,329	42	106,180
France	18	7,453	..	.....
Hamburg	9	4,104	2	1,206
Australia	35	17,769	19	6,950
New Zealand	1	695	8	3,145
China	36	23,110	69	44,806
Japan	7	2,098	3	647
Manilla	12	6,558	9	6,780
East Indies	2	900	4	3,856
Java	1	350	1	350
Siam	1	294	..	.....
Malaga	2	677	..	.....
Rio Janeiro	10	3,582	..	.....
Chili	10	4,943	27	12,328
Peru	6	1,529	58	58,195
Ecuador	1	131	..	.....
Mexican ports	45	24,301	56	31,151
West Indies	2	1,011	..	.....
British Columbia	61	54,746	99	71,583
Hawaiian Islands	37	12,912	48	18,495
Society Islands	15	2,694	11	1,940
Falkland Islands	2	1,309	..	.....
Central America	12	7,023	10	10,145
Russian Possessions America	10	4,486	8	3,998
" " Asia	3	518	2	407
American vessels	389	238,548	314	313,545
Foreign vessels	36	86,509	178	83,723
Total foreign ports	425	325,057	492	397,268
Whaling grounds	32	10,680	30	9,578
Grand Total	2,096	739,190	705	512,124

The arrivals of vessels and tonnage from all quarters during the past four years, and in each of them, were as follows:

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1861	1,980	599,243	1863	1,899	641,893
1862	1,869	634,769	1864	2,096	739,190

—and the following exhibits in gross the quarters whence the above arrivals occurred:

From	1861.	1862.	1863.	1864.
Atlantic ports	121,342	119,935	114,963	120,064
Pacific ports	267,608	261,703	253,017	283,389
Foreign ports	205,672	250,211	268,909	325,057
Whaling grounds	4,521	2,920	4,504	10,680

Of the arrivals from foreign ports the larger portion is composed of steam tonnage employed on the regular lines plying up and down the Pacific coast, and in 1864 were as follows:

From	Steamers.	Tons.
Panama, Pacific Mail Steamship Company's	26	95,316
" Opposition Company's	6	10,864
San Juan del Sur, Opposition Company's	5	8,176
Victoria, V. I., Holliday's	18	23,343
" C. S. N. Company's	18	21,267
Mexico, Holladay's	9	16,536
Total, 1864	92	175,502
" 1863	88	144,801

Owing to the imports from domestic ports not being recorded at the custom house, there are no means of ascertaining their value with any degree of accuracy. The usual way of estimating is to charge $200 per ton for freight by sailing and double that amount by steam vessels.

The aggregate value of exports from San Francisco for the years 1862–64, inclusive, was as follows:

	1862.	1863.	1864.
Treasure	$42,561,761	$46,071,920	$55,707,201
Merchandise	10,565,294	12,877,399	13,271,752
Total	$53,127,055	$58,949,319	$69,978,943

—of which the following are the values of merchandise shipped *via* Panama $571,070 $1,430,036 $2,189,484

The destination and values of the total merchandise exported were as follows:

To—	1862.	1863.	1864.
New York	$2,245,633	$2,737,435	$3,399,143
Boston	1,192,489	1,505,690	1,532,021
New Bedford	.....	.....	235,000
Domestic ports	$3,438,122	$4,243,125	$5,166,164
Great Britain	1,335,217	1,697,822	955,858
Australia	332,336	487,685	579,746
British Columbia	2,190,908	1,746,801	1,510,689
Mexico	1,014,639	1,819,652	2,215,614
Peru	271,251	216,206	247,128
China	722,229	1,246,254	1,374,106
Hawaiian Islands	292,379	357,369	359,485
Japan	21,598	43,901	49,337
Other countries	920,630	920,584	513,678
Total	$10,565,294	$12,877,399	$13,271,752

The value of treasure exported and the amounts to each principal importing country monthly, and for the year 1864, were as follows:

Month.	New York.	England.	China.	Total.
January	$1,135,699	$3,294,940	$442,747	$4,981,905
February	1,270,997	5,645,372	414,415	7,545,084
March	871,880	3,827,056	826,570	5,726,946
April	923,779	2,401,241	.....	3,625,549
May	701,827	2,272,269	358,744	3,437,841
June	698,758	2,439,392	446,031	3,670,181
July	1,211,517	3,904,342	539,743	5,729,753
August	1,085,757	2,177,932	946,192	4,275,259
September	840,068	2,447,327	1,421,561	4,780,064
October	1,341,187	2,307,428	633,955	4,365,585
November	1,085,657	2,160,650	550,158	3,823,095
December	1,194,001	1,603,476	891,651	3,745,963
Year	$12,316,122	$34,436,423	$7,888,973	$55,707,201

The value of treasure exported to each importing country during the three years 1862–64, inclusive, was as follows:

	1862.	1863.	1864.
New York	$26,194,085	$10,389,330	$12,316,122
England	12,950,140	28,467,257	34,436,423
China	2,660,754	4,206,371	7,888,973
Japan	17,916	31,564	35,631
Manilla	35,652	66,200	150,136
Panama	434,508	2,503,296	378,795
Havana	.....	32,303	8,000
Hawaiian Islands	3,000	31,253	130,603
Society Islands	.....	8,000	16,952
Mexico	5,000	155,519	175,245
Central America	10,000	77,827	45,322
Australia	121	.....	.....
East Indies	62,414	.....	.....
Victoria, V. I.	188,222	100,000	125,000
Total	$42,561,761	$46,071,920	$55,707,201

The following table shows the passenger movement of the port—the number arriving and departing by sea during 1864, as declared at the custom house:

From and to	Arrivals.	Departures.
Panama, N. G.	23,573	12,627
San Juan del Sur	1,016	2,252
Victoria and coastwise	1,575	974
China	2,696	3,911
Japan	57	8
England, direct	24	....
Continental Europe, direct	55	....
Eastern ports, direct	2	5
Australia	364	58
Mexico	2,465	1,055
Sandwich Islands	459	532
Other countries	63	154
Total	31,349	21,576

Excess of arrivals, '64	9,773	Excess of arrivals, '60	16,185
" " '63	15,883	" " '59	13,402
" " '62	14,771	" " '58	12,746
" " '61	16,864		
Total in seven years			99,622

—averaging a yearly accession of population from immigration of 14,232 souls.

The Price of Coal.

There is every indication at present of a speedy decline in the price of coal. The final closing of the war, the fall in gold, and the increased shipments from the Pennsylvania mines furnish sufficient evidences to warrant the supposition that the cost must soon be lessened; and when we take into consideration that the largest purchaser, the Government, will probably in a short time leave the market, it will not be considered preposterous to predict that coal will be furnished during the coming summer for little over one-half the price demanded in 1864. The Pottsville (Pa.) *Journal* of Saturday last says: "The shipment is heavy this week, and the consequence is that the demand is slackened off to some extent again, and prices favor buyers. Those few who advanced wages on the 1st have found it necessary to suspend their collieries at present for want of orders."

New York Canals.

The repairs of the Canals of the State appear to be progressing very favorably for an early opening. While the work is being vigorously prosecuted on the Eastern and Western Divisions, there is no lack of energy on the Middle Division. If the present favorable weather should be continued, this Division of the Erie will be ready sometime before the first of May. Large quantities of material have been delivered for the restoration of the dams in the Oswego river, and appearances give promise of an earlier opening of the Oswego Canal than has been anticipated. Strenuous efforts are being made to open it simultaneously with the Erie. The other lateral canals will be in readiness at the time appointed for the opening, despite the heavy damage done to them.

Opening Communications with Richmond.

Arrangements are already made to put in running order the railroad from Aquia Creek to Richmond. The construction corps has commenced operations, and it is expected in a few days this road will be open. The rebuilding of the bridge over the Rappahannock at Fredericksburg is the most serious obstacle, but great exertions will be used to have it built in the shortest possible time.

☞ Messrs. Kasson & Co., of this city, have organized an "Oil Creek Line" of their locomotive express for the exclusive shipment of this description of property from New York and vicinity, to the oil regions of Pennsylvania. They employ their own cars and messengers in this business, and they assure persons shipping, that they can rely with certainty upon great care and despatch. They are now delivering these engines in four days from New York.

☞ The temporary bridge of the N. Y. Central Railroad, near the Genesee Falls, was constructed by Messrs. Fowler & Leighton of Rochester in six days. The company will now make arrangements to construct new piers and put up a permanent bridge—one it is hoped that will withstand future freshets.

☞ We learn that the fine packets running in connection with the Milwaukee and Prairie du Chien Railroad have resumed their trips, and will run regularly every day throughout the season.

☞ The Welland Canal was opened on the 17th inst.

☞ A branch railroad is to be constructed from a point on the Stonington road to Wickford, R. I., from which place it is proposed to run a steamer to Newport, connecting with Shore line Stonington boats and all trains on the Stonington road. This will open a new route, either by boat or rail, between New York and Newport, avoiding Point Judith; also a new route between Boston, Providence and Worcester and the stations on the Boston and Providence and Providence and Worcester Railroads and Newport, which would probably be well patronized during the season of pleasure travel.

☞ Phineas B Tompkins, of the United States military railways, late from Tennessee, has been ordered to Norfolk to take the superintendency of the railways diverging from that point—the Seaboard and Roanoke, from Norfolk to Weldon and Clarksville, and the Norfolk and Petersburg road.

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1400 Ton 56 lb. Railroad Iron.
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500 Ton 45 lb. Railroad Iron.

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GEO. T. M. DAVIS,

April 18, 1865. 6t 47 Exchange Place.

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NEW CAR SPRING.

Wanted Capital to develope a newly patented Car Spring which promises to supersede those already introduced.

Enquire of EDWARD GILBERT.
4t-15* 25 Chambers Street, New York.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

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RAILROAD IRON.

I WANT to purchase one thousand tons best, from 40 to 60 lbs. rails, for a Corporated Company in Pennsylvania, payment made in first mortgage bonds to run for 30 years, at the rate of 7 per centum, per annum; bonds will be made out under special agreement, payable in Gold or in Sterling, interest payable half-yearly either in this City, Philadelphia, or in London. As to reference, no better can be given, and any further information will be given by

PHILIP NATHAN,

26 South William street, N. Y.

March 28, 1865. 3t-15

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, March 17, 1865.

DIVIDEND NOTICE.—At a meeting of the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Co., held on the 16th inst., the regular dividend of TWO AND ONE HALF (2½) PER CENT. on the capital stock for the quarter ending March 31st inst., was declared payable, free of government tax, on and after April 17th prox., by the Treasurer, to Shareholders registered at Pittsburgh, and by Messrs. Winslow, Lanier & Co., No. 52 Wall street, to shareholders registered at New York.

The transfer books will close March 31st inst., and will reopen April 17th prox. By order of the Board.

4t-13 F. M. HUTCHINSON, Secretary.

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier. 3m-8

GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight as with Banks Collections made on accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y
GEO GOODYEAR, New Haven, Ct.
GEO G GOODYEAR HARVEY DURAND.

REFERENCES.

Hon JOHN J. CISCO, late Assistant U S Treasurer,
JACOB RUSSELL, Esq., Cashier U S Treasury,
R. T. MORGAN, Esq., (of H. T Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N Y.
A. S JOHNSON, Esq., Utica, N Y
JAY COOKE & Co., Washington

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Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,

And No. 53 Exchange Place.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

19 BROAD ST., cor. EXCHANGE PLACE.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, April 29, 1865.

Wealth and Resources of Tennessee.

One of the first efforts of the new Governor of Tennessee, was to call the attention of the people of that state to its material capabilities. The accession of one of its most distinguished citizens to the Chief Magistracy of the Union, by the act of the constitution rendered operative by an inscrutible disposition of Providence gives a natural direction to the eye of the observers, and as an entire change has recently taken place in the character of its domestic institutions it is well to contemplate what its condition was, as appears by the last census, and from that deduce what it may become under an improved order of things. It is a large and noble domain, and the geographers tell us that the longest straight line that can be drawn within any state in the Union, is in Tennessee, viz., one of about 455 miles from N. E. to N. W. It contains an area of 40,000 square miles, or 29,184,000 acres, and is generally very fertile, well watered, has some navigable rivers and is full of valuable minerals. In the year mentioned it contained a population of free persons 834,082, and of slaves 275,219. The slave population in 1800 was but 13,584. Its principal cities are Memphis, Nashville and Knoxville, their populations before the rebellion being respectively 22,623, 16,988 and 5,175. These numbers have been considerably reduced by the changes which the war has produced by the effect of military operations.

The improved land in farms contains 6,897,974, and the unimproved 13,457,960. Before the war land could be purchased in various parts of Tennessee for from 10 to 12 cents per acre, yet this low price failed to attract immigration for the reason, that slave labor made the contrast of free labor a stigma. The value of these improved farms was $272,555,054, and of the implements of husbandry $8,371,095.

The live stock for which the state was famous, consisted of 289,548 horses, 119,221 mules, 247,105 milch cows, 104,475 working oxen, 408,574 other cattle, 773,317 sheep, and 2,348,948 swine. The total value of these was estimated at $61,257,374.

The products of animals was as follows:

Butter, lbs.	10,000,823
Cheese, "	126,794
Wool, "	1,400,508
Wax and honey, lbs.	1,598,966

and the value of the slaughtered animals was $12,345,696.

The cereal crops were wheat 5,409,863 bushels, rye 265,244 bushels, Indian corn 50,748,266 bushels, oats 2,343,122 bushels, barley 23,489 bushels, buckwheat 14,421 bushels.

The commercial crops were of rice 30,516 lbs., tobacco 38,931,277 lbs., cotton 227,450 bales, hops 2,329 lbs., hemp 803 tons, flax 161,740 lbs., molasses 294,322 gallons.

The miscellaneous crops were as follows:

Peas and beans, bushels	550,913
Irish potatoes "	1,174,647
Sweet " "	2,614,558
Wine, gallons	13,562
Hay, tons	146,027
Clover seed, bushels	8,062
Grass " "	41,532
Flax " "	9,611
Maple sugar, lbs	117,859
" molasses gallons	6,754
Sorghum " "	485,828

The value of the orchard products was $314,269 and of the market gardens $274,163. The value of the home made manufactures was $3,166,195.

The number of manufacturing establishments was 2,420 with a capital of $17,270,000 using $9,365,000 of raw material and producing annually fabrics of the value of $17,100,000, a sum equal to the capital and about twice the value of the raw material.

The specified articles produced and values were as follows:

Flour and meal	$3,820,301
Lumber	1,975,481
Leather	1,118,850
Iron castings	552,050
Cotton goods	533,348
Printing	491,220
Iron rolled (5,024 tons)	483,248
" pig (18,417 tons)	457,000
Coal (138,964 tons)	413,662
Copper ore (2,379 tons)	404,000
Woollen and mixed goods	267,622
Boots and shoes	262,348
Spirits (283,194 gallons)	176,648
Steam engine and machinery	174,000
Illuminating gas	63,800
Soap and candles	44,000
Malt liquors (4,000 bbls.)	24,000
Agricultural implements	17,280

The total value of foreign and domestic exports was $27,966. The tonnage of the steamers, its only class of vessels of a large size was 12,364 tons. On some of the rivers boating is extensively carried on. The rivers are the Tennessee, Cumberland, Holston, Clinch and ten others. The former is navigable for steamers of a good size 1,200 miles, and many of them have been scenes of naval combats.

There were in 1860, 35 banks with a capital of $17,942,288. The works of internal improvement consisted of 15 railways 1,197 miles in length, costing originally $29,587,722 of which the longest line is the Nashville and Chattanooga 158 miles long. All these have been traversed by opposing armies, many of them destroyed temporarily and temporarily repaired by their occupants.

The public debt was but $3,844,667, now considerably increased.

Union Pacific Railroad.

At a meeting of the stockholders of the Union Pacific Railroad Company, (eastern division) at Leavenworth, Kansas, on the 3rd inst., the following gentlemen were elected Directors for the ensuing year: John D. Perry, Adolphus Meyer, Giles F. Filley, J.P. Upsher, John P. Devereux, Samuel R. Stinson, Thomas L. Price, Alexander C Anderson, and Charles S. Greeley.

Debt of Tennessee.

Civil Government has been restored to the State of Tennessee. A new, loyal Governor, chosen by the people, and a loyal Legislature, elected at the same time, are now in council at Nashville. The old Railroad Public Debt of the State is recognized as binding upon the public faith, and immediate steps to restore punctuality are recommended in the Governor's message. The railway 6 per cent. Public Debt amounts to $16,211,000; of which $13,661,000 is in the bonds of the State direct, and $2,550,000 by State indorsement of the bonds of the railway companies. The whole is a first mortgage lien of $10,000 per mile on the finished (and for the greater part) productive railways of the State. The arrearages of interest since the outbreak of the rebellion, is about 24 per cent. These arrearages will, probably, be funded, and the prompt payment on the subsequent interest resumed. In the case of the indorsed mortgage of the Nashville and Chattanooga Railroad, on which the arrearages of interest is about $300,000, on $1,535,000 indorsed bonds, the Governor believes that the War Department of the United States will owe the road upon account, more than sufficient to liquidate this sum. The recognized Public Debt, other than for railways, is stated at $3,894,606. The unrecognized debt is $3,000,000 of 8 per cent. war bonds, which have never had currency at the North or in Europe.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending March 1, 1864 and 1865:

Earnings:	1864.	1865.
From freight	$2,016,850 79	$2,242,972 10
" passengers	1,244,129 25	1,875,061 50
" mails	53,514 58	53.843 75
" express	41,829 36	74,385 56
" rents	17,868 50	17,383 66
" all other sources	10,101 75	25,819 16
	$3,384,294 23	$4,289,465 73
Expenses, viz:		
Repairs of roadway	$482,334 76	$762,986 38
" buildings	62,983 89	129,809 78
" engines	160,803 64	189,351 77
" cars	163,136 65	183,783 34
" tools & machinery	27,608 29	48,534 63
" & supplies telegraph.	5,421 65	6,625 79
Fuel consumed	171,003 62	241,480 96
Oil and waste	43,104 65	68,302 41
Gen'l superintendent.	28,400 79	86,470 26
Agents and clerks	86,513 12	107,477 06
Foreign agencies	45,756 94	57,078 41
Telegraph operators.	14,417 34	22,760 64
Station men	154,273 93	215,961 02
Conductors, etc	73,824 71	91,560 38
Engine and firemen	104,147 32	135,506 47
Switch and flagmen	14,539 04	6,596 65
Supplies	20,656 22	27,407 46
Station service	13,289 46	10,218 14
Law expenses	3,910 18	14,255 25
Loss and damage	17,229 14	14,192 51
New York office	30,740 01	10,480 88
All other expenses	29,431 46	30,510 98
	$1,753,516 90	$2,408,352 17
Net earnings	$1,630,777 33	$1,881,113 56

Compared with the previous year, the gross earnings show an increase of $905,171 50, with an increase in expenses of $654,835 27—making the increase in net earning $250,336 23.

Of the increase of gross earnings, $630,932 25 is from passengers, $226,121 31 from freight, and $48,053 94 from mails, express, rents, etc.

The proportion of operating expenses to earnings in 1864–'65 was 56.14 per cent.; in 1863–'64, 51.80; in 1862–'63, 48.50.

The amount of net earnings $1,881,113 56, afforded income sufficiently large to meet the payments maturing during the year for rental, taxes, interest on the bonded debt, the year's contribution to the Sinking Fund, and the ten per cent. dividend on the guaranteed stock, in all $1,187,221 69, leaving a surplus of $743,891 87; equal to nearly ten per cent. on the common stock.

Two dividends of 5 per cent. each, less the government tax, were paid in August and February, on the guaranteed stock, and one of 3½ per cent free of government tax, in August last, on the common stock. The February dividend of 3½ per cent. on the common stock was, in consequence of some contemplated settlements with holders of guaranteed stock requiring time for the reception of their assents, postponed until March 1st, on which date it was paid, thus throwing forward the actual payment into the new fiscal year, though paid from the earnings of the past year. The amount of the two dividends on common stock thus paid is $555,828 40.

The total payments, viz: The year's charge for interest, sinking fund, rental, taxes and two dividends on both classes of stock, amounting to $1,692,550 09, being deducted from the amount of net earnings, viz: $1,881,113 56, left a net balance of $188,563 47. This balance was expended in necessary additions to the rolling stock and real estate. For these purposes the total amount of expenditure was $530,604 60; and so much of this outlay as was not covered by the above named surplus of net earnings, amounting to $342,041 13, may be met by any excess of net earnings accruing during the new year, or by sale of bonds as may be hereafter determined to be best for the interests of the Company.

The Company holds unissued and uncancelled $772,500 of its own and the Detroit, Monroe and Toledo Railroad bonds, the whole or any part of which might with propriety be expended for purposes of permanent improvement in additional equipment and real estate, which accession to the property of the Company largely adds to its capacity for doing an increased business beyond even the large business of the past year.

These acquisitions to the property of the Company, are of a permanent character and to be employed in earning the gross income of a series of years hereafter, even more completely than they have been employed in the business of the past year. It would, therefore, be eminently proper by the sale of bonds to meet so much of their cost as may not have been covered by the surplus of net earnings of the past year, after paying 7 per cent. on the common stock.

Were the whole amount of the bonds on hand and available sold, the bonded debt would be but $9,336,000, subject to a reduction of $130,000, during the coming year, by the operation of the Sinking Fund, and annually, thereafter, by a gradually increasing amount.

As will be seen by the tabular statements appended, the issue of Sinking Fund Bonds has been increased since the date of the last annual report $310,000. It will be observed, also, that the table of floating liabilities and assets exhibits an item of floating indebtedness for balance due on purchase of guaranteed stock, of $250,078 52.

These items, amounting to $560,078 52, represent the cost of 4,000 shares of guaranteed stock, purchased and withdrawn from issue. This amount is less than would have been the cost of that number of shares of a ten per cent liability, redeemed at a premium that would reduce the rate of interest to the equivalent of a 7 per cent. liability at par.

It was thought advisable to make the exchange of liabilities in this manner, by the purchase of one and sale of the other class of securities, not only because of the gain just named, but because it set at rest, so far as the amount of guaranteed stock purchased is concerned, the vexed question of back dividends on that class of liability, and relieves the Company from any chance of claim or litigation therefor.

Bonds of same class would have been sold to the full amount necessary for paying the entire cost of the purchased shares, had the market for railroad bonds remained in a condition to take more at a premium. The 310 bonds sold, were disposed of at rates varying from 6 to 17 per cent. premium.

Besides the $400,000 of guaranteed stock, the company have redeemed during the year $22,000 of old, overdue bonds, and $34,300 of Detroit, Monroe and Toledo Railroad Stock.

The Commissioners of the Sinking Fund now hold $884,000 of Sinking Fund Bonds in the fund, making the contribution full to March 1st, 1865.

The withdrawal from issue and reduction of stock and bonds during the year, exceed the issues by $157,640, thus reducing the aggregate of those liabilities to that extent. The report says:

Difficult questions have been pressed upon the consideration of the Board, by the claims of a large number of holders of the Guaranteed Stock for back dividends, under the obligations that, it is contended, were created at the period of its original issue, to guarantee yearly dividends of ten per cent. Under this pretext there is a default of over five years interest on said Guaranteed Stock, prior to the time when the present administration paid the first dividend on said stock.

The persistent demands of strong and influential holders for such accumulated interest, were not responded to by the Board, and suits to recover the back interest were instituted. After careful examination of the intricate questions of liability involved by eminent counsel, it was advised by them that while claims would admit of a line of defence, yet they would lead to a costly and vexatious litigation, calculated to array the different interests in both classes of stock against each other at the risk of great and permanent detriment to all concerned; under such advisement, and after conferring with a large number of stockholders controlling a majority of the stock, it was deemed to conclude an amicable arrangement of compromise with the Guaranteed Stockholders, and such an agreement as was satisfactory to a large majority of them was effected in the month of January last. The terms thereof are set forth in the following circular issued by the Treasurer on the 12th day of January last:

TO THE GUARANTEED STOCKHOLDERS:

In order to reconcile conflicting interests in dispute, growing out of a claim made by a portion of the guaranteed stockholders for back dividends, this Company has consented, as a compromise, to accept of a proposition made by parties owning and representing a large majority of the Guaranteed Stock, and by parties who have heretofore brought suits for back dividends against this Com-

pany which suits are now on this settlement withdrawn. The Company deems it but just to offer the same terms of settlement to the remaining Stockholders as have been accorded to the majority above named, viz:

In addition to the 5 per cent, cash dividend, payable on the first day of February next, this Company is ready to issue to the Guaranteed Stockholders, common stock at par, to the extent of 30 per cent., of the Guaranteed Stock held by them in full payment of all claims for dividends and interest accruing prior to February 1st 1863, endorsing such payment upon the face of the Guaranteed Stock Certificates. All common stock so issued prior to the closing of the Common Stock Books on the fourteenth of February proximo, will be entitled to the three and a half per cent. dividend on Common Stock payable first of March, 1865.

HENRY KEEP, *Treasurer.*

By this measure it was hoped the last important question likely to arise from former embarrassments had passed away; but in a short time certain parties procured a temporary injunction, restraining the Directors from proceeding with the settlement. A hearing in the case has been had before the courts, and their decision is pending which must initiate or conclude a litigation which the Directors, mindful of the trust reposed in them, have sought to avert.

The fiscal year closes with a large, uncollected balance due from the general government and other sources owing to the delay of settlements beyond our control. The easier condition of the Public Treasury and the approach of navigation to relieve freights awaiting movement at Toledo, will enable us soon to realize on such balances.

It will be observed that the value of fuel and supplies on hand has increased $381,647 05 over last year; this arises in part from the higher cost of the articles purchased, but chiefly from an increased stock of fuel and supplies. The past winter, though severe for railway operations, was unusually favorable for bringing out the requisite quantities of wood and ties, and the wants of the road have been abundantly supplied by an accumulation of one year's stock upon the line.

On the 21st day of November last, pursuant to a vote of the stockholders at their last annual meeting authorizing it to be done, the Company entered into an arrangement with the St. Joseph Valley Railroad Company, and the Three Rivers and Schoolcraft Railroad Company, and another party, to lease that portion of our line of four miles running north from White Pigeon to Constantine, and surrendered up to those parties all our interest in the old track and fixtures of the St. Joseph Valley Railroad, on condition that the line of road should be extended within three years and laid with T rail for twenty miles north of Constantine to the town of Schoolcraft.

More than 137 miles of track have been relaid with new, re-rolled or repaired iron, and the bridges, fences, and other road-works have received extensive repairs, all of which has been charged to the cost of operating. The sum of $50,072 18, has been expended in the construction of new depots, warehouses, engine-house, paint shop and other buildings, and the amount included in operating expenses, although more properly chargeable to improvements, as covering the cost of additional property on the line of the Road.

Thorough repairs and improvements have been effected in equipment. New cars have been built to replace the old and worn out stock, and such renewals and repairs have been made to both engines and cars as to add to their value and efficiency for service.

The sum of $21,513 97 has been added to the value of the shops since last year, by the purchase and construction of new tools and valuable machinery, and this increased value has also been charged to operating expenses.

It has been the purpose of the management to fully maintain the condition of the Road and equipment, and the liberal outlay made during the year for these purposes has been sufficient to effect the object.

The assets and floating liabilities of the company March 1, 1865, were as follows:

ASSETS.

Cash in New York	$55,110 99
" Toledo	63,040 93
Uncollected earnings	204,608 72
Freight overcharges due	11,724 06
Bills receivable Toledo	2,591 24
Individual accounts Toledo	16,006 07
Interest in Chicago Union stock yards (loans in trust)	33,333 33
Outside real estate	15,621 24
Supplies on hand	670,372 85
	$1,072,409 43

FLOATING LIABILITIES.

Bills payable in New York	$10,000 00
" Toledo	25,000 00
Coupons and bonded interest	24,908 30
Interest on overdue bonds	3,640 00
Unclaimed dividends	14,777 40
Unpaid vouchers, including February expenses	379,473 74
Due individuals at Toledo	2,024 31
Balance due on purchased guaranteed stock	250,078 52
	$709,902 27

The apportionment of freight and passenger earnings of Main Line and Branches for the year 1864–'65 was as follows:

	Passenger.	Freight.
Main Line	$1,233,973 91	$1,660,458 38
Air Line	161,778 62	291,421 81
Det., Mon. & Toledo.	198,559 38	158,731 01
Jackson Branch	52,578 62	33,873 50
Monroe and Adrian	44,326 10	58,350 05
Three Rivers Branch		3,577 30
Military transp	183,844 87	
Storage		36,560 06
	$1,875,061 50	$2,242,972 10
Previous year	1,244,129 25	2,016,850 79
Increase	$630,932 25	$226,121 31

The total number of passengers carried was 831,365, of which 135,197 were through, and 696,168 way. Of the through passengers, 101,434 were 1st class, 19,867 2d class, and 13,896 3d class, yielding $766,103 95. Of the way passengers, 694,277 were 1st class, 1,162 2d class, and 729 3d class, yielding $925,112 68. The number of miles traveled by through passengers was 33,260,246; by way passengers, 28,212,298—total, 61,472,544; an increase, as compared with the previous year, of 254,468 passengers, and of mileage, 19,742,274. The average mileage of each through passenger was 246; do., way, 40. The average amount received from each through passenger was $5.67; do., way, $1.33. Average rate per mile on through travel 2.33 cents; do., way, 3.28 cents.

The number of tons of through freight moved eastward was 126,631; do., westward, 68,038—total 194,669, yielding $1,064,818 95, or 48.26 per cent. Way freight moved eastward, 228,941; do., westward, 103,891—total, 332,832, yielding $1,141,593 09, or 51.74 per cent. Total tons through and way eastward, 355,572, or 67.4 per cent., yielding $1,432,644 52; do., westward, 171,929, or 32.06 per cent., yielding $773,767 52—the total tonnage being 527,501, against 558,979 the previous year; and the revenue therefrom, as above, exclusive of storage, $2,206,412 04, a gain as compared with the previous year, of $224,884 56, or 11.35 per cent.

The equipment of the road consists of 97 locomotives; 8 10-wheel and 68 8-wheel passenger cars; 9 second class, 4 emigrant, 22 mail, express and baggage, 10 military, 16 drovers', 1 paymaster's, 2 wrecking, 170 stock, 906 box, and 259 platform cars.

Number of miles run by passenger trains, 785,286; by freight trains, 1,151,612; by wood and gravel trains, 250,226—total, 2,187,124, an increase over the previous year of 15,647. Cost of repairs per mile run, 8.66 cents, including the rebuilding of 10 engines, a thorough overhauling of 29 others, and the expenditure of $2,418 99 on one new engine, not yet furnished.

Number of miles operated, 523.82.

CONDENSED BALANCE SHEET.

Railroad		$13,619,184 89
Equipment		1,644,258 90
Detroit, Monroe and Toledo R.R.		1,291,968 13
D., M. & T. stock (at par)		406,800 00
Assets as above	$1,072,409 43	
Less liabilities	709,902 27	
		362,507 16
Nominal assets		72,655 60
Profit and loss		886,940 32
		$18,284,315 00
Capital stock—common		$7,536,600 00
" guaranteed		2,183,600 00
		$9,720,200 00
Funded debt, $8,564,115, viz:		
Sinking fund first general mortgage bonds	$5,706,000	
Less held by sinking fund	884,000	
		4,822,000 00
Second general mortgage bonds		2,194,500 00
Goshen Line bonds		682,000 00
Jackson Branch bonds		77,000 00
Detroit, Monroe and Toledo bonds.		734,000 00
Overdue bonds not presented—		
Michigan Southern 1st	$1,000	
Northern Indiana 1st	6,000	
" Plain	7,000	
Erie and Kalamazoo	38,000	
		52,000 00
Scrip outstanding		2,615 00
		$18,284,315 00

President.—M. L. SYKES, JR.

Directors.—Henry Keep, Le Grand Lockwood, Albert Havemeyer, Milton Courtright, D. N. Barney, John P. Acker, Hamilton White, Nelson Beardsley, William Keep, William Williams, John S. Barry, Philo Morehous, M. L. Sykes, Jr.

Vice President.—ALBERT HAVEMEYER.

Treasurer.—HENRY KEEP.

Secretary.—D. P. BARHYDT.

General Sup't.—H. H. PORTER.

Pittsburg Interests.

The "Trade Circular," published at Pittsburg, a new and highly useful monthly throws a better light on the great interests of the "smoky city," and discusses their varying phases with more knowledge and ability than has heretofore been brought to their elucidation. From several excellent articles which have appeared in its successive numbers, we make up the following information.

The importance of this city, which occupies a position between the Allegheny and Monongahela Rivers, where their junction forms the Ohio—a position not unlike that occupied by the City of New York at the confluence of the Hudson and East Rivers—has long been acknowledged, but is only now beginning to be fully understood. Standing at the head of the navigation of the most important arm of the Mississippi, its site in a commercial point of view is almost unrivaled

among inland towns, while on the east and the west it is flanked by extensive suburbs enjoying in a minor degree the same facilities enjoyed by the parent mass. Railroads make it a great seat also of the land movement of goods and passengers, and connect it east and west with all the principal markets from the seaboard to the lakes and the Mississippi. Its centrality, indeed, insures it an easy distribution of its own manufactures and the means of concentrating to itself the products of all parts of the Union. But if the city can so boastfully claim attention to its commercial facilities, it may also boast of a growing and important list of manufactures, which in a great measure utilize the natural gifts of its position; and gives prominence to its commerce. It is principally of these we shall speak in the ensuing remarks.

Pittsburg is the great producer of steel, of copper, and of iron, three staples that are largely distributed from its mills and furnaces in their simple form in all other sections of the country. For the production of the various manufactures of these metals the facilities are as abundant as for the production of the staples themselves, and the day must come when the hum and clatter of a score of factories will drown the din of the furnace and mill around which they cluster and which supply them with the raw material.

Iron.

As one pre-eminently of the great interests of Pittsburg naturally leads an exhibition of the manufactures of the city and suburbs. More than 225,000 tons of pig metal are sold in Pittsburg annually; and the variety of the metal is greater than in any other market in the Union. The supply is drawn from seven sources: 1—from the Allegheny region, hot and cold blast charcoal metal, strong in wrought iron; 2—from the anthracite region, excellent for castings; 3—from the celebrated Juniata region; 4—from the Big Beaver Basin, including the contiguous counties of Northeastern Ohio, producing a very tough metal; 5—from the Missouri, Lake Superior and Youghiogeny iron regions, the ores of which are smelted here; 6—from the Hanging Rock region of Ohio, a fine quality of charcoal metal; and 7—from the Tennessee iron region, charcoal pig. These various grades of metals are attracted to Pittsburg by the demands of *thirty* mills for rolling iron, which produce one-third of all the rolled iron made in the United States, and have a capability of producing fully one-half. Eight of these thirty mills are fitted for the production of navy armor-plates, and have supplied many thousand tons for our National iron-clads, and in the future will contribute towards the building up an iron mercantile marine, which as sure as day follows night will supplant the wooden ships of the present times. The export of this staple by railroad alone for the two years ending Sept. 30, 1864, amounted to the following tonnage:

	1862–'63.	1863–'64.
Tons exported west by railroad.	31,797	72,018
Tons exported east by railroad .	6,115	11,390
Total by railroad	37,912	83,408

Another large aggregate of tons is exported by river, while a third heavy aggregate is consumed in the city and suburbs, in the production of the many other articles of Pittsburg manufactures which are constructed in part or entirely from the merchant iron turned out from the rolling mills. Probably the railroad and river and home manufacture divide the sum total of the tonnage produced and that pretty equally, which as before stated is estimated from very accurately ascertained returns to have been 225,000 tons a year.

Although a Pittsburg staple of later date than Iron,

Steel.

is now, and more especially in its future, one of the most important of Pittsburg manufactured products. Its production was commenced as an experiment in 1828, and certain qualities have been successfully made for over thirty years. But the finer qualities for edge-tool purposes have been produced at this point for less than five years, and yet in that brief period the quality that should triumphantly compete with the English article is a success belonging to Pittsburg alone. In other parts of the Union the lower grades have been extensively manufactured, yet none has been produced equal to the steel which the Pittsburg manufacturers have turned out. Indeed the very best qualities of English cutlery steel are more than equalled in all requisites by that now produced in Pittsburg, where there are six steel mills manufacturing annually 18,000 tons of all descriptions with a capacity for nearly double that product.

The consumption of coke and coal in the manufacture is over 3,600,000 bushels per annum, and of iron about 20,000 tons.

The distribution of this staple (in pounds) by railroad in the two years ending September 30, 1864, is stated to have been as follows:

	Steel.	Spring.	Wing.
1862–'63, East...	1,156,968	140,585	85,920
" West ..	4,702,523	630,077	408,800
1863–'64, East...	3,878,741	146,740	54,540
" West ..	6,627,411	842,120	824,949
Total, 1862–'63 ..	6,559,491	770,662	494,720
" 1863–'64 ..	10,005,752	988,860	879,589

The exportation by river cannot be so thoroughly ascertained as by railroad from causes given; but the best estimates make the figures as fully equal to those by rail. The home consumption is also large and increasing.

Nails.

Another allied and important product of Pittsburg is the product of its nail-machines. The export of these has not been as definitely ascertained as of iron and steel. The following is the distribution as given for the years 1862–'63 and 1863–'64:

	1862–'63.	1863–'64.
Kegs exported east by rail....	5,334	33,576
" west by rail....	223,047	212,671
Total	22,381	246,247

and an equal amount, or even a larger may be set down as having taken the river route, by which indeed the great bulk of heavy articles find their way West.

Castings.

There are at Pittsburg 46 foundries. Four of these manufacture a class of goods known as malleable iron. Three manufacture plow castings only. Twelve are especially fitted up for the production of the heaviest steamboat and machinery castings only; and the remainder are adapted to either heavy or light castings as ordered; and twelve of the forty-six have machine shops attached.

The average number of hands employed in this branch is 2,494; and the annual consumption of metal over 4,600 tons, with a disbursement of over $1,000,000 a year in wages.

In addition to these is the famous Fort Pitt Cannon Foundry, with all its vast powers and resources, and employing an average of 280 hands, at a cost in wages of $5,000 a week. This celebrated workshop, since the breaking out of the rebellion has cast and finished 2,050 cannon and mortars, of which nearly 1,200 were those immense guns popularly termed Columbiads. In addition to this great amount of cannon the foundry has turned out 10,000,000 pounds of shot and shell..

The distribution of castings (pounds,) not including stoves and cannon, by rail in the two years named was as follows:

	1862–'63.	1863–'64.
Exported east by railroad...	741,639	1,437,410
Exported west by railroad ..	2,202,832	3,669,598
Total	2,944,441	5,143,008

The largest amount of stoves are shipped by river so that the transportation by rail affords but a limited view of the stove product of the city. No figures are given for 1862–'63; for 1863–'64 the export by rail was 14,863 stoves.

The distribution of cannon by rail for the same years was—

	1862–'63.	1863–'64.
Pounds exported east	7,009,862	25,720,000
" west	163,672	6,886,000
Total	7,173,534	32,606,000

The amount of pounds is the estimate weight from the average of the amount of pounds in each description of gun.

As a matter of additional interest a table of the size, weight and service of Columbiads is subjoined, showing also whether intended to carry shot or shell and the weight of each ball.

Size of Bore.	Service designed for.	Weight each gun. lbs.	Shot or shell.	Weight each ball. lbs.
9 inch	Navy	9,100	Shell	70
10 "	"	16,800	Ball	70
11 "	"	16,800	Shell	130
15 "	"	43,900	Ball	450
20 "	"	100,000	"	1,000
8 "	Army	8,400	"	64
10 "	"	15,900	"	128
15 "	"	50,000	"	450
20 "	"	116,497	"	1,000

The 15 inch army guns enumerated in the above table, are 17 feet nine inches long. The navy guns, 17 feet 5 inches long, and both descriptions, 4 feet in diameter at the trunions.

As a further matter of interest is also subjoined the weight of shell or ball thrown by Howitzers, Mortars and Rifled guns.

Size bore.			Weight ball. lbs.
8 inch	Howitzer.	Shell	50
8 and 10 "	Mortars.	"	50 and 84
18 "	Mortars.	"	200
4½ "	Rifle guns.	Ball	38

Among the other iron manufactures of Pittsburg we may specially note those of axles, spikes and rivets, bolts and nuts, and axes.

The distribution of axles (in pounds,) was as follows:

	1862–'63.	1863–'64.
East by railroad.....	122,926	78,490
West by railroad	992,023	1,692,770
Total.....	1,114,949	1,771,260

Of spikes and rivets there was distributed by railroad in 1862–'63—east 5,187, and west 12,909: total, 18,096 kegs. The distribution in 1863–'64 is not given. Of bolts and nuts the annual distribution by rail is estimated at 15,000 to 16,000 kegs. Of all these products the far largest amount goes by river and is not ascertainable.

MACHINERY.

Machinery constitutes but a small section of the products of the Pittsburg foundries. Enough, however, has been given of the statistics of this trade to form some comparative estimates, so far as exports by rail exhibit its proportions. There are 24 machine shops in all—14 of magnitude, and 8 of them specially adapted to the manufacture of the largest size of engines. There are also twelve boiler yards capable of manufacturing any description of boilers. There are also 10 establishments locally known as river-blacksmiths and forge shops at which all the heavy iron work of steamboats is wrought—from the largest shaft, chain cables and anchors to the smallest iron work required. Also, three very heavy establishments manufacturing nuts and washers and similar articles.

We now come to another and important staple of Pittsburg—

COPPER.

of which 1,700 tons from Lake Superior are annually refined, being one-seventh of the copper produced in the United States. About 1,000 tons of this amount are manufactured into the various sized sheets required by braziers by two large mills. The remainder is sent to New York and there sold for home consumption or export principally to France, where it is considered the best copper in the known world. The total distribution of copper (pounds,) for the last two commercial years was as follows:

	1862–'63.	1863–'64.
Sent east by railroad.....	300,052	361,940
Sent west by railroad	726,627	1,322,074
Total	1,106,679	1,684,014

In all there are eight coppersmiths establishments manufacturing all descriptions of copper work for machinery. The average number of hands employed in these works is about 1,800.

The—

GLASS TRADE.

of Pittsburg is scarcely less important than those great branches of manufacturing industry for which the city has so wide a renown. Pittsburg indeed is the largest producer of this merchandize in the Union.

The first glass factory is said to have been in operation in 1795, located at what is now called Glass House Ripple and known in those early times as Scott's Glass Works.

In 1796, Gen. James O'Hara and Major Isaac Craig commenced the erection of works for the manufacture of window glass.

In 1807 Robinson & Ensell commenced the manufacture of flint glass.

Such were the small beginnings of a branch of Pittsburg manufactures, the scope of which at the present day is equal to nearly double all the flint glass manufactured elsewhere in the United States, and one-third more window glass than is produced at all other points.

A number of the workmen of these earlier factories came from Frederick, Md., on the discontinuance of the works at that point in 1802 or 1803.

The manufacture of glass west of the mountains is due, however, to Albert Gallatin who in 1787 began the manufacture at New Geneva.

Glass cutting was established in 1810 by an ingenious German, (Eichbaum,) formerly glass-cutter to Louis XVI of France.

In 1813 the number of glass factories had increased to five producing glass to the value of $160,000. In 1831 there were eight glass works, four producing flint and four producing window and green glass to the value of $500,000. In 1837 there were 13 factories, producing to the value of $700,000. Twenty years after (1857,) there were thirty-three factories, of which nine produced flint glass, and the value of their total product was $2,631,900 a year.

At the present time the trade has attained to magnificent proportions. There are now in the city 15 bottle and vial factories, 15 window glass factories and 15 flint glass factories—45 works in all.

The bottle and vial works produce annually about 420,000 gross, or 60,480,000 bottles and vials, worth at present rates $2,100,000.

The window glass works have a capacity to make 520,000 boxes of glass a year, and yield now about 400,000 boxes, valued at $2,600,000.

The flint glass works produce about 4,200 tons of glassware, worth about $2,000,000. Their capacity, however, is double the amount they produce, or about 8,000 tons.

The trade collectively gives employment to some 3,000 hands whose wages amount monthly to about $150,000. The country over which the large amount of glass produced by these workmen is distributed, is co-extensive with the northern States, large amounts finding the way to Pennsylvania, New York, Massachusetts, etc., and also to Canada. The great bulk of the trade, however, is with the Northwestern States.

The total export of glass and glassware from Pittsburg by railroad for the two years ending Sept. 30, 1864, was as follows:

	1862–'63.	1863–'64.
Window glass, boxes, east....	5,128	6,407
" " west ...	90,422	142,615
Total	95,550	149,022
Glass ware, pkgs., east.....	41,415	100,049
" " west.....	164,690	153,199
Total	196,105	253,248

The amounts by river transportation as with all other heavy articles, was probably much greater.

The other glass works west of the mountains are—three flint glass factories at Wheeling, W. Va., and one at Steubenville. Also three window glass works on the neighborhood of Brownsville, 60 miles from Pittsburg. To the east of the Alleghanies there are window glass works: twelve in New York, and nine in New Jersey; flint glass works: six in Massachusetts, two in Brooklyn, N. Y., one in Jersey City, N. J., and two in Philadelphia, being 11 in all making flint glass, and 21 making window and other glass.

We shall now take a view of the trade in

PETROLEUM.

a staple with which Pittsburg from its proximity to the producing region is intimately connected. This of course is a recent interest, but its value by no means insignificant. The number of refineries within the city limits is fifty-eight, with a total weekly capacity of 26,000 barrels.

The distribution of this material in its several forms of crude and refined, and of benzine by railroad, given in the following tables:

Crude Petroleum:

	1862–'63.	1863–'64.
Barrels sent east by railroad..	288,059	214,819
" west by railroad.	12,418	5,571
Total	300,477	220,390
Refined Petroleum:		
Barrels sent east by railroad .	246,484	279,094
" west by railroad.	17,583	29,188
Total	268,917	298,221
Benzine:		
Barrels sent east by railroad .	28,439	25,165
" west by railroad.	2,894	1,190
Total	31,333	26,355
Grand Total all kinds.....	595,727	544,966
Decrease 1863–'64		50,761

These tables show a falling off of upwards of 50,000 barrels in 1863–'64 as compared with the preceding year. To what extent the decrease in distribution by railroad has been made up by the amount exported by water carriage there is no possibility of estimating. It is not probable, however, that the trade has increased, as new avenues of transportation have been furnished to eastern markets, and the routes by river and rail to Pittsburg are not the most convenient. If Pittsburg indeed intends to retain this branch of business even to its present amount it will have to extend its railroads directly to the producing region, which is now only reached indirectly.

The value of the petroleum trade of Pittsburg for the year from Sept. 1863 to Sept. 1864, for which period this article gives figures, so far as exports by one channel are considered, would probably be close upon twelve millions of dollars. An article in the August, 1864, number of the *Circular*, illustrative of the refining business, gives the total number of barrels refined as returned, by the various refineries to a reporter for the *Circular*, at 537,389 barrels for the one year previous, which would be worth $8,599,224 at a valuation of only forty cents per gallon. The valuation for the year 1864–'65, would of course place the sum total much above those figures. In addition to this valuation of the refined petroleum must be taken that of the crude, giving data that shows the sum of $12,000,000 to be a moderate estimate of the yearly amount of the petroleum trade of Pittsburg.

Woodstock Branch Railway.

The St. John (N. B.) *News*, says that $40,000, the sum required by law, having been subscribed, a meeting of the shareholders in the Woodstock Railway Company has been called for the 8th of May, for the purpose of organizing this company, and proceeding with the work.

Michigan Peninsular Railroad.

The Peninsular or Bay de Noquet Railroad from Escanaba to Marquette, is expected to be completed and opened in about four weeks. This road opens the Lake Superior regions to Chicago, bringing Marquette, Wisconsin, within a day's ride of the latter, by boat from Escanaba, and thence by the Northwestern Railroad.—*Western Railroad Gazette.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	1
Acton Vale..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19½
Algomah..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	1	5
Allouez ..... L. S.	20,000	----	----	----
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis..... Md.	50,000	10	----	----
Arizona..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	8½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C..... N. C	2.,000	5	----	20c
Bare Hill ..... "	----	----	----	2½
Bay State..... L. S.	20,000	----	3½	15½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	37½c
Black River ..... "	200,000	2½	----	10c
Bohemian..... L. S.	20,000	5	7½	10½
Bolton ..... Ca.	200,000	5	1½	----
Boston ..... L. S.	20,000	----	2½	5*
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	2	----
Cabot ..... L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	5
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake..... L. S.	20,000	----	1½	----
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	12c
Chetlesamp.....	30,000	5	----	1½
Chippewa..... L. S.	20,000	----	----	----
Cleveland..... Ca	100,000	5	----	----
Cliff..... L. S	20,000	----	----	----
Clifton..... "	20,000	----	----	1
Collin..... "	20,000	----	----	½
Columbian..... "	20,000	----	----	5
Consolidated..... "	20,000	----	5	4½
Copper Falls ..... "	20,000	----	24½	5c.
Copper Harbor..... "	20,000	----	1	23½
Copper Hill..... "	200,000	1	----	----
Copperas Hill..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah..... L. S	20,000	----	5	----
Dana ..... "	20,000	----	3½	1½
Deep River..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	----	3
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	200,000	5	----	25c
Eagle River..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel..... "	20,000	----	----	13
Forest City..... "	20,000	----	3	1
Forest Shepherd.. "	20,000	----	5	----
Franklin ..... L. S.	20,000	----	6½	43½
French Creek..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	1
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Glebe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk..... Ca.	100,000	5	----	60c
Great Western..... L. S.	20,000	----	2	3
Green Mountain... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	60c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	2	----
Hulbert..... "	20,000	----	5	----
Humboldt..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	43½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute..... "	40,000	----	----	----
Isle Royale ..... L.	20,000	1	14	30½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	4½c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3½
Michigan..... "	20,000	----	----	----
Middlesex..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota..... L. S.	20,000	----	3½	15½
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	3
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver)... "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	30c
North Sutton..... Ca.	100,000	5	----	1
North Western.... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	44
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	65
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	75
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair..... L. S.	20,000	----	8	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	20c
Southampton..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side..... L. S.	20,000	----	3	3½
Springfield..... Md.	----	5	----	60c
Stadecona ..... Ca.	100,000	5	----	----
Star..... L. S.	20,000	----	7½	5½
Stark..... Vt.	100,000	2	----	----
Strafford.....	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	6
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	85
Toltec..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3
Union (L. & M.)... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Wankegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	10c
Wiskopee..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	3
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake..... N. Y.	50,000	50	----	3
East River.....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior.... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant.... Pa.	10,000	50	----	----
Teal Lake..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County .... Pa.	----	----	----	1
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake.....	----	----	----	----
Erie	----	----	----	21
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone..... Pa.	----	----	----	1½
Lancaster..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point.....	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anteracite:				
American..... Pa.	37,500	25	----	70
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C. ...Md.	----	----	----	1½
Baltimore ..... "	----	100	----	2
Bear Valley.....	40,000	12½	----	19
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton..... N. S.	200,000	2½	----	----
Carbondale..... Pa.	----	----	----	3
Central..... "	----	----	----	55
Clinton..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental.....	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	52½
Daniel Webster	5,000	100	----	----
East Mahanoy..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	36
Fulton..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	65½
George's Creek..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	50
Green Mountain... Pa.	----	----	----	8
Hampton & Balt...Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay.....	5,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek..... Pa.	----	----	----	----
Mulgrave.....	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn..... "	100,000	50	----	165
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston..... "	----	----	----	18
Princess Alex.... N. S.	5,000	100	----	----
Ridgeway.....	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	15½
Schuylkill Valley... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	55½
Stafford.....	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	60,000	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.)..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	35
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.)..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	10	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	15c
Central (G.)..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)... Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)..... Cal.	----	----	----	----
Excelsior (G.)..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	5½
Gold Field.....	50,000	10	----	----
Gold Hill.....	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.)..... Col.	500,000	10	----	1½
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hobnan (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	50,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.)..... Ca.	100,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.)..... Cal.	100,000	100	----	14½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ..... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (G.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.)..... Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	67½
Renfrew (G.) ..... Ca.	120,000	5½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	----	----	----	18½
Sacramento (S.)..Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita..... Ariz. T.	----	----	----	----
Scottie (S.)..... Ariz. T.	----	----	----	----
Sherbrooke (G.) ..N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.)..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.)..... Col.	100,000	25	----	----
Stewart (G.)..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	20	----	----
United States (G.). "	100,000	25	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—			—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	25
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	55
30 Nov. '63	12.96	—			—	Cambridge	664,171	657,300	150,000	94			9	.....	91
30 Nov. '63	0.74	—			—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	.....	.....
30 Nov. '63	8.27	—			—	Dorchester	166,672	121,800	—	—	8,468	7,438	7	.....	.....
30 Nov. '63	1.48	—			—	Dorchester Extension	12,500	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '63	1.41	—			—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	40
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	.....	91
30 Nov. '63	3.41	—			—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	.....	25½
30 Nov. '63	2.97	—			—	Medford and Charlestown	34,000	22,000	12.000	—	2,040	2,040	6	.....	.....
30 Nov. '63	36.88	—	762	128	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	.....	50
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,785	174,422	32,618	8	.....	50
30 Nov. '63	5.60	—	63	9	—	Quincy	75,525	55,000	50,932	16,650	25,837	6,012	—	.....	.....
30 Nov. '63	5.31	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	.....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	.....
30 Nov. '63	7.75	—	91	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	.....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,238	13,036	8	.....	.....
30 Nov. '63	1.53	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,555	40,400	—	—	—	—	—	.....	.....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	.....	.....
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	60,000	20,000	—	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	54.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	58	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,463	7,881	3	.....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	.....	.....
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	16.00	14.00	—	—	28	1 Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	448,073	550,000	.....	19,794	7,008	—	.....	.....
30 Sep. '63	17.60	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	53,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	.....	.....
30 Sep. '63	17.38	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	358,598	124,445	12	100	.....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	.....	.....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '63	4.03	—	—	—	—	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	.....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	.....	.....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	210
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	.....	.....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	6,150	4,582	752	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	2,986	5	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	45
31 Oct. '64	8.13	—	155	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	.....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	311	6,876	1,473	—	.....	.....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,538	5,901	7½	.....	1a
31 Oct. '64	16.74	—	247	40	0	Frankford & Southw'k (Ph.)	759,261	400 530	200,000	18,500	251,397	81,029	8	50	46
30 Nov. '64	14.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	.....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168.776	51,494	20	.....	27
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	.....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	.....
31 Oct. '64	10.67	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	.....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,931	75,000	35,000	4,964	67,930	6,093	—	.....	.....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	21,000	5,368	58,006	15,984	4	.....	.....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	9
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	.....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	50	67½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	.....	16
31 Oct. '64	8.28	—	115	17	4	Spruce & Pine (Phil. & Grad F.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	24
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	.....	19
31 Oct. '64	9.31	—	216	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	.....	68
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	2.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St Louis	298,004	298,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1885	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	196,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1878	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1900	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1889	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Morigage guarantied	75,000	6	.....	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1893	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,500	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	106
2d Mortgage	50,800	7	J. & J.	1900	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1900	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31,'65	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 registered	$9,415,250	6	Jan. & July.	1867	129
Loan of March 31, 1848 registered	8,909,342	6	" "	1868	120
" " " coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 coupon	1,507,000	5	" "	1905	225
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	101
" " " coupon		5	" "	1874	98
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	101
" " " coupon		5	" "	1871	95
Oregon War Debt of March, 1861 coupon	1,016,000	6	" "	1881	110
" " " " coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 registered	284,146,400	6	" "	1881	109
" " " coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) registered	510,756,900	6	May & Nov.	1882	104
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864, (10-40s) registered	112,770,100	5	Mar. & Sept.	1904	92
" " " coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) registered	85,789,000	6	May & Nov.	1884	----
" " " coupon		6	" "	1884	109½
Treasury Notes of July 17, 1861 coupon	615,250	7.3	April & Oct.	1864	114
" of Mar. 3, 1864 coupon	300,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	59,372,350	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks)	433,160,560				
Fractional currency	24,264,094				
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) "	610,000	6		1868	----
" " " (" ") "	35,000	6		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	116
" " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,094	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " " "		6	" "	'81-'82	99½
" " " " " "	1,000,000	6	" "	1887	----
Florida—State bonds coupon	143,000	7			----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	70
" " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds "	1,322,085	6	" "	1877	100
" —Interest stock "	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	95
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" " " (dollar) "	1,969,397	6	" "	1870	100
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	86
" " " "	2,058,178	2½	" "	1866	68
—State Int. Imp bonds (not adjusted)	501,000			d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	100
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July	1865	----
" " " (war loan) "	800,000	7	" "	'81-'82	----
" " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
(" " " (domestic) "	65,000	6	July.	1885	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " "		5	" "	'81-'91	----
" " " " "		5	" "	'91-'96	----
" " " (bank) "	600,000	5	" "	1891	----
" " " " "	67,500	6	" "	'91-'96	93
" " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) coupon	516,130	6	---- ---- ----	d'm'd.	60
" " (R. R. etc) "	3,902,000	6	---- ---- ----	'67-'99	----
" " " (banks) "	5,295,555	6	---- ---- ----	----	----
" " " (war loan) "	670,000	6	---- ---- ----	----	----
Maine—State bonds coupon	----	6	Mar. & Sept.	63-'77	100
" " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (s'ty'g) coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (s'ty'g conv.) "	200,376	5		1865	----
" " " (s'ty'g) "	5,585,555	5		'89-'90	101½
" " " (s'ty'g conv.) "	2,490,569	5		'89-'90	103
" " " (dollar) inscribed	500,000	3		1890	----
" " " (") "	100,000	4½		1885	----
" " " (") "	767,550	5		'42-'58	----
" " " (") "	395,408	5		1880	----
" " " (") "	148,711	5		'89-'90	103
" " " (") "	135,689	6		pleas.	----
" " " (") "	8,000,000	6		1870	107
" " " (") "	35,000	6		1885	----
" " " (") "	803,233	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	2,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.) "	508,280	6	" "	'88 '90	----
" " " (" ") dollar	416,500	6	" "	'90-'91	121
" " " (" ") "	500,000	5	" "	1893	123½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat ac.)	150,000	6	" "	1870	----
" " " (Buildings ac.)	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	245,000	5	April & Oct.	'86-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " — " " "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1880	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g Fd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	102
" — " (Indian war) "	100,000	7	" "	1871	----
" — " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6		'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " "	199,000	6	" "	1883	65½
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	71
" — " S.W. Branch "	4,800,000	6	" "	'67-'89	----
" — " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	760,000				----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes "	200,000	6			----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,520	6	" "	'65-'71	----
" " — " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	661,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'76	119
" " — " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's bnds	28,998	5	---- ----	d'm'd	----
" " — " " " "	11,050	5½	---- ----	d'm'd.	----
" " — " " " "	14,230	6	---- ----	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	60,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'53-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	72
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	6	" "	1865	95
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	100
" — " " (" ") "	1,600,000	6	" "	1875	101
" — " " (" ") "	4,095,309	6	" "	1881	102
" — " " (" ") "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) coupon	1,500	----	" "	1866	----
" — " " (" ") "	279,313	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	---- ----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890		" "	1864	----
" " — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	90
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	---- ----	----	----
" —Relief Notes in circulation	97,380				----
" —Military Loan bonds coupon	5,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) coupon	484,444	5	---- ----	1868	----
" " —Inscribed certificates	1,708,017	6	---- ----	'68-'90	----
" —State b'ds (railroads) coupon	1,310,000	6	---- ----	1877	----
Tennessee—State bonds (banks) coupon	1,125,000	6	---- ----	1882	61½
" — " " (interl. impr.) "	2,063,606	5	---- ----	Var.	46
" — " " (railroads) "	12,799,000	6	---- ----	Var.	62½
" — " " (capitol) "	603,000	6	---- ----	1890	62½
" — " " (Hermitage) "	48,000	6	---- ----	1890	62½
Texas—Had no debt in 1861	----	----	---- ----	----	----
Vermont—Inscribed certificates	175,000	6	---- ----	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	---- ----	'62-'63	----
" — " " (" ") "	761,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	6	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'33-'93	67
" —State bonds (railroad) coupon	12,624,500	6	" "	'86-'93	----
" — " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	---- ----	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) "	500,000	6	Jan. & July.	1867	----
" — " (domestic) "	100,000	6	" "	1877	----
" — " (") "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	232,093	406,076	446,044	396,847	381,810	357,566	3,709,970
1865	354,755	383,147	449,815	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	51,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,160	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,389	153,294	1,673,706
1864	100,991	154,418	295,803	162,723	178,786	206,090	224,257	312,165	354,551	320,679	307,803	252,015	2,770,484
1865	261,906	252,583	288,159	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,539	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,080	196,485	201,134	1,959,367
1864	158,735	175,482	243,160	175,838	188,565	205,866	195,103	271,141	331,494	312,049	319,816	303,197	2,885,426
1865	293,535	236,949	262,575	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,182	3,975,935
1864	273,876	317,839	390,365	371,461	409,554	521,059	452,054	519,306	655,364	708,714	705,496	545,943	5,801,021
1865	535,675	481,165	506,290	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,585	50,386	66,573	84,603	94,106	82,467	82,466	830,109
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,040	98,528	88,401	105,253	949,259
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,830	166,780	121,278	103,407	99,569	90,882	96,134	130,551	150,397	142,836	186,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	194,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,503	372,296	380,342	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	385,400	319,955	477,642	600,124	587,242	561,448	412,723	5,735,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	599,097	601,595	638,006	626,070	587,416	528,842	695,024	615,962	756,421	885,130	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	945,650	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,461,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,864	1,301,995	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,306	155,164	156,973	170,157	157,443	232,933	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,570	2,075,822
1861	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,769	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,769	253,049	273,728	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	200,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	180,250	285,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	256,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	627,141	603,402	6,329,447
1865	546,410	522,555	592,276	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,354	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,964	77,112	83,039	76,764	68,863	710,225
1864	56,540	77,874	90,855	73,215	83,964	76,055	89,653	94,375	98,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,626	93,508	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,000	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,929	1,153,407
1862	83,903	62,907	47,010	61,759	130,216	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,131	76,132	44,925	88,177	106,967	111,261	71,587	69,352	155,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,847	113,393	168,213	178,526	157,099	121,113	1,723,881
1865	98,183	74,283	70,740	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,845	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,723	157,500	160,150	200,826	161,983	180,915	228,819	276,109	325,518	305,284	279,539	2,647,535
1863	248,784	230,508	557,227	268,613	294,956	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,621	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,261	413,322	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,846	307,323	242,089	200,134	2,124,214
1862	230,159	159,668	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,045
1864	252,435	278,848	345,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	687,792	620,396	6,303,702
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	750,786	623,047	7,164,672
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,136	562,076	696,175	927,036	932,960	872,985	7,996,763
1862	749,163	631,956	710,314	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,307	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,703	1,273,117	1,450,076	1,193,435	1,157,818	1,039,902	13,230,417
1865	899,478	581,372	915,600	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	155,009	215,475	225,464	230,377	248,862	241,695	264,622	283,646	268,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	276,270	314,806	337,495	339,911	368,560	321,208	249,032	3,315,561
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	358,725	414,707	448,994	463,873	468,557	454,826	4,098,837
1863	336,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,202	815,902	746,955	526,009	6,224,063
1864	426,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,853	245,938	286,844	231,253	191,136	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,966	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	6,132,784
1864	290,676	457,227	611,297	574,690	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	7,120,466
1865	684,200	695,738	886,511	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,952	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,959	118,887	129,166	135,610	1,117,887
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,856	158,730	144,942	218,235	234,134	203,441	202,466	204,776	2,080,717
1865	170,078	153,903	202,771	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,206	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	137,036	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	142,586	105,554	116,379	120,595	151,052	154,563	111,339	1,449,798
1864	79,735	95,543	132,896	123,987	127,010	146,588	139,626	244,114	243,840	221,570	220,209	205,154	2,080,822
1865	144,000	139,171	156,765	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	533,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,795	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	693,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage	----------	7	Jan. & July.	" "	1863	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850.	700,000	6	Jan. & July.	"	1890	105
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'75-'70	----
Camden and Amboy:						
English debt (S. F.) £458,093	2,192,923	6	Semi-annual.	London.	1850	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	----
Loan for $500,000	500,000	6	"	"	1867	100
" " $800,000	799,600	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	98
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	----------	----
2d Mortgage	1,000,000	7	----------	----------	----------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1882	112½
" " " inconvertible	3163,,000	8	" "	" "	1885	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	949,500	4½	July.	Frankfort o. M.	1860	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18...	----
2d " ")	----------	8	" "	" "	18...	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	100
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1885	87
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	93
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
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Cleveland and Mahoning:						
1st Mortgage	[850,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	655,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	108½
Connecticut and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston	1870	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,305,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	----------	----
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1893	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	----------	----
Eastern (Mass.):						'65-'84
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	1872	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1874	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	99½
1st M. (State) $75,000 a y'r after 64	500,000	5	Ja. Ap. Ju. Oc.	"	------	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	----------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	----------	----
Mortgage (ordinary)	790,688	---	----------	----------	----------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	----------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	----------	----
1st Mortgage (after State)	100,000	---	----------	----------	----------	----
Redeemable in Stock	66,963	---	----------	----------	----------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1901	----
Free Land, 2d Mortgage	1,600,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1878	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	73
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1882	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	110
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1865	66
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1891	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	200,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1899	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	8	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Extension Bonds	175,000	7	May & Nov.	" "	1900	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
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Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'68-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	*
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1885	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1871	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	110½
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1862	100
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1886	103
2d General Mortgage	2,194,500	7	" "	" "	1877	92
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	38
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	478,625	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	550,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	2	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95½
D'bts of former Co's outst'ding	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks (S. F.) B'ds	661,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	106
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	504,000	7	Feb. & Aug.	" "	1876	100
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	111
New York and Erie:						103½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	100
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	----------	1901	100
New York and Harlem:						102
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	990,500	7	Jan. & July.	----------	1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina;						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,600,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	94
Debt to city of Baltimore	850,000	---		"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1867	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,060,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,300,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6*	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1567	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,950,600	6	April & Oct.	"	1870	92
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,631,300	6	" "	"	1880	95½
" 1844, "	810,000	6	" "	"	1880	94
" 1845, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	2,480,500	6	" "	"	1886	107
" 1856, "	1,442,000	7	" "	"	1856	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1563	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1920	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	93
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1885	----
"	39,420	8	May & Nov.	"	1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	58
2d Mortgage	987,500	7	" "	"	1563	15
3d Mortgage	440,000	7	" "	"	1563	8
Sacramento Valley:						
1st Mortgage	450,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1876	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,280,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1563	----
Sterling	2,000,000	6	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1565	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----------	----------	------	83
Equipmnet bonds	600,000	7	----------	----------	------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1567	19
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1904	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	26
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'fi5-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1890	97
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	60.6	—	—	—	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	27,886	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,761	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,701	76,773	21,006	—	—
1 May, '61	469.3	11.5	—	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	—	—	—	—	—	—	1,402,858	695,376	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	253	Montgomery and West Point	1,888,718	427,265	100,000	1,419,760	922,622	23,579	2,582,506	116.9	—	505,156	260,268	6	—
								ARKANSAS.													
3 Nov. '58	38.0	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,350	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	—
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,327	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,000	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,695,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	255,387	18,968	8	—
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454.040	*	—	738,538	750,000	156.429	1,644.967	62.0	172,124	212,555	—	—	117
30 Nov. '63	5.45	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	550,000	—	2,363,942	—	—	156,663	78,631	54	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724.236	*	—	655,565	51,000	—	810 982	66.0	211 526	270.672	54.299	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	126
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,483,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,529	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,007,634	84.3	138,631	158,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,200	9	—
								FLORIDA.													
— —	'62 154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	—	7,867	2,535	—	—
— —	'62 59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— —	'62 109.0	5.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	66.7	—	—	—	15	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	66.7	—	418,036	265,827	6	125
— —	'62 92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,760	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	667	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,716,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774.244	162,534	—	689,950	249,000	—	1,026,868	50.0	—	202,714	110,616	8	—
1 May, '58	68.1	—	—	—	3	4	38	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	588,885	12	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	682,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	—	—	49	32	939	Chicago and Alton	8,308,919	*	643,100	4,208,300	4,064,000	—	9,896,568	261.0	1,104,197	2 770,484	1,273,618	7½	92
30 Apr. '64	240.0	96.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	114
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	—	1 083,654	448,503	—	84
31 Mar. '64	181.8	—	—	—	61	69	1,195	Chicago and Rock Island	7,429.633	*	—	6,000,000	1,402,748	—	8,280,575	228.4	1,162,880	2,143,875	1,103,414	6	103
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040.164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,066	2,201,481	1,279,406	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	—	742,007	377,476	—	65½
31 Dec. '64	454.8	252.8	—	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,252 000	—	33,060,110	708.3	3,396,850	6,329,447	2,463,194	8	116
— —	—	148.0	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	—	—	3,000,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	45
								INDIANA.													
— —	— 108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,418	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	349,867	119,342	—	—
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	—	442,923	158,541	—	72
1 Dec. '58	59.8	20.2	—	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	236,534	9	100
1 Dec. '63	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	250,625	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,903	268,156	—	—
31 Mar. '64	86.0	46.0	5.6	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,528,783	132 0	—	315,172	117,941	6	100
— —	'58 238.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	271.40	—	36½
30 Nov. '64	73.0	—	—	—	21	28	440	Terre Haute and Richmond	1,933,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	15	154
								IOWA.													
1 Jun. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	84.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	309,084	—	86 0	7 mo's.	85,220	46,771	—	—
31 Dec. '63	100.0	—	—	262.0	10	7	159	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,366	—	—
— —	'62 135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	—	230.0	—	—	—	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	776,021	—	1,582,160	2,930,000	337,532	4,375,992	111.8	—	426,408	227,534	—	—
30 Jun. '63	22.0	—	—	—	13	5	160	Lexington and Frankfort	597,950	52,500	—	514,573	106,000	—	741,051	22.0	181,633	99,320	53,355	4	60
30 Jun. '63	65.1	—	—	—				Louisville and Frankfort	1,898,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,900	120,089	3	66
30 Jun. '64	155.0	83.0	18.3	24.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	556,260	—	3,242,318	566,000	339,297	5,565,320	80.0	180,204	481,922	225,849	—	—
31 Mar. '61	209.0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	555 434	—	—
31 Aug '60	55.7	—	—	155.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	55.7	—	—	—	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	—	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,269	188.0	—	240,896	—	—	—
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6 315,906	7,740,989	—	16,066,822	329.3	1,558,277	3,417,186	1,697,060	12	114
31 Mar. '65	246.0	281.0	—	—	96	101	1,169	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,608,768	9,720,200	8,564,115	—	19,284,315	527.0	2,187,124	4,289,466	1,961,113	7	74
								MINNESOTA.													
31 Dec. '62	14.5	—	—	668.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	300,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	—	—	25	22	535	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	—	554,542	328,067	—	—
31 Oct. '59	71.4	—	—	27.5	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	—	176,462	116,433	—	—
31 Dec. '58	83.2	—	—	60.4	—	—	—	Southern Mississippi	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	—	250,047	121,869	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,826	7,177,000	—	—	206.8	579,324	1,047,567	429,026	—	80
31 Dec. '62	268.8	—	17.7	64.0	21	26	307	*North Missouri*	6,398,779	554,983	—	2,459,207	4,350,000	—	—	168.8	—	644,466	183,895	—	—
31 Dec. '62	152.0	—	2.6	—	—	—	—	*Platte County*	1,200,000	*	—	600,000	700,000	—	—	52.0	—	—	—	—	—
28 Feb. '63	190.0	—	14.4	87.2	14	20	430	*Pacific*	11,162,670	982,611	—	8,486,916	7,000,000	137,619	20,453,420	190.1	607,040	879,556	277,890	—	—
28 Feb. '63	77.0	—	8.9	206.0	—	—	—	*South-Western Branch*	—	116,933	—	71,518	4,500,000	—	—	114.0	58,572	247,499	128,000	—	—
30 Sep. '60	86.4	3.6	8.2	—	16	15	310	*St. Louis and Ire Mountain*	4 [illegible] 51 [illegible]	240,360	—	1,971,157	2,800,000	57,861	5,066,077	90.1	300,000	350,000	66,000	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,554	757,381	26.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	129,952	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,378	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	100½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	71,324,373	3,621,755	3,920,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,933,769	4,481,859	3,054,653	6	103½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,061,669	1,085,387	11	50
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	102
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	115
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	125½
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	125
30 Nov. '63	45.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	981,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	95
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	99.0	477,753	812,556	390,594	6	98
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,159,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	100
30 Nov. '63	12.4	—	2.3	—	2	4	25	Lowell and Lawrence	382,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	107,154	223,794	59,077	8	129
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	105
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	367,155	682,900	206,502	1,245,555	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,601	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	105
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,152	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	29,727	—	250,000	—	—	298,962	11.7	51,675	165,405	53,928	8	116
30 Nov. '63	6.1	—	—	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	43½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	41
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746 504	218.0	1,275,929	2,439,838	1,232,831	10	132
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	235,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.5	.....	470,078	125,286	7	64
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	110
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	608,258	*	—	595,555	565,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	175,962	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.0	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	129
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,558	1,087,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '63	54.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,623	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	.....	156,850	204,200	77,798	438,706	21.2	.....	90,618	29,592	—	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,558	1,250,000	143,608	2,597,161	—	[2 mos.	10,585	24,242	—	65
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	230,899	154,908	6½	163
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	531,993	212,500	31,743	821,984	—	82,936	90,129	49,623	—	.....
								NEW YORK.													
30 Sep. '62	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,588	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,290	1,133,256	317,213	5	108½
30 Sep. '63	66.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,680	Erie	42,316,853	*	6,104	24,935,800	17,823,400	1,067,088	48,045,284	307.0	6,916,324	13,429,643	4,594,725	8	85
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	114½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,923,474	100.5	242,062	360,431	62,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,283,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	102
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	733,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	58.1	76,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	228.1	365,668	585,201	279,210	6	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	134,908	—	.....
30 Sep. '63	54.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	416,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— —	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '60	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,800	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,510	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	505	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.5	—	.....	—	22	28	427	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.6	—	—	51.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,013,130	2 151,948	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	25,340	1,036,005	1,752,400	128,857	2,917,322	67.0	243,337	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,500,000	1,503,000	—	5,108,000	95.7	562,396	2,066,623	1,268,786	23	.....
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,029	8,251,646	226.6	.....	1,436,317	552,800	—	81½
31 May '64	109.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,591,266	823,714	8	103
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,071	575,250	432,486	.....	61.5	75,120	68,128	19,765	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	295,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	256,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,462,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	88.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,502	10	140
30 Jun. '63	173.8	50.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	55,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	24	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,960	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	5,983,872	505,400	102,555	3,200 887	1,498,729	11,190	5,130,662	205.9	386,804	600,162	133,747	—	37
31 Dec. '63	114.0	2.0	.....	—	19	11	203	Sandusky, Mansfield & Newk.	2,335,186	*	—	907,571	1,200,000	127,115	2,694,694	123.0	230,717	372,202	97,258	—	—
31 Dec. '63	244.2	—	.....	—	48	28	969	Toledo & Wabash	10,080,913	*	—	3,427,000	6 662,165	—	10,248,018	250.0	1,244,818	2,240,224	98,452	3½	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	23	5	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	2,856,000	——	5,634,039	106.0	.....	360,215	171,286	——	----
31 Oct. '64	66.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	----
31 Oct. '64	52.0	——	9.7	——	12	12	82	Cumberland Valley	1,131,037	*	——	956,900	375,600	——	1,335,500	74.0	176,968	394,952	193,901	8	9
31 Oct. '64	113.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,762	20	----
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,000	——	----
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	208,770	356,518	43,741	2½	35
31 Oct. '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,680	165,502	55,466	——	----
31 Oct. '64	36.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	——	----
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	——	1,326,992	1,383,427	268,281	2,977,700	58.0	205,743	335,280	143,472	——	20
31 Oct. '64	80.0	——	34.0	——	119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,590	301,041	——	----
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	——	6,627,080	1,477,000	17,532	8,121,582	87.5	602,028	2,280,202	1,482,156	20	92½
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	32½
31 Oct. '64	130.5	——	63.3	——	31	....	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	)	7½	57
31 Oct. '64	55.6	14.2	18.3	——	20	26	674	North Pennsylvania	5,560,418	517,375	——	3,150,150	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	27
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,860,080	16,634,840	——	43,529,356	356.9	5,846,778	14,759 657	4,066,113	10	58
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norristo'n	1,139.079	282,399	——	1,354,100	515,000	——	1,673,100	24.0	253,739	423,147	207,898	8	56
31 Oct. '64	237.6	——	29.1	——	——	——	——	Phila. and (Sunbury) Erie	15,760,623	——	——	5,013 054	9,940,002	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	——	20
31 Oct. '64	93.0	54.0	218.8	——	216	74	12819	Philadelphia and Reading	18,998,276	5,786,480	——	20,072,323	7,271,879	——	27,344,202	512 3	1,926.309	9,289,841	4,668,150	15	55½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,454	——	245,695	999,200	250,000	——	1,249,200	28.2	175.447	324,006	477,668	10	144½
31 Oct. '64	95.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,657,300	692,000	——	9,349,300	107.0	839,238	3,226,560	1,366,200	10	61½
31 Dec. '64	59.5	——	7.2	80.5	12	11	82	Pittsburg and Connellsville	3,277,486	163,004	——	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,725	101,560	——	72
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,172	——	19,932,741	468.3	3,472,914	5,152,934	2,106,623	——	105
31 Dec. '64	28.0	——	6.2	——	5	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	16	85
31 Oct. '64	26.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,985	——	684,036	1,009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	——	----
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,253	165,884	——	341,800	372,000	1,343	963,137	29.6	95,566	293,338	211,317	6	45
								RHODE ISLAND.													
31 Aug. '65	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	----------	62.0	297,700	421,757	199,155	8½	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	——	——
31 Dec. '58	109.6	——	----	——	15	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	----------	109.6	----	282,263	151,536	6	——
1 Jan. '59	143.2	21.3	----	——	——	——	----	Greenville and Columbia	2,459,769	824,161	——	1,429,008	1,145,000	345,546	----------	164.5	----	341,190	125,871	——	——
28 Feb. '59	102.0	——	----	——	——	——	----	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,067,325	102.0	----	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	----	— —	62	59	790	South Carolina	----------	----------	——	----------	2,643,833	----------	----------	----	----	1,499,536	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	----	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	——	——
1859	80.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,678	2,020,000	200,000	----------	140.0	----	818,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	----------	130.3	150,142	297,805	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	201.0	----	1,535,000	573,597	——	——
1859	271.6	16.0	20.0	8.0	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	----------	——	----	——	——	——	——
1859	100.0	——	30.5	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	----------	----------	——	----	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	27,569	----------	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	----------	----------	159.0	----	734,118	337,384	6	——
1859	----	——	----	——	——	——	——	Nashville and Northwestern	----------	----------	——	----------	----------	----------	----------	——	----	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	57	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	----------	45.8	57,960	127,963	87,243	——	——
1859	30.0	——	0.8	8.0	——	——	——	Winchester and Alabama	----------	----------	——	216,962	413,000	408,477	----------	30.0	----	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	——	----------	----------	----------	----------	32.0	----	----------	----------	——	——
— — '58	56.0	——	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	——	----------	----------	----------	----------	56.0	----	----------	----------	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	——	275,000	240,000	171,560	----------	50.0	31,300	32,670	----------	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	569,000	----------	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	——	----------	----------	----------	----------	25.0	----	----------	----------	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	----------	3,036,338	90.7	139,877	308,850	167,430	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	422,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	960,000	256,683	——	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	262,887	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	----------	——	1,687,500	----------	----------	1,687,500	ope	r. by Vt.	Central	----------	6	101
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	----------	1,301,886	23.7	48,995	64,267	26,451	——	——
30 Jun. '63	59.6	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,582	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,013	86,188	88,131	1,634,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	45,062	——	——
30 Sep. '59	75.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,616	155,161	9 months	79.2	47,702	64,121	16,232	——	——
30 Sep. '59	103.5	——	----	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	----------	----------	——	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	272,214	——	——
30 Sep. '59	123.5	10.1	----	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	——	——
30 Sep. '59	59.2	21.3	----	——	14	17	131	Peteraburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	----------	226,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,656	143.2	224,014	560,904	292,328	——	87
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	93,828	----------	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,863	----------	45.5	1,058,054	165,753	79,044	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	667,812	85,000	----------	----------	23.7	12,542	----------	----------	——	——
31 Jan. '60	80.0	——	----	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,658	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	23,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	269,120	5	73
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,205,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	806,500	700,000	25.000	----------	55.0	----------	----------	----------	——	——
31 Dec. '61	199.9	——	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	----------	----------	199.9	----------	755,476	326,580	——	——
31 Dec. '62	191.0	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,825,800	2,454,000	221,282	7,978,941	234.4	----------	1,163,734	414,741	——	46
10 May, '64	103.9	——	10.6	——	20	22	567	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	128,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	----	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	----------	236,708	67,642	——	——
31 Dec. '62	49.0	——	----	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	——	15
30 Jun. '63	1,096	187.0	----	76.0	204	110	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,164,868	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,089	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,436	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	——
31 Dec. '64	94.5	1.6	----	——	18	20	337	Northern (O. S. & H.)	5,456,615	----------	——	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,386	191,122	——	——
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0	——	14	15	271	European & North American	4,569,418	*	——	4,058,706	----------	----------	4,058,706	108.0	169,421	107,840	30,000	——	----
1 July, '61	60.0	——	----	——	----	----	----	New Brunswick and Canada	1,402,748	102,658	——	1,280,000	18,100	136,000	1,709,332	60 0	----	124,585	30,070	——	----
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	----	——	20	14	160	Nova Scotia	4,273,261	*	——	4,273,261	----------	----------	4,273,261	93.0	215,410	199,197	97,181	——	——
								NEW GRANADA.													
31 Dec. '59	68.7	——	——	——	21	25	220	Panama	8,000,000	*	——	6,000,000	2,000,000	——	8,000,000	68.7	----------	----------	----------	10	50

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	24
Chemung (guarantied)	350,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	67
Cohecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & William-port (preferred)	500,000	---	—	45
Erie (preferred)	8,535,700	7	7	92
Hannibal & St. Joseph (preferred)	5,253,856	7	—	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	79
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	73
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	984,700	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaratied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,900	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	97½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100⅜
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	70½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 Mortgage	600,000	6	J. & J.	1873	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,596	—	----
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	7,500,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	—	----
Lehigh Navigation	50	2,470,950	6	58
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	128½
North Branch	100	---	—	----
Sault Ste Marie	100	---	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	32½
Susquehanna and Tide Water	50	2,048,260	—	9½
Union (preferred)	50	2,750,000	—	8
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	48

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 52 —	@ 55 —
Pig, American, No. 1	42 50	@ 45 —
Bar, Swedes, assorted sizes (in gold)	— —	@ 92 50
	Store Prices.	
Bar, Swedes, assorted sizes	185 —	@195 —
Bar, English, Refined	— —	@130 —
Bar, English, common	— —	@120 —
Scroll, English	165 —	@230 —
Bar, American, Common & Refined	120 —	@130 —
Band, English	160 —	@165 —
Horse Shoe	165 —	@167 50
Rods, English	185 —	@215 —
Hoop, English	165 —	@245 —
Nail Rod	per lb. — 11	@ — 12½
Sheet, Russia	per lb. — 25	@ — 27
Sheet, English, Single, Double and Treble	— 8	@ — 11
Sheet, Am., Single Double and Treble	— 8	@ — 10½
Rails, English (gold)	per ton — —	@ 60 —
Rails, American	— —	@100 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 20	@ — 25
English Spring (1st & 2d qlty.)	— 12	@ — 15
English Blister (1st & 2d qlty.)	— 13	@ — 21
English Machinery	— 14	@ — 17
German	— 16	@ — 18
American, Blister	— 13	@ — 16
American, Cast, Hammered	— 21	@ — 22
American, Cast, Rolled	— 14	@ — 17
American Spring	— 14	@ — 16
Milan (in bond)	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. — —	@ — 50
Sheathing, Yellow	— —	@ — 40
Pig, Chile	— —	@ — —
Bolts	— —	@ — 50
Braziers'	— —	@ — 50
American Ingot (cash)	— 34	@ — 36

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — —	@ — —
Spanish	— 9 75	@ 9 87½
German Refined	— 9 75	@ 9 87½
English	— 9 75	@ 9 87½
Bar	per lb. — —	@ — 14
Pipe and Sheet	— —	@ — 18

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb. — 42	@ — 43
Straits	— 40	@ — 41
English	— 35	@ — 36
Plates, Charcoal I. C	per box 13 50	@ 14 —
Plates, I. C. Coke	— 10 50	@ 13 —
Terne, Coke	— 10 50	@ 11 50
Terne, Charcoal	— 12 50	@ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb. 7 —	@ — —
Clinch (cash)	— 8 25	@ 8 50
Horse Shoe, Forged (cash)	per lb. — —	@ — 30
Wrought, English (cash)	— —	@ — 55
Aussable Horse, Norway Iron, Forged	— —	@ — 40
Zinc Nails (6 mos.)	— —	@ — 25

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 37	@ — 37
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73	@ — 73
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 62	@ — 65
Naphtha, Refined, (80@90 gravity)	— 90	@ — 97

New York Stock Exchange.

Actual Sale Prices for the week ending April 26.

	Th 20.	F. 21.	Sa. 22.	M. 24.	Tu. 25.	W. 26.
American Coal Co.	----	70	----	----	----	----
At. & Gt. W. (O) 1st m't.	75	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	117	116	----	----	----	----
Canton Co.	33½	35	----	----	----	37½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	86	87	----	----	----	----
" " pref.	----	93	----	----	----	90
" " 1 M.	----	----	----	----	----	95
" " Inc. b'ds	89	90	----	----	----	89
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n.	29	30½	----	----	----	35
" " pref.	59½	60½	----	----	----	65½
" " 1st M.	----	84	----	----	----	84
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	----	----	----	----	----	----
Chicago & Rock Isl.	95	96	----	----	----	99½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	72½	74	----	----	----	79½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	101	----	----	----	103
" " S. F. 7 p.c.	----	100	----	----	----	100
Cumberland Coal, pref.	45½	48	----	----	----	52½
Del. & Hudson Canal	150	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	75½	77½	----	----	----	83½
" pref.	90	90	----	----	----	92
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	100	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	30	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	105½	107½	----	----	----	112½
" scrip	----	----	----	----	----	----
" 1 M. /p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	109	114	----	----	----	116½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	110	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	14½	----	----	----	15
Michigan Central	108	107	----	----	----	112½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	62½	64	----	----	----	70½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	103
Mil. and P. du Chien	----	38	----	----	----	44
" " 1st prof.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	75
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	66	----	----	----	----	65
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	71
New York Central	94½	95½	----	----	----	101
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	93	----	----	----	99½
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
" " 2 M. 7 p.c. '64	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	----	27	----	----	----	29
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	300	300	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	173	----	----	----	----
Phila. and Reading	102½	104½	----	----	----	105½
Pitts. Ft. W. & Chicago	98	98½	----	----	----	100
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	63½	64	----	----	----	66½
St. L., Alton & T. H.	----	----	----	----	----	45
" " pref.	----	----	----	----	----	70
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	75	----	----	----	----
Tennessee 6s, 1890	----	64	----	----	----	61½
Toledo & Wabash	43	----	----	----	----	----
" " Pref.	76	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	77	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 26.

	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	95	95⅛	----	----	----	97⅛
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	109
U. S. 6s, 1881, cou.	109⅛	109⅛	----	----	----	109⅛
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	115	----	----	----	----	----
U. S. 6s, 1 year certif.	----	99⅛	----	----	----	----
U. S. 6s, 5-20s, coupon	107	107	----	----	----	108⅛
U. S. 6s, 5-20s, new	----	----	----	----	----	108⅛
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " April & Oct.	----	----	----	----	----	----
American Gold	149⅜	149⅛	----	----	----	149⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 25.

	W. 19.	Th.20	F.21.	Sat.22.	M.24.	Tu.25.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	9
" preferred	21	20½	----	----	----	23½
Camden & Amboy	----	129½	----	129½	129	
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	90	----	----	----	----	90
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	90	----	----	----	----
Lehigh Valley R. R.	----	----	----	62⅛	62⅛	
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	32½	----	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57¼	----	----	----	----	57
Morris Canal	85	85	----	----	----	85
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	105	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	59⅜	59⅛	----	58	58	
" 1st m.	----	102	----	----	----	----
" 2d m.	----	97	----	----	----	----
Penn. State, 5s	----	89	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	90	90⅛	----	90⅛	91	
" " new	92⅛	93	----	93	93⅛	
Philad., Germ. & Nor.	56⅛	56	----	----	----	----
Phila. & Reading	51¼	51	----	54	54⅛	
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	19	----	----	19	
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	25
" " pref.	----	----	----	----	31⅛	32
" " 6s '82	----	----	----	----	----	79
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	9	9	----	9	9⅛	
" " 6s '78	----	----	----	50	----	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	20	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	50	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	14	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	27	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	67½	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	100	100	100
Balt. and Ohio	----	----	----	103	103⅛	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	91	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Boston and Lowell	----	102	----	----	----	----
Boston and Maine	115	----	----	----	----	115
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	125	125⅛	125	----	----	
Cheshire, pref.	45	----	----	----	----	----
Concord	----	----	64	----	64	
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	97	97	----	----	98
Eastern, N. H.	----	96⅛	----	----	----	----
Fitchburg	109⅛	109⅛	109½	----	----	109
Manchester & Lawr'ce	110	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	104⅞	105	105	105	----	105
Ph., Wil. & Baltimore	62	61⅛	61⅛	61½	----	61⅛
Portl'd, Saco & Ports.	102	102	100⅛	----	----	100⅛
Vermont & Canada	103	105	----	----	----	----
Vermont & Mass.	----	42	----	43	----	43⅛
Western	132	132	132	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	50	50⅛	50	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	44	43	----	43⅛
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	35⅛	----	----	----
Pewabic "	----	44	----	----	----	44
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	75
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of April:

Maryland 6s	62	to	64
United States 6s, 1881	59	"	59⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	61	"	63
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	31⅛	"	32⅛
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	61⅛	"	61⅛
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	59⅛	"	60⅛
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	65
Do. do. S. F. 1st mort., do., '82 x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	28	"	32
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, April 29, 1865.

Stock Exchange and Money Market.

The stability of our institutions in the eyes of foreigners will have been thoroughly demonstrated by the occurrences of the last few weeks. An event which might have easily overthrown the credit of many an European State has not in the least impaired our own. To a spasmodic rise in the price of gold has succeeded a fall to the previous rates, and in the National and local securities there has been a regular advance. The attempt by an importation of 5-20s from abroad by a few parties for the sake of disturbing the public confidence has failed, and the operators have justly met with disappointment and loss.

The subscriptions to the 7-30s diminished for a few days by the interruption of business, have recommenced on the largest scale. Our foreign transactions in imports and exports for the week ending the 22d, were as follows:

Imports $1,120,560, against $7,458,933 the same week last year. The exports were exclusive of specie $2,114,312, against $3,369,907 the same time last year. The exports of specie were but $83,922, against $2,859,000 the same week in 1864. The customs' receipts were $1,421,861. The receipts of cotton coastwise and by rail were given at 4,397 bales, worth at present rates between $600,000 and $700,000.

The decrease in the exports of specie up to April 22, from July last is $46,451,403, having been in the total but $123,084,965.

The total increase of our exports during the same period has been $56,271,211 over the amount exported the same period of the preceding year when it was but $127,913,304.

The receipts of specie at the Custom House for the same time were $43,273,383, out of which have been paid as interest as it fell due $22,564,825. And the receipts of gold from California during the same period have been $13,976,761, or $5,419,811, more than they were the same time last year. All these statements are highly encouraging, indeed they could scarcely be better. We notice in the foreign correspondence of the London *Daily News*, that Mr. McCulloch is spoken highly of, and as being familiar with the subject of finance.

There is no doubt that under his practical management American credit will stand high abroad, and indeed we notice in the latest accounts from Amsterdam, that dealing in American securities has become so favorite an employment there, that almost all other kinds of Governments have been neglected. The favorites of former years are forgotten, and even the cautious Bank of Amsterdam has changed its policy, and now advances 65 per cent. on American Nationals without hesitation, that is 65 per cent. on their market value. This will give them still higher popularity and character abroad, and reminds us of those early days in our history when the Dutch bankers had the same confidence in the future of our then struggling republic.

A cotemporary in its financial article has ventured upon an estimate of the future of our financial receipts and expenditures, somewhat in contradiction of its previous opinions. We record it, however, for the benefit of our readers.

Receipts:

Internal revenue 1865–'66	$400,000,000
Customs	100,000,000
Lands	2,000,000
Miscellaneous	50,000,000
Total	$552,000,000

Expenses:

Civil service	$50,000,000
Pensions and Indians	15,000,000
War Department	25,000,000
Navy "	26,000,000
Interest on debt	150,000,000
Total	$246,000,000

This would leave says the Editor, 306 millions for the discharge of the debt.

While we think the amount allowed for the army is much too small, for with 17,000 men in 1858 it was upwards of 31 millions, we think that for the navy is too large. In 1860 with about 100 vessels of all sizes, the amount of money expend-

ed by the navy department was including the sum allowed for steam mail service about fourteen millions of dollars, and we imagine that that number selected from our present large fleet, of our best and staunchest vessels would be quite enough for a peace establishment. Nay more that if our surplus wooden steamers were formed into mail lines, they would not only answer as efficient cruisers but in part support themselves in the service. The estimate quoted is evidently founded on the belief that our funded debt will be about 3,000 millions, which we deem incorrect. With a surplus of three hundred millions the floating and unfunded debt would be materially lessened, and if necessary a considerable reduction be effected in the amount of legal tenders outstanding.

It is the opinion of Mr. Gallatin, certainly not of the school of paper currency financiers, that a resumption of specie payments is practicable in a very short period of time, and the more rapidly paper appreciates and gold declines, the easier the resumption will be made. At the same time we may observe that the appreciation of paper will be constantly adding to its purchasing power, and of course to the actual wealth of the holders.

We must not forget that the return of the seceded States to the Union will materially add to its financial power in the shape of production and revenue from taxation by so much increased, while an excise duty on cotton not considered in the foregoing estimate would largely swell the total of surplus.

What the country wants to help it forward in its career of resumption, and the payment of the National debt, is the establishment of mail lines in something of the following shape:

A line to the Mediterranean from Boston touching at the Spanish and Italian ports. We do not want a squadron lying month after month at Port Mahon, or in the Bay of Naples for mere show.

A line from New York to Liverpool and Havre.

A line from Philadelphia to Brazil, the imports from that country not requiring speed in transmission, from their very nature.

A line from Baltimore to certain of the West Indies.

A line from Savannah or Charleston to Cuba.

A line from New Orleans to Vera Cruz.

The next requirement is the early construction of the Pacific Railroad, in the manner we have previously suggested, by which the correspondence of Europe would become tributary to our post office department, while also the more valuable freight from China and the Indies, which would contribute to the customs receipts of the Treasury.

We are surprised that the press in the interests of our commerce do not join at once in these propositions. We have reason to believe they are favorably considered by our Government. The commerce of Great Britain has been enormously increased by its ocean mail service, and its great railway lines in India, at present the longest in the world.

We have little to report of the Money Market and Stock Exchange for the last week. The celebration of the obsequies of our late President, was conducted on a vast scale and in the most imposing manner. Nothing more grand was ever witnessed in this country, or probably in any other. The public mind ever since the fated day when he was stricken down. has been almost entirely engrossed with the contemplation of the subject.

Nevertheless the operators in gold with a devotion to their idol which nothing can lessen, managed on Tuesday evening last to get the price up to 151½, notwithstanding the fact that many millions are to be disbursed as interest before and after the first of May now close at hand, and the certainty, that the Government will very shortly cease to be a borrower in the market, and will soon, under the effect of the existing reductions in expenditure have a surplus applicable not only to the reduction of the legal tender currency, but of the principal of the debt itself. We notice that the Government securities are all appreciating; at the last foreign dates they were advancing, and we confidently expect advices in the course of a few days of a still further rise.

We notice by a leading Trade Circular published at Birmingham on the 8th of April, that a letter from T. W. Olcott, Esq., President of the Mechanics' and Farmers' Bank, Albany, recently published in this JOURNAL, on the subject of our future possible commercial and financial relations with England, has attracted its attention. It does not like Mr. Olcott's suggestions, and rather tartly remarks, "the worthy banker like too many of his countrymen, seems to have forgotten that England contrived to live for several years before the States were born." To which we might reply with the question. How? Certainly not always very creditably as its own historians inform us. Still Mr. Olcott's remarks seem to have made an impression, for the article alluded to goes on to say. "For all that the supposition alone is a sufficient caution; Mr. T. W. Olcott is a highly respectable person, and the bank over which he presides is a substantial and creditable concern; he is not likely to put forward such a statement at a venture." And in this we fully agree with the Birmingham Editor. He adds "All American connections are now extremely dangerous, as failures are every day *re*curring from the wholesale decline in the prices of produce and the rapid fall in the *value* of gold." If the writer alludes to this side of the water he is very much mistaken; if to his own, we admit his accuracy, since our last advices inform us of enormous failures in his own country, with the prospect of many more, just as Mr. Olcott has predicted.

The arrival on Wednesday night of the Liverpool steamer brings us the rebound of the news of the fall of Richmond. This has produced the most prodigious effect on public feeling in England. A large advance in our National securities immediately took place, and has probably checked any further return of them to this Country for speculative purposes. It is curious enough to observe that the Continental Bankers are finding a ready sale in England for the bonds they purchased at the original low prices, in exchange for railway iron and other materials for the construction of their works of internal improvements.

On Wednesday the market here resumed its former activity with an increased feeling of cheerfulness. An attempt to check it was made by the concoction of rumors from abroad of an unfavorable character, but as these were promptly disproved, a story that General Grant w assassinated was set afloat, as the last card in hand. This too proved to be a miserable falsehood, and the market stood firmer than ever. Railway shares took an advance, and are beginning to assume their former good repute. Our quotations appened show the fact that they are all rapidly improving, and their increased earnings give additional assurance of their stability. Erie has sold up to 85, and if this road is well and carefully managed its own intrinsic value increased by its connection with the Atlantic and Great Western, should never again allow it to range much lower, If there is a railway in this Country which should stand at par, and above par it is the Erie. Money is plenty and cheap, and commercial paper is more in request. Exchange is firmer under the necessity of further importations to supply the demand for goods, as the purchasing power of our currency is rapidly improving. It is understood that the expenditures of the Government have already been reduced a million of dollars per day.

The aggregate amount of exports from this port for the week ending 28th April, exclusive of specie was $2,008,843. We notice that by the Persia and Palestine there arrived a few days since several boxes and packages of specie, the value not stated. We should however like some one to explain why specie is coming from Liverpool to New York at this time, if but for the circumstance that a change in the direction of the current is foreshadowed.

The balance in the Sub-Treasury on Tuesday was $35,674,157 53.

The last returns both of the Banks of England and France are pronounced unsatisfactory.

The subscriptions to the 7-30s are continuing on the largest scale, averaging from three to three and a half millions per day.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 95; do., War Loan, 95; North Carolina 6s, 72; Mississippi and Missouri Land Grant bonds, 88; At. and Gt. Western (Ohio div.) 1st mort., 76; Brooklyn City R. R., 130; Central Coal, 55; Wyoming Valley Coal, 46; Nicaragua Transit, 6; Atlantic Mail S. S. Co., 125; Bank of Commerce, 105; 4th National Bank, 96; Mechanics' Bank, 112; Metropolitan Bank, 121; Continental Bank, 99.

Philadelphia.—Allegheny Coupon 5s, 71; Huntingdon and Broad Top Mt. R. R., 20; do., 1st mort., 96; Phil. and Reading bonds, 1880, 94; Second and Third streets R. R., 1st mort., 100; Union Passenger R. R., 15; West Philadelphia R. R., 64; City 5s, 86; Spring Garden 6s, 89; Clinton Coal, 5/8; Commercial Bank, 58; Girard Bank, 49; Union Bank, 62; Atlas Oil, 1⅛; Big Tank, 2¾; Bull Creek, 2; Briggs, 1¾; Corn Pl., 4; Cherry Run, 8; Caldwell, 4⅜; Curtin, 10½; Duncard, 1⅜; Dalzell, 5⅝; Densmore, 4⅝; Egbert, 2⅞; Eldorado, ⅞; Excelsior, ¾; Eureka, ⅞; Franklin, 1¾; Forest County, 1; Feeder Dam, ¾; Howe's Eddy, 1½; Junction, 4; Jersey Well, 8; McCrea and C. R., 1¾; Mingo, 3½; Maple Shade, 17⅛; McKean and Elk Land, 10; McClintock, 4; McElheny, 4⅜; Oil Creek, 5⅛; Oil Creek and C. R., 3¾; Organic, ⅝; Oil Run, 2; Olmstead, 2; Petroleum Centre, 2¼; Royal, 1⅛; Sherman, 94c.; St. Nicholas, 8⅜; Sugar Creek, 8⅞; Seneca, 4; Sugar Dale, 8¼;

Union, 1; Wm. Penn., 2⅞; Walnut Island, 1⅛; The latest quotations are: City 6s, 91@91⅛; do., new, 93@93¼; State 5s, 89@90; do., coupon, 90@93½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 61¾; Reading, 54⅝@54¾; do., 6s, 1870, 91@91½; do., bonds, 94@95; Camden and Amboy, 129@129; Penn. R. R., 57¾@58; do., 1st mort., 102@103; do., 2d mort., 97@100; Little Schuylkill R. R., 32½@34; Morris Canal, 82@60; do., pref., 120@123; do., bonds, 90@96; Wyoming Valley Canal, 53@56; do., 6s, 90@94; Susquehanna Canal, 9¼@9½; do., 6s, 50@50½; Sch. Nav., 25@25½; do., pref., 82@32¼; do., 6s, 1882, 78@79; Union Canal bonds, 18½@20; Delaware Div. Canal 32¾@33; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 44@46; do., 7s, 1873, 95@100; do., Chattle 5s, 70@74; Long Island R. R. 6s, 90@95; Lehigh Coal and Navigation, 56@60; North Pennsylvania, 22@27; do., 6s, 85@87; do., 10s, 104@106; Philadelphia and Erie, 19@19¼; do., 6s, 93¾@94; Minehill, 57@57¼; Catawissa, 9¼@9½; do., pref., 23½@24; Lehigh Valley, 62½@63; do., bonds, 96@100; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 67@69; Race and Vine, 8¾@8⅞; West Philadelphia, 60@65½; Spruce and Pine, 22@25; Green and Coates, 27@28; Chestnut and Walnut, 40@45; Arch, 13@13⅛; Thirteenth and Fifteenth, 17¼@19; Girard College, 22@24; Tenth and Eleventh, 44@45; Norristown, 56@58.

Boston.—Northern (Ogdensburg) 1st mort., 94; do., 2d mort., 23¼; Michigan Central 8s, 1882, 110½; Boston, Hartford and Erie 7s, 68; Rutland and Burlington 1st mort., 58; do., 2d mort., 15; Boston and New York Air Line 6s, 47; Vermont and Massachusetts 6s, 1865, 98½; Cheshire R. R. 6s, 91½; Vermont Central 1st mort., 70; Nashua and Lowell R. R., 129; Conn. and Pass. Riv. R. R. pref., 66; New Hampshire 6s, 1877, 93; Maine 6s, 1883, 92¼; Massachusetts 5s, 1874, 106; Vermont 6s, 1871, 92; Lee county Iowa bonds, 1877, 20; Chicago 7s, sewerage, 1888, 100; Albany 6s, 1870, (Western R. R.) 100; Boston 6s, 1874, 100; Portland 6s, 1877, 91¾; Short Mt. Coal, 35¼; Belmont Coal, 8; Locust Dale Coal, 25; Bear Valley, etc., Coal, 19; East Boston Co., 12¼; Boston Water Power Co., 44; Cary Imp. Co., 13; East Boston Ferry, 56; Union Steamship Co., 120; Boston Gas, 755; Rocky Mt. Gold, 18⅞; Fuller Farm Oil, 1¾; 1st National Bank, 125; Merchants Bank 110; Atlantic Bank, 99; Safety Fund Bank, 125½; Bank of Commerce, 105½; 2d National Bank, 128; Suffolk Bank, 116; Bank of the Republic, 105¾; Bank of North America, 100; Atlas Bank, 5; Revere Bank, 115⅞; North Bank, 67; Western Bank, 106; Boston National Bank, 100; Shawmut Bank, 99¾; Washington Bank, 117; New England Bank, 116; 1st National Bank, Lowell, 103¾; Market Bank, 101¼; Boston Bank, 76; State Bank, 72; Blackstone Bank, 107¼; Shoe and Leather Dealers Bank, 125¾; Continental Bank, 103; Pawners Bank, 95½; Acton Mining Co., 1; Allouez, 3; Boston, 2¾; Bay State, 15½; Bedford, 37½c.; Copper Falls, 23⅛; Dana, 1¼; Eagle River, 3; French Creek, 1; Gt. Western, 3; Hancock, 9½; Huron, 43⅛; Hanover, 15⅝; Highland, 5¼; Humboldt, 4¼; Madison, 3½; Mesnard, 4; Native, 1½; New England, 87½c.; Phœnix, 20; Pontiac, 1¾; South Side, 3¾; St. Clair, 4½; Star, 5¾; Toltec, 2¾; Winthrop, 3.

Baltimore.—Marietta and Cincinnati bonds, 88⅛; Canton Co., 37; Springfield Mining Co., 60c.; Rensell, 65c.; Maryland Copper, 50c.; Penn. Oil, 1.00; Laurel Cannel Coal and Oil Co., 4.85; Atlantic Coal, 1.35; Lake Chrome, 20c.; Baltimore Chrome, 2.05; Bank of Commerce, 24¾. The latest quotations are: Balt. and Ohio, 103@103¾; do., 6s, 1867, 92@99; do., 1875, 100@105; do., 1890, 100@105; do., 1885, 100@105; Northern Central, 45@50; do., bonds, 1885, 90½@94; N. W. Va., 90@95; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92@95; Marietta and Cincinnati 7s, 1891, 88@88½; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 80@85; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@100; do., Ins., 99@100; do., 1890, 100@101; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 97@100½; do., 1886, 98@100; do., 1890, 100@100; do., coupon, 98@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 17½@18; Canton Co. 35½@36; Gardner, 0.60@1.00, Gas Coal, 1.25@1.70; Maryland, 0.45@0.50; North State, 0.30@0.30; Springfield, 0.60@0.60; George's Creek, 100@110; Santa Clara, 12@15½; Balt. Chrome, 1.50@90; Bare Hill, 2.25@2.50; Atlantic Coal, 1.30@1.50; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.20@4.90.

Norway and Swedes Iron.

Our readers will perceive in another column a a curious display of Trademarks or brands by which the celebrated Norwegian and Swedish iron is designated as the manufacture of an English house, and imported into the United States by Wm. Jessop & Sons, 91 John street, a connection of the former. Knowing the reputation of these firms long established in both Countries, we recommend their iron to all who deal or work in the article.

The Rachette Iron Furnace.

One of the great objects at the present time among Iron Masters and all connected with this important interest, is to reduce and economize in the cost of making. The improvement of General Lachette of Russia, so successful among the conservative manufacturers of the old world, is now being rapidly brought into use in this country We learn that arrangements are now being made for the establishment of several Furnaces upon this plan, and that it is anticipated that a saving of 40 per cent. will be effected in the first cost and running expenses, and a much superior quality of iron secured. We would call attention to the advertisement in this number of the R. R. Journal.

Bessemer Cast Steel.

We have received a circular from the House of Winslow, Griswold & Holley, (the latter the eminent engineer and author of the best work on locomotives, &c., of our day,) who are established at Troy, and having adopted the well known processes of Bessemer, are prepared to furnish of this almost imperishable material, tyres without welds, rails, axles, piston and connecting rods, pins, boiler and ship plates, shafting, cannon bars and rods, spring steel and machinery castings. We might occupy a column in mere allusions to the advantages of Bessemer steel, but presume our readers are already acquainted with its value.

Chicago and Northwestern R. R.

The earnings of this road in March, 1865, were $506,290; in March, 1864, $390,355—an increase of $115,935. For ten months ending March, 1865, they were $5,772,768, against $3,793,614 in the corresponding period of the previous year—an increase of $1,980,149, or 52 per cent. The earnings for the first year of the consolidation will probably amount to $7,000,000, yielding a net income over operating expenses of say $2,800,000. The capital stock and bonded debt of the consolidated Company is as follows:

Common stock		$11,990,500
Preferred "		8,430,500
Total capital stock		$20,421,000
Bonds of Galena and Chicago Railroad Co.	$3,558,000	
Bonds of Chicago and Northwestern R. R. Co.	6,535,000	10,093,000
Total capital stock and bonded debt.		$30,514,000

The preferred stock of the Chicago and Northwestern Railroad Company, prior to the consolidation was $2,400,000; and the stockholders in the Galena and Chicago Union Railroad have or are to receive $6,035,500—making the preferred stocks of the consolidated company $8,430,500. The aggregate of bonds and preferred stock is $18,523,500. To pay 7 per cent. upon this amount will require $1,296,645 per annum—leaving a balance of $1,503,355, or nearly 13 per cent. on the common capital stock of the company.

☞ Railroad Contractors will find notices of interest to them in another column.

The Product of the Pewabic Copper Vein.

The annual report of the Pewabic Mining Company of Lake Superior for 1864, in reference to the Pewabic vein, remarks:

"The extent of the lateral openings on the Quincy, Pewabic and Franklin properties is only about one mile, and the extreme depth 900 feet (average probably not over 600 feet). Of this area of ground opened, not over one-half or two-thirds of which has been removed, the yield of copper, since work on the vein was first commenced in 1855, has been 37,830,015 pounds, or 18,915 tons, and the actual gross sales of the same have amounted to $8,258,793 54."

This enormous value realized in a few years was derived from three mines, situated side by side, in these proportions, to wit:

	Pounds Mineral.	Value Realized.
Quincy	15,471,675	$3,514,072 21
Pewabic	14,255,861	2,888,905 83
Franklin	8,102,479	1,855,815 50
	37,830,015	$8,258,793 54

It is on such facts and results as the above that the mining interest in the Lake Superior copper region is based. The three mines named are in the Portage Lake district, but the Keweenaw district is at least equally full of profit and of promise.

Grand Rapids and Indiana Railroad.

At its last session the Michigan Legislature passed an act conferring an additional grant of lands upon the above named road, in pursuance of a late act of Congress donating lands to this State for railroad purposes. On the 18th of April a meeting of the Board of Directors was to have been held at Kalamazoo, when matters of great importance to the proposed road, and to the people of the Western and Northern portion of the State, and especially along the line of the road,

were to have been presented and discussed. The facts with regard to this road, as we understand them, are substantially these:

The line of the proposed road extends from Fort Wayne, Indiana, to the Straits of Mackinaw—a distance of 353 miles—passing through naturally one of the best agricultural districts in the State. It strikes the immense pineries of the North, and when completed, over it will be transported in a great measure the wealth of copper and iron and other mineral upon our northern borders. South of Grand Rapids there are four natural divisions of the line:

	Miles.
1. From Fort Wayne to the Air Line R. R.	28.00
2. From the Air Line Railroad to Sturgis..	26.00
3. From Sturgis to Kalamazoo.....	35.98
4. From Kalamazoo to Grand Rapids	48.35
Total.....	138.33

The whole cost of building the road at $20,000 per mile (it could have been built at $15,000 per mile before the rebellion broke out) would amount to $7,060,000. But should the lands ceded the company, amounting to about 1,000,000 of acres, realize $10 per acre, they would exceed by one million of dollars the whole cost of building the road. The work which has already been done on the road bed has cost the company $260,000, and is equal to the grading of fifty miles. The time limited by the land grant laws for the construction of the road is as follows:

1. The first twenty miles north of Grand Rapids must be completed on or before January 1, 1866; and twenty miles each year thereafter, or the grants will be forfeited by the company and revert to the State of Michigan—for so much as shall not be so completed.

2. The whole road from Fort Wayne to Little Traverse Bay must be completed on or before June 3, 1874—else the grants will be forfeited by the State and revert to the United States—for so much as shall not then be completed.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 2d week in April:

	1865.	1864.
Passengers	$10,152 51	$6,653 10
Freight	7,500 05	10,183 59
Mail, express & telegraph	1,200 00	1,054 58
Total	$18,852 56	$17,891 27
Total this month to date.	$38,331 99	$34,074 05
Total for the fiscal year, commencing 1st Jan...	316,574 84	267,608 96

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending April 14, were:

	1865.	1864.
Passengers.....	$2,822 00	$2,776 05
Freight	4,099 07	5,072 33
Express	162 80	104 16
Mails.....	296 58	296 58
Total	$7,380 45	$8,249 12

Receipts from January 1 to April 14:

1865	$128,935 21
1864	122,571 39
Increase.....	$6,363 82

The earnings of the Grand Trunk Railway for the week ending April 15, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers.....	$41,553 00
Express, freight, mails and sundries .	3,124 00
Freight and live stock	93,299 00
Total	$137,976 00
Corresponding week, 1864	107,277 00
Increase	$30,699 00

Interest and Dividends.

The St. Louis, Alton and Terre Haute Railroad Company, will pay on the 5th of May at their new rooms on the 3d floor of No. 12 Wall street, a dividend of seven per cent. on their preferred stock, less the Government tax. The transfer books will be closed until the 6th of May.

The Toledo and Wabash Railway Company, will pay on the 2d of May a semi-annual dividend of 3½ per cent on their preferred stock.

The Northern Central Railway Company has declared a dividend of 2 per cent. for the quarter ending March 31st, clear of National and State taxes.

The Pennsylvania Coal Company will pay a dividend of 7½ per cent. on the 1st of May.

The Nashua and Lowell Railraad has declared a dividend of $4 per share, payable May 1.

The Cincinnati, Hamiltan and Dayton Railroad Company have declared a semi-annual dividend of 4 per cent., payable at the Bank of America on the 15th inst.

Liability of R. R. Company for Accidents.

A common carrier of passengers for hire is not liable to the peculiar common law rules which regulate the liability of carriers of goods, for, by the common law, as we have stated in a former article, the latter is answerable at all events; whereas a carrier of passengers does not warrant their safety, but merely undertakes that as far as human care and foresight can go, he will provide for their safe conveyance.

A carrier of passengers is only liable for any personal injuries which the latter may sustain whilst being carried by him, where such injuries have been occasioned by the carrier's negligence and unskilfulness.

The rule laid down by Justice Story has been pretty generally recognized in this country as well as in England, and seems to be the best calculated to secure the safety of the public, as well as fix and ascertain the duties and rights of the carrier.

That learned commentator says: "As they undertake for the carriage of human beings, whose lives, and limbs, and health are of great importance as well to the public as to themselves, the ordinary principle in criminal cases, where persons are now liable for personal wrongs and injuries arising from slight neglect, would seem to furnish the true analogy and rule. It has been held accordingly that passenger carriers bind themselves to carry safely those whom they take into their coaches as far as human care and foresight will go, that is for the utmost care and diligence of very cautious persons, and of course they are responsible for any, the slightest neglect." (Stokes *vs.* Salstonhall 13 Peters 181.)

Acts of Servants.

Railway companies are in general liable for the acts of their servants. From the very nature of the duty which they undertake to perform in carrying passengers, railway companies have cast upon them the duty of engaging as their servants, persons not only skilful but careful, and in all respects competent to perform the work for which they are employed, and this duty becomes as it has been well said, a "necessity," inasmuch as they, as carriers, are as responsible for their servant's negligence and unskilfulness as for their own, and upon the same principle they are not liable for an injury which happens to a passenger from some unforeseen accident or misfortune, and not in consequence of the negligence, default or blame imputable to them or their servants. (Craft *vs.* Waterhouse, 3 Bing., 321; Roe *vs.* Birkenhead, L. & C. Railway Co., 7 Exch., 36.)

And a company is responsible only for the act of its servant, if negligently done without skill and care, when done within the scope of his employment. In the English case of Sharood *vs.* The London and North Western Railway Company. (4 Exch., 580.) Parke, B. in delivering judgment, said:—"The principle is, that the master is not liable for the tortious act of the servant, unless he has given him express directions or implied authority to do the act. If the act, indeed, had been one which the company were legally authorized to do, it might have been put as having been done by the authority of the company. And in the same case Anderson, B., said, "The plaintiff was bound to show an authority express or implied given by the defendants, or a ratification by them of the act done."

Plaintiff's Negligence.

In a late article we discussed this subject pretty fully; but the consideration of it is of so much importance that we shall put the subject briefly in another point of view. After much doubt and many conflicting decisions, it is now well settled that where the immediate and approximate cause of the injury is the negligence of the plaintiff himself, he will not be entitled to recover. So also, if by the exercise of ordinary care he might have avoided the consequences of the defendant's negligence. (7 Exch., 36.) But it will not be sufficient to excuse the defendant, if the plaintiff's negligence did not immediately contribute, but merely occasioned, some portion of it. Baron Parke said, in one case, "There may have been negligence on both parts, and yet the plaintiff be entitled to recover. The rule of law is laid down with perfect correctness in the case of Butterfield *vs.* Forrester 11 East, 601; and that rule is, that although there may have been negligence on the part of the plaintiff, yet unless he might by the exercise of ordinary care have avoided the consequence of the defendant's negligence, he is entitled to recover. If by ordinary care, he might have avoided them, then he is the author of his own wrong." (Bridge *vs.* Grand Junction Canal Co., 5 Exch., 248; Greenland *vs.* Chaplin, 19 Law J., Exch., 293.)

Therefore the carrier will not be liable, if he can show that the immediate and proximate cause of the accident was the negligence and unskilfulness of the plaintiff himself. But still, although the latter may have been negligent himself, yet unless he might by the exercise of ordinary care have avoided the consequence of the defendant's negligence, he will be entitled to recover. (3 M. and U., 248.)

Nor do these rules merely apply to a case where the plaintiff himself has been negligent. It has been held that a person who takes his place as a passenger in a public conveyance is so far identified with the owner, that the negligence of the owner is the negligence of the passenger himself. Thus a passenger in a public conveyance cannot maintain his action where he is injured by the negligent management of another conveyance, if the party who had the management of the convey-

ance in which the plaintiff was riding, might by the exercise of proper care and skill have avoided the accident which caused the injury (Therogood *vs.* Bryan 18 Law ch. 336).

UNAVOIDABLE ACCIDENTS—SPARKS FROM LOCOMOTIVES.

It would indeed be hard if for every accident which may happen upon their line, the railroad company should be held liable; and where they have done all that science and prudence can suggest for the safety of their passengers, they will have performed their duty; and there must be some reasonable evidence of negligence on their party before the particular case can be submitted to the jury, and the decision of that point rests with the judge who tries the case. (Cornman *vs.* The Eastern Counties R. Co., 4 H. & N. 781; 29 Law J. (Exch.) 94.) In the case cited, the plaintiff being at a railroad station in the daylight, with a crowd of persons awaiting the arrival of a train caught his foot against the edge of a weighing machine, the base of which was raised a few inches above the level of the platform and falling, broke his knee cap. The machine was of a description in use at railroad stations, and was in its usual place adjoining the end of a counter, on which passengers' luggage was placed on the arrival of trains, and was used for weighing luggage; it was held that, under the circumstances, there was no evidence of negligence. In like manner, and upon the principle that negligence cannot be implied from the use of that which is authorized by law, it was held that where a railroad company empowered to use locomotive engines along their line, have taken every possible precaution, and are guilty of no negligence, they are not responsible, though a spark fly out from the funnels of the steam boilers and set fire to some grass on the side of the line, and eventually causes a wood or plantation to be burned down. (Vaughan *vs.* The Taff Vale R. R. Co., 5 H. and N. 679; 6 Jur. (N. S.) 899.) Where, however, there is evidence of negligence, the company will be liable; thus, in an action against a railroad company for so negligently managing and conducting an engine, that premises of the plaintiff adjoining the line were destroyed by fire emitted from the engine, it was decided that the fact of the premises being fired by sparks from a passing engine, is *prima facie* evidence of negligence on the part of the company, rendering it incumbent on them to show that some precaution had been adopted by them, reasonably calculated to prevent such accidents. It was also ruled that evidence was admissible for the purpose of showing that other engines belonging to the company, upon other occasions, in passing along the line, threw sparks of ignited matter to a sufficient distance to reach the building in question, without showing the precise cases under which this occurred. (Piggot *vs.* The Eastern Counties R. R. Co., 3 C. B. 229; 10 Jur. 571.) The late Lord Chief Justice Tindal in this case said, "The defendants are a company entrusted by the Legislature with an agent of an extremely dangerous and unruly character, for their own private and particular advantage; and the law requires of them that they shall, in the exercise of the rights and powers so conferred upon them, adopt such precautions as may reasonably prevent damage to the property of third persons through or near which their railway passes."

So, in another English case, where B. took a ticket from Workington to Carlisle, from the Whitehaven Junction Railway Company. In order to arrive at the platform at Maryport, the trains, pass over the line of the Maryport and Carlisle Railroad. On that line is a self-acting switch, used for shunting carriages into a siding. The switch and siding were the property of the Maryport and Carlisle Railroad Company, but was used exclusively by the Whitehaven Junction Railroad Company. The switch was about four yards from a gate which was on the line of the Whitehaven Junction Railroad Company, a servant of which company was in the habit of occasionally looking over the gate to see that the switch was in proper order. It was proven that all switches were liable to get out of order. A train of the Whitehaven Junction Railroad Company coming up slowly to the station, in consequence of the points being turned the wrong way, ran into the siding, and came into collision with some coal trucks, whereby B. was killed. The judge left it to the jury to say whether there was negligence on the part of the Whitehaven Junction Railroad Company. The jury found that there was; and upon motion it was held that the question had been properly left to the jury, that there was evidence of such negligence, and that upon such finding, the defendants were liable. (Birkett *vs.* The Whitehaven Junction R. R. Co., 4 B. & N. 730.)

Another case, was where from an imperfect weld in the formation of a driving-wheel used to one of the carriages on the defendants' line of railroad the wheel gave way, and caused serious injury to the plaintiff, who was a passenger. When the wheel was new and before using it, it had been properly and regularly tested by hammering it all around and all over, being the best known and most usual test adopted. The wheel was afterwards much used, and thereby reduced in thickness and considerably worn; after this, and after the tire had been re-turned, it was not again tested as before; if it had been, probably the defect would have been discovered. It was held that the question of negligence was properly left to the jury, and that the defendants were liable. The liability of the company would, it seems, attach, although the passenger who is injured is traveling by means of a ticket which he possessed as one of a staff of reporters for a newspaper, who were allowed to travel free. Great Western R. R. Co. *vs.* Harrison, Weekly Rep. 1853, 5, p. 626, Exch.

In Carpire *vs.* The London and Brighton Railway Company, 5 Q. B. 747, the happening of an accident to a passenger while traveling on the defendants' railroad was held to be *prima facie* evidence of negligence on the part of the company, for which they were bound to account, but such evidence would be entirely rebutted by proof that the accident arose from the wilful and wrongful act of a stranger. And where the plaintiff employed the defendant to remove her goods in his cart, for hire, and without the consent of the defendants' carman, the plaintiff got on the cart with her goods, and on the way the cart broke down, and the plaintiff and her goods were injured; it was held that she was not entitled to recover for her personal damages, for the contract was to carry her goods and not herself, and the fact of her getting into the cart made her a trespasser.

INJURY TO COMPANY'S SERVANT.

Generally speaking, when the injury arises from the misconduct of another, the party who is injured has a right to recover from the injuring party for all the consequences of that injury; whether for all possible consequences may be questionable, but every body who does a wrong, is, at least, responsible for all the mischevious consequences that may reasonably be expected to result from such misconduct. And this would seem to be the right rule as between the carrier and his passenger but the same rule does not extend to a servant of the carrier. He must judge for himself whether there is any probability of injury arising to himself, and he is not bound to incur risk in the service. He has the same, and oftentimes, better opportunities of judging of the probability of injury than his master, and is in a position to decline the service, and he cannot sue his master. Skip *vs.* The Eastern Counties R. R. Co., 9 Exch. 293, and other cases cited Chitty and T. on Carriers, 261.)

Northern Central Railway Depot.

The Northern Central Railway Company, which since the commencement of the National difficulties has been greatly extending its business and making many improvements upon the line of its road, may now pride itself upon having the largest and probably best railway depot building in the United States. This immense and imposing structure occupies an entire square in the city of Baltimore, bounded by Centre, Davis, North and Monument streets. The building in length measures 382 feet, with a width of 150, and nearly one million of bricks were used in its construction. The height of the structure from the foundation to the apex of the roof is 75 feet, and whilst the interior has a light appearance, it is quite apparent that it possesses unusual strength, and will stand the wear and tear of years. The foundation and part of the superstructure is of rough stone work. The first story or basement occupies the entire space of the lot, and will be used for the storage of freight either for the reception or delivery of goods. The floors on each side of the wagon way will be laid with concrete so as to render them perfectly dry.

The gas fixtures are upon the most approved plan. In addition to a large number of burners, there are fourteen large patent reflectors, which diffuse a broad and brilliant glare of light throughout the vast building. These have been tested in the presence of several officers of the company, who pronounce them a perfect success. The roof is well covered with slate as a protection against fire, and light is admitted from each side section by two rows of sash casements 112 in number. These are so arranged as to work upon pivots, and by an ingenious contrivance they are either opened or closed instantaneously by rope pulleys. This is a great desideratum in buildings of the kind where the dense smoke of locomotives proves so exceedingly disagreeable to travelers.

☞ A new iron mill and rolling factory has been established at Erie, Pa., under the name of the "Liberty Mills," with a capital of one hundred thousand dollars. It is the purpose of the company to manufacture from twenty to thirty tons of merchantable bar and hoop per day, in which scrap iron and Lake Superior pig will be consumed.

Internal Revenue Decisions.

The Commissioner of Internal Revenue has decided that, where any transportation company receives goods at a port in Canada for transportation to a point in the United States, whether by land or water, and itself transport the same thither, no tax can be levied under the law. But as soon as such company delivers the goods to some other transportation company in the United States the exemption will cease, it being considered in such case that the new company transports the goods from that point in the United States where it receives the same to any other point in the United States where said company shall deliver the same.

The Commissioner of Internal Revenue has decided that brokers and bankers, doing the business of brokers, are not to be subjected to the tax upon the sales of the 7-30 notes, when the same are the property of the government. The brokers, in such sales, are regarded as agents.

At the late session of Congress the Internal Revenue law was so amended as to prohibit the manufacturers of all articles enumerated in schedule C from *exposing for sale*, as well as selling, any such articles on which the proper stamp is not affixed. In other words, the old law only prohibited the sale of the articles referred to, without a stamp, but now they must not even be exposed for sale if not bearing the required stamp. This amendment went into effect on the 1st of April.

The Perkiomen Railroad.

The charter of the Norristown and Allentown Railroad Company was amended in several respects by a supplement passed at the last session of the Legislature; and the probabilities now are that the Perkiomen Valley will ere long be occupied by a railroad beginning at a point on the Philadelphia and Reading Railroad, several miles above Norristown, and terminating in a connection with the East Pennsylvania Railroad, at least six miles from Allentown.

If so built, the Perkiomen Railroad will of course be operated by the Philadelphia and Reading Railroad Company. The Perkiomen Railroad will establish a short and direct communication between Norristown and Allentown, two important county towns, and between the Schuylkill and the Lehigh Valleys, two populous and prosperous sections of the Commonwealth. To Philadelphia, too, it opens a rail line to Allentown, with but a single interposing summit.

To the North Pennsylvania Railroad there is nothing antagonistic in the Perkiomen Railroad, for the coal tonnage of the North Pennsylvania Railroad is distributed in yards along their own track, whilst their way trade, with all its present and prospective development, is a customer business which cannot be diverted—cannot get away to any other road. The North Pennsylvania Railroad has shown enough to demonstrate that it will soon pay dividends, and the Perkiomen Railroad is a local and public necessity which cannot much longer be postponed.—*U. S. R. R. & Mining Register.*

Atchison and Pike's Railroad.

As spring approaches arrangements for hastentening the work on this road are being perfected. The first division of twenty miles has been subdivided into one mile sections, and contracts for the grading and masonry let, except the last three sections.

Work is now being done on several contracts, and on all of them, ample preparations are being made, by engaging hands and procuring machinery and implements, and by the erection of boarding houses, &c., to cause the work to be pushed forward with the greatest energy so soon as the frost gets out of the ground. The ground is now frozen to a depth of fifteen inches, yet several forces of hands, as many as 150 in all, are at work at grading, and in quarrying rock for masonry. There will be at least 500 hands at work by early spring. The contractors are all obligated to have their sections completed by the first of June next.

A contract has been made with John Penton for 25,000 ties, and with other parties for 10,000 more. The company has also recently purchased 800 acres of timber land in Missouri, on the Platte County Railroad, from which ties are to be procured. This land is within four miles of Atchison, and cost the company ten dollars per acre.

Iron for the road is expected to be brought on early in the spring. Two locomotives have been purchased, and will also be on the ground to assist in the construction early in the spring.

The general direction of the road is due west from Atchison. Ample means have been secured for its rapid construction. The Government endowment for this road, under the provisions of the Pacific Railroad bill and the Kickapoo treaty, is a munificent one—so ample that the company cannot lack the ability to comply with all the requirements made. It is believed that the road will be completed to the Republican river long before the Kansas Valley Branch, with which it is to connect, reaches the point of intersection.—*Atchison Press.*

Notice to Contractors.

OFFICE OF THE NEW YORK, HOUSATONIC AND NORTHERN R. R. Co., 137 Broadway (Room 4), New York City, April 21st, 1865.

SEALED PROPOSALS will be received at this office until 11 o'clock A. M. of May 5th, 1865, for the Grading, Masonry and Bridging (of a part or the whole) of the New York, Housatonic and Northern Railroad, extending from White Plains, N. Y., to Brookfield, Conn., a distance of 39 miles.

Maps, Profiles, Plans and Specifications will be ready for examination at this office on and after April 24, 1865.

G. S. AVERY, Engineer.

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The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

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The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents.

J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m-8

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REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 6, 1865.

The Cotton Crisis in England.

The readers of this JOURNAL for the last two years may have noticed that we have frequently expressed the opinion, that cotton was to play an important part in the final scenes of the drama of the rebellion; that while it was to give a large amount of financial strength to our own government, it was also to avenge to some extent the unfair treatment we have received throughout the contest, from commercial classes in England. The past year has been marked with symptoms of this crisis, for as the cause of the South has grown more doubtful, many a penny per pound has been marked off the quotations of the article, whether bought in Egypt for gold, or obtained for munitions of war run into the blockaded ports. From time to time heavy failures have occurred among the speculative houses which preferred a trade under the ban of the Queen's proclamation, to a more legitimate one with their former friends. But now we may venture to assert that a crisis is at hand which is to shake the foundations of that commercial system which has been the work of four years constant efforts at our expense. Our last advices from England are to the effect, to use the precise words of a leading commercial journal of Liverpool the great cotton port of the Empire, that "universal distress reigns in the cotton market." There is, it continues, "an utter prostration of confidence amongst all classes of operators, and an almost universal anxiety amongst holders to get out of the staple. The succession of disappointed hopes and gigantic losses which have week after week, and month after month followed each other in grim array, will cause the first quarter of '65 to be remembered for years to come. Prices have fallen quite 50 per cent. within the space of three months, and *the decline* is still going on without any immediate prospect of a reaction. *Millions of money have been swept away by this unparalleled depreciation. The bubble has burst, and a mighty collapse has followed.*"

Nor is this collapse confined to the mercantile classes only, for the same journal states this remarkable fact, that *all England* has been engaged in speculation. It affirms that "thousands of people of *every social grade*, lay and clerical, naval and military, legal and medical, male and female are now repenting in sackcloth and ashes, that they yielded to the blandishments of the imperial fibre." We confess we had not suspected quite so much as this. But the truth however unwillingly confessed, is out at last, and a financial catastrophe is evidently at hand in England. It is a subject worthy of reflection, that this misfortune is clearly traceable to an unwise and unjustifiable policy on the part of the commercial community of England towards the United States. The Government there claims to have acted towards this country with a perfect neutrality. Let time and history decide this point. But it is evident that in furnishing powder, ball, cannon, and all the military requirements of the rebel states, the contest was greatly prolonged at our expense both of blood and treasure. These supplies exchanged for cotton, produced large profits, both to the people engaged in the unlawful traffic, and the ship builders who furnished the vessels in which the illegal traffic was carried on. But as these profits became apparent, the culture of the staple was at the same time stimulated in Egypt and the East Indies, by the natural course of events, and as the people of those countries are semi-barbarians and indifferent to European fabrics, which suited neither their climate, their tastes nor their habits, an enormous drain of specie has been going on to these countries in return for their increased products of the staple, and the merchants and borrowers of money generally in England have had to pay double and treble interest for the use of it. Nevertheless the stock on hand, and due at Liverpool and London without equivalent consumption, has gone on accumulating until it has assumed the following proportions.

We quote from the same journal of the 15th ult., the following statement:

Stock in Liverpool bales.....	309,000	606,000
" London "	90,000	127,000
Afloat from the East "	469,000	335,000
	868,000	1,068,000

The same authority affirms that the decline in price is not however owing to the augmented supplies, but takes precisely the same view of the causes for it, which we do ourselves. It says, "General Sherman has done infinitely more damage to the market than surplus Egyptians and Surats." "The general opinion is (continues our authority) that peace will let loose at least a million of bales upon us," while others talk "of two or three millions." "If *a million only* was received the total supply of 1865 would be 4,000,000 bales and it is absurd to suppose that under such circumstances long staples would find buyers at 14d per lb. Even half a million bales would *stagger the present currency.*"

Now then the event is at hand which is here so frankly foretold. Beyond all question a million of bales if not much more will find their way abroad during the present year, and if so, we may look for a collapse carried into almost the final stage. The ruinous disorder will pervade all classes of English society, if we may believe what has been already stated by one of their own best informed journals, and therefore it must beyond all question reach the mass of persons who have sympathised with the rebellion and have predicted our ruin.

Strange and just enough too, that whatever cotton hereafter reaches Liverpool from the United States must go there under the old flag which though tempest tost and riven, yet floats supreme over the nation, and will resume untarnished its

place on the high seas, from which it was hoped by its enemies it would be driven. Long staple or short staple, no British spindle will ever again twirl any American cotton but with our consent. And by this time, the British manufacturers have found this out, notwithstanding what they have been told in the *Times* or Morning *Post*. The decline in price the last three months having been 50 per cent., and the last quotations of middling American at Liverpool being about 29 cents, it is easy to calculate what the loss must now be to the present holders of the stocks on hand or constructed for at previous rates. Allowing that the total imports of the stock have been largely reduced by consumption we have still a total on hand in England of about a million of bales, and the loss at 50 per cent from the prices of only three months since as estimated by the journal already quoted, will have been already $134,500,000 or thereabout. A further fall which is anticipated on the arrival of a million or two bales suddenly thrown into the British market, and the fact that the supply from India will also be double what it was last year, in the price from 29 cents to 14, which is highly probable lead us to the conclusion that the total loss is likely to be $200,000,000! We may readily perceive therefore how not only the currency of England is to be "staggered," but how a wide spread bankruptcy may occur there within the present year. For the actual loss in the hands of the holders will not only affect them specially but all the other interests connected with them throughout their whole ramifications.

Trade interests may be compared to a row of bricks which are tumbled down by the fall of a single one.

We do not allude to these things with any feeling of gratified resentment; far from it. But we see in the probability of this financial crisis, such as we find predicted even in the English papers themselves, an instructive lesson, and a reproof of that spirit which while contemplating with evident satisfaction the political misfortunes of a friendly nation, did not perceive there was retribution rather than advantage in the troubles of the American Union.

Railway Bridge over the Severn.

The proposed high level bridge which is to carry the South Wales and Great Western direct Railway across the River Severn near to Chepstow, is, according to the design of Messrs. Fowler and Fulton, the engineers, to be two miles and a quarter in length, and is to have sufficient headway to permit masts of ships of 122 feet in length to pass under when the surface of the river is at the main tide level, so as in no way to impede the navigation. The principal opening, which is to cross the low water channel is to be 600 feet span, being the total width of the Thames at Southwark Bridge, or 150 feet wider than the opening of the Menai Bridge. Messrs. Fowler and Fulton estimate the probable cost of this bridge at 980,000*l.*, for which sum the eminent firm of Messrs. Cochrane, Grove & Co., bridge contractors, have undertaken to complete the work. The gradients upon this new route will be such as to make the line between London and South Wales coal fields better adapted to a large coal and mineral traffic than any other line of the same length in the kingdom. The shortening of distance and securing the better gradients will practically diminish the journey between Milford Haven, the South Wales coal fields, and London by about 40 miles.

Toledo and Wabash Railway.

The gross earnings of this road for the years ending December 31, 1863 and 1864, have been as follows:

	1863.	1864.
From freight	$1,021,650 07	$1,355,444 25
" passengers	349,339 91	546,954 69
" mails	24,300 00	24,300 00
" express	21,155 06	29,408 87
" other sources	23,352 85	94,214 12
	$1,439,797 89	$2,050,321 93
Expenses, viz:		
Repairs of road bed	$242,018 03	$250,741 36
" bridges	3,837 82	8,705 86
" build'gs, etc.	11,734 75	13,650 95
" engines	87,758 69	88,480 12
" cars	101,362 78	148,923 98
" tools, etc.	12,310 16	8,932 30
Fuel	98,981 41	135,524 88
Oil and waste	29,551 59	33,561 28
Loss and damage	20,153 85	22,398 21
Agents and clerks	32,113 28	38,629 76
Conductors, etc.	109,770 66	141,306 67
Handling freight	26,819 00	32,361 12
Rent of depots, etc.	2,277 00	7,318 34
Other transp. expenses	47,715 91	61,214 16
Taxes, rents, insurance etc.	67,471 42	112,580 85
	$898,876 35	$1,104,829 84
Net income	$540,921 54	$945,492 09
Balance of income account of 1863		147,755 09
Stock sold in 1863, realized		70,000 00
Total		$1,163,247 18
Appropiated as follows:		
Renewal of bridges, iron, spike and ties		$251,684 84
Construction and equipment		118,923 43
Interest, etc		493,686 83
Dividends, preferred stock		69,754 21
" general stock		80,305 75
Stebbens & Co., old contract assumed		650 00
Balance carried to 1865		148,242 12
Total		$1,163,247 18
Of the foregoing balance, $98,401 04 is available, viz:		
United States military		$21,964 68
General freight items		303 46
Toledo Bounty Fund bond		500 00
Deposited in bank at New York		2,188 13
" " Toledo		87,300 23
		$112,256 50
Less amount due on coupons, etc		13,855 46
Actual net available surplus		$98,401 04

Compared with the previous year, the gross earnings show an increase of $610,524 04, with an increase in expenses of $205,953 49—making the increase in net earnings $404,570 55.

The capital of the company, which represents the cost of its roadway, equipment and other property, is thus compared:

	1863.	1864.
General stock	$2,331,878 00	$2,442,350 00
Preferred stock	982,900 00	984,700 00
First mort. bonds	3,400,000 00	3,400,000 00
Second "	2,500,000 00	2,500,000 00
Sinking Fund bonds.	151,830 00	152,355 00
Equipment "	600,000 00	600,000 00
First mort. coupons funded	27,164 38	1,512 76
Do., unfunded	1,866 81	
	$9,995,636 19	$10,080,917 76

The Company has increased its capital during the year by issuing its general and preferred stock, to holders of the stock and floating debt of the late Toledo, Wabash and Western Railroad Company, according to the conditions of the original agreement made with that Company, for the redemption of the same. Although this original agreement contained no positive stipulation as to when this privilege of redemption should finally cease, yet the right has continued to be recognized from time to time upon the grounds of equity, and, also, because it has been the obvious policy of the Company to continue it. The further issue of the inconsiderable sum of 300 shares of general stock, and 306 shares of preferred stock, will absorb the whole amount of stock and floating debt of that Company, now outstanding.

The proposal heretofore made to the holders of the First Mortgage Bonds of the Company, to extend the time of the maturity of the principal of that liability for a term of years, and receive the proper coupons therefor, has been so favorably received and so generally acquiesced in by them, that the extension may now be considered as substantially accomplished.

There remains outstanding of the Sinking Fund Bonds of the Company $152,355; the original issue of which amounted to $249,112 50. During the past two years there have been purchased and canceled $95,970 of these bonds, and it is proposed to continue purchasing them until they are all extinguished.

The Funded Coupon Bonds or notes issued in payment of Coupons of First Mortgage Bonds, maturing prior to the purchase of the road, and amounting to $147,689 37, have all been returned, paid and canceled, with the exception of $1,512 76, which are in the hands of unknown persons. The report says:

The most prominent feature in the transactions of the past year, and doubtless, that which will afford the largest measure of satisfaction to all parties in interest, is the marked and unprecedented increase in all branches of the traffic of the road, and consequent flattering increase of earnings. The revenue account, as compared with that of the previous year, shows an increase of $197,614 78 on passenger service, and $333,794 18 on freight service, and an aggregate increase of $610,524 04.

The rapid growth and development of the passenger traffic of the road, as evidenced in the successful results of the past year, is a matter of especial encouragement and satisfaction. From comparatively small beginnings, and without any material expenditures abroad, this branch of our business has already attained great importance, and promises soon to become the most stable and productive source of our current revenues.

The freight traffic has likewise been exceedingly large and prosperous during the entire year, especially during the latter portion of it, when the amount of freight offering for transportation was largely in excess of the capacity of the Company to move. The compensation received for this class of service has been more remunerative than at any former period, and a maintenance of the present favorable rates is greatly to be desired. However the prosperity and success of this branch of our business will be more than doubly assured when we shall have overcome the injuries and losses sustained by reason of the unfortunate blockade of freight which occurs with unfailing regularity immediately upon the close of lake navigation, and also from the temporary diversion from the line, of a large amount of freight for the requirements of the army. To the first of these evils, our easterly connections should apply a complete and immediate remedy, and the happy solution of the other is found in the early prospects of peace and consequent return of labor to the

soil, and restoration of business to its natural channels.

During the year the business requirements of the road have been such as to have imposed upon the company the unavoidable necessity of making important outlays for additional depot buildings, freight houses, car shops, and other permanent structures. Among the most costly of these improvements may be mentioned the new and extensive car shops just erected upon the company's grounds, in the City of Toledo. These shops are designed not only for the manufacturing of all kinds of cars, but also, for repairing and rebuilding those now in use, and to this end they will be furnished with superior machinery and all other necessary appliances, so as to render them amply available to supply any demand that may be required. A large and commodious passenger depot has also been built at Fort Wayne, besides several other buildings at other points on the line, and where they were absolutely indispensable. To meet these important and necessary expenditures, the sum of $118,923 43 has been withdrawn directly from the current earnings of the road, although the whole of that amount was properly chargeable to the capital of the company.

Much care and attention has been bestowed upon the road bed and superstructure during the period under review, and liberal expenditures have been made towards putting the track in a superior condition of efficiency. In addition to the usual or ordinary repairs upon the road, which have amounted to $250,741 36, there have been large expenditures made on account of general renewals, included among which are $161,816 91 for new and re-rolled iron and chairs, $39,097 75 for ties, and $27,279 61 for ballasting.

The following are some of the statistics of these improvements, viz:

Number of miles ballasted	20
" new iron	26
" repaired iron	30
" new wrought iron chairs	17,475
" ties	140,000

In further improvement of the general roadway, several of the most important bridges upon the line have been entirely rebuilt, and from others a large portion of the old timber has been removed and new substituted. There have been built 1,200 feet of truss bridge, and 150 feet of stringer bridge, and 611 feet of pile bridge, involving an outlay of $50,770 18 irrespective of the sum of $8,705 56 expended for ordinary repairs.

Other and extensive improvements have also been made in the rolling stock and equipment of the road. Six first class passenger coaches, with raised roofs and other modern improvements, have been manufactured at the shops of the company, and several other coaches partially renewed. Two long mail and express cars and two baggage cars, together with thirty-five box and stock cars, have also been built entirely new, and a considerable portion of the oldest of the equipment has undergone a thorough overhauling and put into effective condition.

The motive power of the road, originally from the most celebrated manufactories in the country, and unsurpassed in strength and quality, has been kept in superior working order, and seems to have suffered no apparent deterioration, since first placed upon the road.

The elevator facilities have been materially enlarged during the past year by the completion of elevator designated as "No. 3." With this valuable addition, the present capacity for the storage of grain is equal to 1,452,000 bushels, which is supposed will be sufficient for the immediate requirements of that branch of business.

In pursuance of arrangements heretofore made, the Western Union Telegraph Company is now engaged in putting up a superior telegraph line upon our route, with two new galvanized wires, besides the old wire. The completion of this undertaking will necessarily greatly facilitate all business operations upon the road.

Throughout the year our trains have been operated with remarkable exemption from casualties. No accident has occurred involving serious personal injury to any passenger, or any material loss or destruction of property.

Our business relations with connecting roads have continued harmonious and friendly, and it is a matter of especial satisfaction that we now number among our strongest and most valuable allies, several lines of road that in former years have been either our most formidable competitors or have otherwise pursued a general policy inimical to our interests. In forming these alliances, we shall secure important accessions to our business, and consequent material and pecuniary strength to the line.

Reference was made in a former annual report to the great importance and general advantages to be secured to our road by establishing a railway connection with Terre Haute and the Ohio River, by the way of Attica. This subject is now invested with, perhaps, greater significance, from the fact that rival and hostile interests are now seeking to occupy this territory, and endeavoring to divert the people from their original purpose of building a road to Attica, to other and no doubt, impracticable schemes. The natural outlet for the productions of this rich and prosperous section of country is by our route, and it is hoped that some plan may be devised, by which, with some assistance from this and other companies interested, this important link of railway connection can be completed at an early day.

In reviewing the history of our financial operations for the year, we find that the operating expenses proper, have been about fifty-three per cent. of the gross earnings. From various causes these expenses have been larger in proportion than in preceding years; but a large per centage of this excess is, of course, attributable to the greatly increased cost of labor and materials required in operating the road, and also, to the important increase of the tonnage moved during the year, which has necessarily required extraordinary service to be performed by the equipment, thereby materially augmenting the general repairs of the machinery, as well as that of the track. But notwithstanding the aggregate expenditures of this department of the road may appear somewhat formidable, yet the efforts of those in immediate charge have, throughout the year, been constantly and assiduously addressed to the strictest economy and prudence in its management, and it is believed that no expense of any serious moment has been incurred, that was not absolutely necessary and indispensable.

In conclusion, the shareholders have not only abundant cause for congratulation upon the highly flattering and successful results of the past year, but substantial grounds for anticipating a corresponding degree of success and prosperity during the incoming year. The agricultural resources of the country tributary to our road are immense, and these productions are increasing with amazing rapidity. The cereals harvested in this region during the season just closed have been unprecedently large, and were all safely secured, and prove of superior quality. The corn crop which was unusually abundant still remains in the hands of the producers comparatively untouched, and in addition to this, fully one-half of the large wheat crop is yet to come forward, promising us an amount of freight fully equal to our capacity to move. A large portion of the beef and pork product, besides a heavy tonnage of rolling freight is still back and to come forward, and a variety of other circumstances combine to make our future prospects highly hopeful and encouraging.

The road is 242.4 miles in length, of which 75.5 miles are in Ohio, and 166.9 miles in Indiana. Gauge of track 4 ft. 8½ in. Average weight of rail, 59 lbs. No. of stations, 42. No. of engine houses, 4.

The equipment consists of 48 locomotives; 18 passenger, 14 mail and baggage, 667 box, 158 stock, and 150 platform cars.

Miles run by locomotives with passenger trains 343,501; with freight trains, 733,505; with wood and gravel trains, 167,352—total, 1,244,358.

There were carried eastward over the road during the year, 4,504,653 bushels of grain, 2,965 car loads of cattle, 1,065 do. of hogs, 2,425,241 feet of lumber, and 172,008,626 lbs. sundries, netting $1,017,243 10. Westward, 20,058 bushels of grain, 109 cars of cattle, 722 do. of hogs, 10,787,078 feet of lumber, and 132,212,405 lbs. sundries, netting $338,201 15.

Number of passengers carried east, 174,351; do., west, 181,993—total, 356,344, equivalent to 58,562 carried over the whole road. Equivalent number of passengers carried one mile, 14,230,728.

GENERAL BALANCE, DECEMBER 31, 1864.

Road bed and equipment	$10,080,917 76
U. S. military service	21,964 68
Bills receivable	2,200 00
Toledo, Logansport & Bur. R.R. Co.	10,787 17
Quincy and Toledo R. R. bonds	3,000 00
Illinois and Southern R. R. Co	3,841 26
General freight agent	303 46
Toledo bounty fund bond	500 00
Fuel on hand and prepared for use	30,012 65
Cash in N. York to pay coupons	2,188 13
Cash account	87,300 23
	$10,243,015 34
Balance of income account	$148,242 12
General stock	2,442,350 00
Preferred stock	984,700 00
First mortgage bonds	3,400,600 00
Second " "	2,500,000 00
Sinking Fund "	152,355 00
Equipment "	600,000 00
First mortgage coupons funded	1,512 76
Unpaid coupons	13,855 64
Toledo car shop subscription	3,650 00
Bills payable	300 00
	$10,243,015 34

President.—AZARIAH BOODY.

Directors.—A. Boody, James Spears, Isaac H. KNOX, Wm. Baker, Geo. Cecil, James R. Jesup, Robt. Brackenridge, Wm. Kent, Warren Colburn, John Ross, Wm. Kidd, Henry Keep, Wm. Williams, Edward Wells, J. N. Drummond.

Vice President.—WARREN COLBURN.

Secretary and Treasurer.—J. N. DRUMMOND.

General Sup't.—GEORGE H. BURROUGHS.

Iron Trade of Lake Superior.

Less than ten years ago the first shipment of iron ore from Lake Superior to the lower lake ports was made by the Cleveland Iron Company. The business of iron mining in Upper Michigan previous to this time had been carried on rather as an experiment than as an industrial pursuit. The completion of the Sault Ste. Marie Canal in that year, and of a railroad from Marquette to the mines in 1858, gave a great impetus to the business, by giving access to the markets, and since then the mining and manufacture of iron have increased with wondersul rapidity and with little interruption, except during the first year of the rebellion.

The exportation of ore and metal in 1864 was as follows:

SHIPMENTS OF IRON ORE.

	Tons.
By Lake Superior Iron Co	83,848
" Jackson Iron Co	70,937
" Cleveland Iron Mining Co	58,838
" Pittsburg and Lake Angeline Co	19,000
" Miscellaneous Parties	2,500
Total for 1864	285,123

SHIPMENTS OF CHARCOAL PIG IRON.

	Tons.
By Morgan Iron Co	4,060
" Pioneer Iron Co	3,716
" Northern Iron Co	3,026
" Bancroft Iron Co	555
" Forestville and Collinsville Furnace	2,475
Total for 1864	13,832

The following table shows the annual shipment of ore since the commencement of the business to the end of 1864:

	Cleveland Iron Co.	Jackson Iron Co.	L. Superior Iron Co.	Total. gross t'ns.
1855	1,447	.....	.....	1,447
1856	7,100	4,497	.....	11,597
1857	12,272	13,912	.....	26,184
1858	19,931	11,104	.....	31,035
1859	30,344	10,662	24,668	65,674
1860	42,696	41,286	38,016	116,998
1861	7,311	12,919	25,200	45,430
1862	35,244	42,767	37,710	115,721
1863	47,612	63,588	74,057	185,257
1864	58,838	70,937	83,848	*235,123
Total	262,795	271,672	278,499	834,466

* Including product of the Pittsburg and Lake Angeline Co., 19,000 tons, and of miscellaneous parties, 2,500 tons.

The year 1858 witnessed the first attempts at reducing the ores at the seat of production. In that year the Pioneer Iron Company commenced business. Since then five other companies have established themselves, and others are about to commence operations. The products of the furnaces of the district yearly from the commencement have been as follows:

	Pioneer Iron Co.	Collins Iron Co.	Northern Iron Co.	Forrest Iron Co.	Morgan Iron Co.	Bancroft Iron Co.	Total Tons.
1858.	1,627	....	....	....	...	...	1,627
1859.	4,683	2,575	....	....	....	...	7,258
1860.	3,500	1,950	150	....	....	...	5,600
1861.	2,580	2,060	900	2,430	....	...	7,970
1862.	1,438	2,207	2,143	2,802	....	...	8,590
1863.	2,237	2,141	1,904	2,626	405	...	9,313
1864.	3,716	†	3,026	†	4,060	555	13,832
Total.	19,781	....	8,123	....	4,465	555	54,190

† The Collins and Forrest Companies are set down in 1864 in an aggregate of 2,475 tons.

The value of the total production at the prices prevailing each year has been as follows:

	Total Product.	Price per ton.	Value.
1858	1,627	$25	$40,675
1859	7,258	25	181,450
1860	5,600	25	140,000
1861	7,970	23	183,310
1862	8,590	35	300,650
1863	9,313	45	419,085
1864	13,832	65	899,080
Total	54,190 tons valued at		$2,164,150

The aggregate value of shipments at Marquette in 1864 may be estimated thus:

Value of 235,128 tons of ore @$8	$1,881,024
Value of 13,832 tons of pig-iron @$65	899,080
Total	$2,780,104

—a sum representing the value of the iron business of the Lake Superior district in the year 1864. Assuming the average price of ore at $5 per ton since the commencement of operations, there has already been produced ore to the value of $4,174,355, or a total, including pig, of $6,388,505.

From the above figures it will be seen that the iron business in this region has become a most important one. The iron is of the best quality and the demand for it is increasing. Especially since the war-demand commenced has this source of supply become popular, and preparations are being made for larger operations than have hitherto been attempted. The attention of capitalists, indeed, has been turned to the region more than ever before, and railroads are being extended in land from Marquette, on Lake Superior, and from Little Bay de Noquette, on Lake Michigan, to accommodate the growing trade of the region. With this increase of working means, and avenues of transportation, may we not augur well for the future of this branch of national industry, as yet in its infancy, but which in a few years will become developed to a vast commercial interest.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DECEMBER 31ST, 1864.

Gross receipts of the half-year		£618,238
Deduct ordinary working expenses		369,002
Net balance over ordinary working exp.		£249,236
Deduct renewals of permanent Way chargeable to Revenue during half-year, viz:		
Grand Trunk Railway [proport'n]	£40,000	
Buffalo and Lake Huron & Montreal and Champlain [actual]	10,718	
		50,718
		£198,518
Deduct extra amount for renewals specially charged in this half year, as per report		30,822
Balance		£167,696
Deduct loss on American currency		78,413
Balance		£89,283

This amount, added to the balance from last year, viz., £6,470 14s 3d, making a total of £95,754 2s 1d, is dealt with as follows:

To nominal amount of Postal and Military Revenue carried to seperate account		£9 943
Interest, &c. paid on land		2,303
Do. mortgage to Bank of Upper Canda		4,424
Do. on Loans, Bankers', Balances, Promissory Notes, European Exchanges, &c.		6,446
Do. British American Land Company's Debentures		617
Do. Montreal Seminary Debentures		616
Do. Island Pond Debentures		2,700
Half-yearly instalment on Portland Sinking Fund		2,312
		£28,361
Atlantic and St. Lawrence Lease [in full]	30,526	
Detroit Line Lease [in full]	11,250	
Montreal and Champlain Company under working arrangement]	10,274	
Estimated amount due Buffalo and Lake Huron Company	7,241	
		59,291
Equipment Bond Interest		7,084
Balance carried to next account		18
		£95,754

The gross receipts from traffic and all other sources for the half-year have been 618,238*l.*, as against 561,428*l.*, or an increase of 56,810*l.*, or equal to about 10 per cent., the American currency being, in each period, taken at par.

The passenger traffic again shows a considerable improvement, the number carried, of all classes, being 822,446, against 714,983, or an increase of 107,463, or 15 per cent. The amount received was 235,419*l.*, against 204,762*l.* The average receipt per passenger was 5s 8d in both periods. The total tonnage of freight was 443,934 tons, against 507,447 tons; but while there is a falling off of about 12 per cent. in quantities, the nominal rates realised show a considerable improvement, viz., 356,319*l.* for 1864, against 328,936*l.* for 1863, or about 8-32 per cent increase. The average receipt per ton for 1864 was 16s, as compared with 12s 11d for 1863, but a larger proportion of through freight paid for in American currency has been conveyed.

Much of the past half-year has been marked by extreme difficulty. The consequences of the depreciation and fluctuation of the American currency have been aggravated by a serious rise in the price of labor and materials on the Company's lines in the United States; all commercial affairs have been injuriously influenced by the long period of dear money in England; and, more recently, the restrictions on intercourse, viz., passports, consular certificates for goods in transit, etc., adopted by the Government of Washington, have added a new and more serious cause of embarrassment. This latter difficulty has especially affected credit. Thus all Canadian securities have largely and unduly declined in price. Payments due to the Company have been less promptly made, and banking accommodation in like manner has been restricted. At the same time the proportion of the Company's receipts in American funds has considerably augmented—the rates charged to the public remaining in a great measure stationary.

It is true that these causes of embarrassment are temporary; but, in the face of them, the Directors have been compelled to suspend the operation of making use of the American funds for the purchase of Portland Bonds, and to restrict the "Renewal suspense account," debiting 30,821*l.*, chargeable to suspense, direct to Revenue in these accounts. It would have been impossible even at a great sacrifice in price, to dispose of securities held by the Company sufficient to enable them to provide money for these operations; and the Directors have determined to recommend the holders of Preference Bonds to exercise a forbearance necessary under the circumstances, and to make use of the powers of the Act of 1862, under which Bonds for the amount of the interest due are given instead of cash.

The bond and shareholders will remember that the Board approved in 1862 Mr. Watkin's report, recommending that the renewals of permanent way should be charged to revenue as they accrued, in order to avoid raising more capital until the relations between the Company and the Government and the people of Canada became more satisfactory. Subsequently the Company's traffic having largely increased, and its credit having improved, it was decided to anticipate the period for the renewal and improvement of considerable sections of the line, and after charging 70,000*l* a year to revenue, to debit the remainder to a suspense account, to be gradually paid out of working expenses over a short period of years.

This operation required the temporary provision of so much capital. Capital also was required for the increase of the company's stock of engines and cars, for improvement of stations, and for the other necessities of an increasing business. Then, again, as the company's business augmented, so must the working capital, absorbed in credits to customers and in stores on hand. As has been often observed, the company has never had the advantage of a real working capital.

This question of the issue of more capital, and the other question of the American currency, have been invariably reported to the bond and shareholders as matters beyond the control of the Board, and depending upon those political events by which the credit of the company has been and must, while they continue, be injuriously affected. If the securities held by the company be not now realized, net revenue must for the time, as far as may be, supply the deficiency. And if in consequence, the surplus American funds cannot be absorbed as proposed in the purchase of Portland bonds, an enlarged and otherwise needless loss on American currency must for the time be borne. The Board therefore would be merely inviting future derangement if they failed to recommend a firm and prudent course at the present moment.

That course, as it seems to them, involves, 1st, the retention of all securities held by the company, beyond those already pledged for advances, till the political horizon is more clear; 2d, the temporary suspension, as far as possible, of all outlay on capital account, and of debits to suspense account for relaying; and 3d, the capitalization, in lieu of the cash payment, of the preference bonds and stock interest. With a full conviction of the responsibility, the directors recommend this prudent policy.

It is gratifying to know that the special outlay made at the cost of capital and of income since 1861 has resulted in a large and decided improvement in the property of the company. The road is greatly improved, and the capacity of the line for earning money has been much augmented. There has been expended out of revenue and capital, between the 31st December, 1861, and 31st Dec., 1864, no less than—

On renewals	£355,642
On improvement of the road	35,122
On new engines, cars, and other plant	150,849
On new sidings, stations, and other expenditure on capital account	98,062
	£639,675
The value of the stock of stores on the 30th June, 1861, was	£177,584
And on the 31st December, '64.	270,221
Giving an excess (which is simply so much more added to the property of the company) of	£92,637
Making a general total of	£732,312

During the same period of four years the total net earnings have been £743,419, or after deducting loss on American currency charged in the accounts, £624,713. Of this net revenue, £333,647 has been paid for interest on that part of the capital represented by lands on rent, or on mortgage, and by the leased lines; £7,084 for interest on the equipment mortgage bonds; and £206,994 to the 1st, 2d, and 3d preference bond and stockholders.

The cost of renewals on the United States sections of the railways of the company (210 miles) has much increased, and the scarcity of labor and materials has again been severely felt: in fact, Canadian labor and English material have had to be largely used. The following certificate shows that the executive have been able, nevertheless, to maintain the Atlantic and St. Lawrence section (150 miles) in satisfactory condition:

OFFICE OF THE R. R. COMMISSIONERS,
Portland, Dec. 10, 1864.

The undersigned, Railroad Commissioners for the State of Maine, hereby certify that they have made the annual examination of that portion of the Atlantic and St. Lawrence Railroad, which lies within their jurisdiction, and find the same in good condition, and safe for the running of trains.

(Signed) A. W. WILDES.
ALLAN HAINES.

The Atlantic and St. Lawrence and Detroit and Port Huron (leased lines,) interest and dividend, and the interest on the equipment mortgage bonds will be paid in cash in regular course.

The bills for arrangements with the Buffalo and Lake Huron, and Ottawa and Prescott Companies, are still before the Canadian Parliament, but by the day of meeting the Board will probably be able to report the result. These bills contain clauses under which they are to be submitted to the bond and shareholders for final sanction. Acting on the advice of their colleagues in Canada, the Board have sanctioned the purchase of the materials and property of the Preston and Berlin Railway at an agreed sum, payable by instalments, out of revenue.

The proposed confederation of the British North American Provinces, now under discussion, is a measure of the deepest moment, and if carried out successfully, must tend to increase the security and value of all Canadian investments. There is good ground of hope also, that friendly negotiations between the Governments of England and the United States, which it is officially stated will be set on foot by Her Majesty's Government, will end in a renewal of the Reciprocity Treaty. Again, if the confederation proceeds, the Intercolonial Railway will be at once commenced. Thus it is, that in the midst of temporary discouragement, there are features of hope in the early future, which may, even sooner than at present appears possible, restore the progress of the Grand Trunk Railway.

The Directors who retire by rotation are Messrs. Baring, Glyn, Brydges, and Young; and the retiring Auditors in Canada are Messrs. Morland and Taylor, and in England Mr. Newmarch. These gentlemen are eligible, and offer themselves for re-election.

On behalf of the Board,
EDWARD W. WATKIN,
President.

Since the above report was in type, the Board have learned that the question of the payment for postal services is about to be decided by the Government Commission appointed to assess the compensation due. A considerable fall in the price of gold has taken place. The system of passports has been abolished, and there appears some probability of an early cessation of hostilities in the United States. It is to be hoped, therefore, that some of the apprehensions heretofore entertained may be soon removed.

London, April 5th, 1865.

The following statement shows the progress of the gross revenue of the company (American currency being taken at par) since 1859:

Year.	Miles open. No.	Receipts. £
1859..June	880	233,930
" ..Dec.	880	282,939
1860..June	978	314,811
" ..Dec.	978	367,847
1861..June	1,090	347,110
" ..Dec.	1,090	419,469
1862..June	1,090	382,992
" ..Dec.	1,090	439,361
1863..June	*1,174	456,222
" ..Dec.	*1,174	510,580
1864..June	*1,174	528,301
" ..Dec.	*1,335	618,238

* Including the Champlain Railway and Buffalo and Lake Huron Railway from August last.

Railroads of Missouri.

It is an interesting and most significant fact, that there is more railroad building going on in Missouri at the present time than in any other State in the Union. The following summary of railroad enterprises now in progress in that State is from the St. Louis *Dispatch*:

The Pacific road is being extended to Kansas City, and will be wholly completed and in full operation by the first of August next. The North Missouri is being extended to the Iowa line; the Western Branch of the North Missouri, formerly called the Missouri Valley road, is being built from Allen, in Randolph County, through the fertile and productive counties of Charlton, Carrol, Ray, Clay, and Platte, to Leavenworth. The Platte County road is being extended from St. Joseph northward to the Iowa boundary. In addition to these roads now being actually built, there are in contemplation the Chillicothe and Brunswick Railroad, leading from Brunswick on the Missouri River to the Chillicothe on the Hannibal and St. Joseph road; and the Kansas City and Cameron Railroad leading from Kansas City at the mouth of Paw River to Cameron on the Hannibal and St. Joseph road. Outside the State, but still destined to be feeders of its railroad system, are the Kansas City and Fort Scott road, the Leavenworth and Pawnee road, and a road leading from Kansas City through Leavenworth up the west bank of the Missouri to Omaha. Nor must we overlook the Southwest Branch of the Pacific road the work on which is for the time suspended but destined to be resumed and prosecuted till this important road shall be carried into the Indian country.

Finances of Sacramento County, Cal.

The following figures represent the funded debt of the County of Sacramento, Cal., January 1, 1865:

	Amount of Principal.	Interest to Jan. 1, '65.	Total Amount.
Bonds of 1854	$6,000	$4,200	$10,200
" of 1855	6,000	4,200	10,200
" of 1857	2,905	2,033	4,938
" of 1859	446,800	28,740	475,540
Railroad bonds	300,000	13,580	313,580
Total	$761,705	$52,753	$814,458

The receipts and expenditures in 1864 are shown in the following statement:

Funds—	Receipts.	Expenditures.
State Fund	$133,826 08	$133,898 20
Sinking & interest funds	37,698 28	43,164 50
School fund	31,064 25	31,244 03
Hospital fund	13,831 57	13,967 41
Redemption fund	43,683 79	33,692 72
General fund	41,466 37	38,181 52
New road fund	3,491 20	2,075 22
Railroad fund	23,894 08	22,420 00
County bond fund	20,228 88	20,574 38
Old road fund	91 77	27 90
Estray fund	120 00	50 00
Yolo fund	62 50	.....
Total	$349,458 77	$339,295 83

The balances standing to the credit of the several funds on January 1, 1864 and 1865, were as follows:

	Balances— Jan. 1, '64.	Jan. 1, '65.
State fund	$2,075 06	$2,002 94
Sinking & interest funds	38,486 82	33,020 60
School fund	6,897 05	6,717 22
Hospital fund	529 02	393 18
Redemption fund	523 88	10,514 95
General fund	1,965 40	15,250 25
New road fund	2,256 73	3,672 71
Railroad fund	21,774 58	23,248 66
County bond fund	18,991 63	18,646 18
Old road bond	64 68	128 55
Estray fund	.....	70 00
Yolo fund	23 92	86 42
Old County warrants 1851–'58	.....	4,168 76
Total	$93,588 77	$117,920 42

Nova Scotia Railway.

We learn from the Halifax *Colonist* that the Nova Scotia Government have secured the passage through their Legislature of an Act to authorize the extension of the trunk line of railway from Truro to the New Brunswick frontier, and of the branch line from Windsor to Annapolis. The former is provided for by a subsidy of 4 per cent. for twenty years on a capital of £10,600 per mile, and the latter of 4 per cent. on a capital of £6,000 per mile for the same period. The trunk line will, on the terms proposed, cost the Province £30,000 per annum for 20 years, and the 85 miles to Annapolis will cost £23,600 a year for the same period. Embraced in the scheme is provision for bridging the Avon River.

☞ The Carleton (N. B.) *Sentinel* states that the people of Woodstock "have subscribed the necessary stock to meet the requirements of law, preliminary to the formation of a company to build the Branch Railroad under the Facility Bill of last session.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	90c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	45c
Bare Hill ..... "	----	----	----	2½
Bay State ..... L. S.	20,000	----	3½	15½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	----	10½
Bolton ..... Ca.	200,000	5	----	7½
Boston ..... L. S.	20,000	----	5*	2½
B. and Corinth ..... Vt.	20,000	10	----	1½
Brooklyn ..... L. S.	20,000	----	----	----
Brome ..... Ca.	100,000	5	2	----
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	----
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	23½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	6
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	16
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	¼	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	42
French Creek ..... Pa.	100,000	5	----	90c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	----	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	90c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	55c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	----	9
Hanover ..... "	20,000	----	6½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	43½
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20 000	5	16	8½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	4½
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	60c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	20
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	24
Native ..... "	20,000	----	3	1
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	⅝
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	3
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5½
Pewabic ..... "	20,000	----	3	43
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	66½
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	76
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	6
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	85c
St. Clair ..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	4½
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	90c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	----	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	6½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	3½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior .... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant .... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	6	----	8½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2
Mineral Point	100,000	5	----	¼
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay .... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	73
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	⅝
Bear Valley ..... "	40,000	12½	----	19
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	54½
Clinton ..... "	----	----	----	¼
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	49
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	36
Fulton ..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	65½
George's Creek .... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	50
Green Mountain .... Pa.	----	----	----	3
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	2,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett .... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	165
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway ..... "	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	15½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	35½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	14½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	62½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	14½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	60,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital Paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.86	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	----	30
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9¼	----	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	----	92
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	----	----
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	----	----
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	----	----
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	----	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	28,230	88,685	0,516	—	----	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	----	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	----	----
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	----	45
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	----	50
30 Nov. '63	5.69	—	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	----	---
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	----	32½
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	----	----
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	----	----
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	----	----
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	----	----
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	----	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	----	----
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	----	----
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	----	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	140
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	----	45
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,257	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	58	— Brooklyn City and Newtown	284,765	346,000	106,000	11,790	61,453	7,881	3	----	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	----	----
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	----	----
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	----	----
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	----	----
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	----	----
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	----
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	----	----
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	----	----
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	----	----
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	----	----
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	----	----
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	----	----
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	----
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	----	----
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	----	----
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	----	----
30 Sep. '63	16.00	—	—	—	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	----	----
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	----	----
30 Sep. '63	2.00	6.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	----	----
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	----	----
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	----	----
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	----
31 Dec. '62	5.50	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	----
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	43
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,881	20,036	8	----	----
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	----	----
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	----	14
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	----	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	----	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	----	28½
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	----	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	----	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	----	----
31 Oct. '64	12.00	—	50	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	----	----
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	----	----
31 Oct. '64	7.04	—	115	18	6	Pittsb., Allegh'y & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	----	----
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	----	----
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	----	8½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	----	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	----	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	67½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	----	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'sF.)	175,610	159,312	15,500	—	79,670	21,297	6	----	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens.)	176,049	192,750	—	—	162,367	51,179	20	20	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	----	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	----	64
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	----	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	------	------	------	------	----	----
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	------	----	----
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	------	------	------	------	------	----	----
31 Dec. '62	1.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	------	----	----
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	------	------	------	------	------	----	----
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	------	------	------	------	------	----	----
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	83,875	70,000	------	------	------	------	------	----	----
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	------	------	------	------	------	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc.	Months.	Year.	p. c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	------	------	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1891	90
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	---
Delaware County:					
1st Mortgage	6,500	7	------	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	---
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	------	---
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Wechawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	------	------	----
Metropolitan:					
1st Mortgage	36,625	6	------	------	----
Real Estate Mortgage	------	6	------	------	----
Middlesex:					
Malden & Melrose bonds	60,000	6	------	1870	----
Real Estate	6,210	--	------	------	----
Ninth Avenue:					
1st Mortgage	57,000	7	------	------	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	------	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	----
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	------	------	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	6	J & J	1880	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31,'65	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	107
" " " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,146,400	6	" "	1881	111
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,000	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	106
Loan of March 3, 1864, (10-40s) ..... registered	112,770,100	5	Mar. & Sept.	1904	97
" " " " ..... coupon		5	" "	1904	97⅛
Loan of March 3, 1864 (5-20s) ..... registered	85,780,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	105
Treasury Notes of July 17, 1861 ..... coupon	615,250	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	300,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	.....	99⅛
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	141,477,650	6	" "	1867	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	24,254,094				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71–'72	----
" — " " " ..... "		6	" "	'81–'82	99⅛
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63–'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63–'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	95
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	100
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81–'82	----
" " bonds to School Fund .. "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" " " " ..... "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65–'75	----
" " " ..... "		5	" "	'81–'91	----
" " " ..... "		5	" "	'93–'96	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91–'96	93
" " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	60
" " " (R. R. etc.) ..... "	3,902,000	6	.....	'67–'99	----
" " " (banks) ..... "	5,398,533	6	.....	.....	----
" " " (war loan) ..... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'62–'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81–'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" " " (st'k'g conv.) .. "	200,376	5		1865	----
" " " (st'k'g) ..... "	5,585,555	5		'89–'90	104½
" " " (st'k'g conv.) .. "	2,490,569	5		'89–'90	108
" " " (dollar) ..... inscribed	500,000	6		1890	----
" " " (") ..... "	100,000	4½		1888	----
" " " (") ..... "	767,560	5	Chiefly quarterly.	'42–'58	----
" " " (") ..... "	399,408	5		1880	----
" " " (") ..... "	148,711	5		'89–'90	103
" " " (") ..... "	133,680	6		pleas.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89–'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,996,555	6	April & Oct.	'68–'71	----
" " " " (T. & G.R.R.) .. "	508,380	5	" "	'88–'90	----
" " " " (" ") .. dollar	416,500	5	" "	'90–'91	121
" " " " (" ") .. "	300,000	5	" "	1893	123½
" " " (East'n R.R.) "	500,000	6	Jan. & July.	'65–'71	150
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat. &c.) "	150,000	6	" "	1870	----
" " " (Buildings &c.) "	200,000	6	June & Dec.	'68–'77	128½
" " " (" ") "	545,000	5	April & Oct.	'66–'74	----
" " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64–'66	----
" " "	247,000	6	June & Dec.	'68–'72	----
" "	55,000	5	" "	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71–'76	130½
" " — " " " ..... "	600,000	5	" "	'77–'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " (Indian war) .. "	100,000	7	" "	1871	----
" — " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1883	----
" — " " " "	199,000	6	" "	1863	67
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. .. coupon	7,000,000	6	" "	'72–'88	71
" — " " S.W. Branch .. "	4,500,000	6	" "	'87–'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	75
" — " " N. Missouri .. "	4,380,000	6	" "	'72–'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73–'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87–'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65–'71	----
" " — " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	6	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	6	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68–'78	119
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " ...	14,230	6	.....	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65–'67	----
" " — " " " " ...	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	6	" "	'63–'74	105
" " — " " " " ...	15,889,025	6	" "	'64–'76	117
" " — " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	68½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	100½
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	----	.....	1890	----
" — " " (" ") ..... "	279,313	----	.....	1868	----
" —Irreducible debt (school funds, etc.) ..	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	90
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890		" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " "	423,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ..	97,360	----	.....	.....	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .. coupon	434,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'88–'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1892	61½
" — " " (interm. impr.)	2,063,606	5	.....	Var.	40
" — " " (railroads) ...	12,799,000	6	.....	Var.	65
" — " " (capitol)	608,000	5	.....	1890	62½
" — " " (Hermitage) ..	48,000	6	.....	1890	65
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'65–'84	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62–'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83–'93	60
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85–'93	----
" — " " (sterling) ..... "	1,866,000	6	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67–'75	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,947	391,510	357,586	3,709,970
1865	364,755	383,147	449,815	------	------	------	------	------	------	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	------	------	------	------	------	------	------	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,161,003
1861	88,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,537	123,519	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	128,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	166,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	205,866	195,103	271,141	331,494	312,049	319,516	309,187	2,885,426
1865	293,535	236,949	262,575	------	------	------	------	------	------	------	------	------	----------
Chicago and Northwestern:													
1863	232,206	202,321	221,709	240,051	230,209	259,888	275,506	299,607	473,186	551,122	425,945	404,182	3,975,935
1864	273,876	317,839	390,365	371,461	409,554	521,059	452,054	519,306	655,364	708,714	705,496	545,943	5,801,021
1865	535,675	481,165	506,290	------	------	------	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,157	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,528	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,882	95,184	130,551	150,397	143,838	186,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	----------
Erie:													
1859	304,703	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,911	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	800,000	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,049	1,035,521	10,469,481
1864	964,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,668	1,224,909	1,234,217	13,429,643
1865	908,341	886,639	1,240,626	------	------	------	------	------	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,239	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	230,370	2,075,822
1861	223,157	205,343	167,560	139,751	156,508	122,683	114,804	135,299	146,424	173,261	197,782	246,263	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	251,759	253,049	273,726	306,595	361,000	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	------	------	------	------	------	------	------	------	------	----------
Illinois Central:													
1860	185,257	185,926	209,004	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,304	192,054	199,488	177,829	189,280	268,983	289,862	284,020	245,249	224,401	2,999,612
1862	190,130	236,637	181,084	191,648	200,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	457,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	------	------	------	------	------	------	------	------	------	----------
Marietta and Cincinnati:													
1862	23,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,452	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,396	55,326	49,706	58,704	52,864	77,112	83,969	76,764	68,863	710,225
1864	56,540	77,874	90,855	73,215	83,964	75,055	89 533	94 875	96,062	90,578	97,047	92,772	1,017,868
1865	98,112	86,626	93,503	------	------	------	------	------	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	99,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	136,184	67,950	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,262	71,587	63,353	155,417	205,055	135,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	115,399	168,218	178,526	149,039	117,013	1,711,261
1865	98,183	74,283	70,740	------	------	------	------	------	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	205,492	194,972	2,060,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	278,539	2,647,833
1863	248,784	230,508	257,227	268,613	244,935	241,236	189,145	238,012	308,106	375,557	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,051	297,126	315,258	278,891	358,862	402,219	407,107	448,934	441,866	4,120,153
1865	363,996	366,361	413,322	------	------	------	------	------	------	------	------	------	----------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,820	123,377	144,982	226,843	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,761	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	------	------	------	------	------	------	------	------	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	629,296	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,614	770,223	736,114	619,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,196,435	1,157,518	1,039,902	13,230,417
1865	899,478	681,372	915,600	------	------	------	------	------	------	------	------	------	----------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,295
1860	163,561	171,941	257,410	248,110	265,011	278 270	314,806	337,485	339,911	368,956	321,208	249,032	3,315,501
1861	161,108	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,830
1862	192,216	217,161	244,423	258,674	263,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,102	746,255	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	192,566	188,831	165,795	154,032	203,853	245,908	286,844	231,253	191,138	2,355,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,051	270,086	352,971	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	262,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	508,814	466,300	487,642	5,132,084
1864	290,676	457,227	611,297	574,690	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	7,120,466
1865	684,260	696,738	886,511	------	------	------	------	------	------	------	------	------	----------
St. Louis, Alton and Terre Haute:													
1862	74,252	62,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,687	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,089,717
1865	170,078	153,903	202,771	------	------	------	------	------	------	------	------	------	----------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,109	125,027	77,599	51,296	[illegible]
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,557	162,853	137,066	92,574	1,172,109
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	108,056	132,111	134,272	152,586	105,554	116,379	120,595	151,052	134,563	111,339	1,439,793
1864	79,735	95,843	132,896	123,987	127,010	146,538	139,626	244,114	243,840	221,670	220,209	265,154	2,000,322
1865	144,000	139,171	155,753	------	------	------	------	------	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1903	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1904	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1852	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1863	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1853	101
" " " 1850	700,000	6	Jan. & July.	"	1880	101
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Income bonds	87,000					
Real Estate bonds	47,550					
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £458,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $300,000	790,600	6	"	"	1870	100
" " $375,000	675,000	6	"	"	1875	98½
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		102
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1863	112
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1000	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1893	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8	" "	" "	18—	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	246,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	99
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	250,000	7	March & Sept.	New York.	1895	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,991,976	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,550,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1891	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1863	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	113
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	113
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1863	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	87
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1853	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Mariette and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	55½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,000,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,240,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	8	Jan. & July.	London.	1872	98
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	215.000	8	April & Oct.		1882	116
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	116
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		38
2d Land Grant	650,000			" "		
Income bonds	511,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	6			'63 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	666,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	98½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,009,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	100
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	107½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Debt to city of Baltimore	850,000	---	----------	"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1959	94½
2d Mortgage	3,077,000	7†	" "	" "	1961	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	95
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	109
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	105
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	385,000	6	----------	----------	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,950,600	6	April & Oct.	"	1870	92
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	96
" 1844, "	810,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	2,480,500	6	" "	"	1886	101
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1959	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	88
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1563	58
2d Mortgage	937,500	7	" "	"	1563	16
3d Mortgage	440,000	7	" "	"	1563	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	800,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	97
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,385	7	----------	----------	------	88
Equipment bonds	600,000	7	----------	----------	------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	10
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1886	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	925,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1857	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	556,000	7	May & Nov.	New York.	1556	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.0	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	27,886	—	—	
28 Feb. '59	50.5	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	—	
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—	
30 Jun. '59	57.0	—	....	171.3	—	—	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	—	
1 May, '61	168.1	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	—	
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	506,166	260,289	6	—	
								ARKANSAS.														
3 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—	
								CONNECTICUT.														
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	55,909	20,000	5	—	
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,461	408,810	154,337	—	—	
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217	
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	180,702	—	—	
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,966	8	—	
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	—	—	11	
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	75,631	5	—	
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66.0	211,836	270,672	54,299	5	90	
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120	
30 Nov. '63	59.4	7.0	8.3	—	16	17	368	Norwich and Worcester	2,468,983	149,711	214,100	2,122,600	764,300	21,123	3,074,971	66.4	307,841	437,559	180,839	6½	98	
								DELAWARE.														
31 Oct. '60	54.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.5	126,631	138,970	41,466	—	—	
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,635	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—	
								FLORIDA.														
-- -- '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	
30 Apr. '60	32.0	—	3.0	18.0	3	1	8	*Florida and Alabama*	632,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	—	
-- -- '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
-- -- '62	100.0	3.0	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....	
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,038	286,827	8	125	
-- -- '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....	
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—	
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—	
30 Nov. '60	191.0	—	....	—	53	62	657	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—	
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	105	
30 Nov. '60	102.5	—	....	—	19	16	173	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	464,618	212,676	12	72	
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	839,550	549,000	—	1,026,868	50.0	.....	202,714	110,516	8	—	
1 May, '58	68.1	—	....	—	3	4	93	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	.....	.....	
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	266,853	13	—	
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	464,541	—	—	
								ILLINOIS.														
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	669,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	88	
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	894.0	1,955,519	3,090,211	1,350,499	8	110	
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	32	
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	101½	
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,985	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	—	
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½	
31 Dec. '64	454.8	252.5	....	—	126	78	3,227	*Illinois Central*	29,675,410	*	—	20,808,160	13,232 000	—	33,080,110	708.3	3,386,850	6,329,447	2,463,194	8	116	
-- -- --	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	—	36
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,000 000	*	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	45	
								INDIANA.														
-- -- --	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	—	
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	—	
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72	
31 Dec. '58	89.5	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100	
31 Dec. '64	84.0	—	....	—	15	—	....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	3,975,878	84.0	384.559	771.763	307,832	—	—	
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—	
31 Mar. '64	98.0	46.0	3.0	—	17	10	283	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100	
-- -- '62	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½	
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	169½	
								IOWA.														
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—	
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86 0	7 mo's.	58,259	46,771	—	—	
31 Dec. '63	100.0	—	....	269.0	10	7	182	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276.197	155,889	—	—	
1 Jun. '58	38.5	—	....	101.3	4	4	64	Kook., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	576,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	—	
-- -- '62	135.0	95.0	312.0	—	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,500,000	15,000	.....	250.0	.....	.....	.....	—	35	
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,924	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	—	
30 Jun. '63	29.0	—	—	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80	
30 Jun. '63	65.1	—	—	—				Louisville and Frankfort	1,398,332	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,900	120,069	3	66	
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,963	6	—	
								LOUISIANA.														
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—	
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—	
31 Aug '60	53.7	—	186.3	--	--	--	--	*Vicksburgh, Shreveport & Texas*	1,862,691	*	—	1,232,015	248,966	108,434	1,710,519	53.7	.....	.....	.....	—	—	
								MICHIGAN.														
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. T'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—	
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	940,898	.....	—	—	
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,000	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,607,060	12	112½	
31 Mar. '65	246.0	277.8	....	—	98	101	1,359	Mich. S'th'n & N'th'n Indiana	13,519,185	1,644,259	1,698,768	9,720,200	8,564,116	—	18,284,315	623.8	2,187,124	4,289,466	1,081,113	7	71	
								MINNESOTA.														
31 Dec. '62	14.5	—	—	505.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....	
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....	
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....	
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....	
								MISSISSIPPI.														
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	758,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,342	328,092	—	—	
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	—	—	
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—	
								MISSOURI.														
31 Aug '61	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,234	1,047,567	420,029	—	85	
21 Dec. '62	285.8	—	17.7	65.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	161.8	.....	444,460	182,893	—	—	
31 Dec. '62	152 0	—	5.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—	
28 Feb. '65	196.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	879,958	227,296	—	—	
28 Feb. '65	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]68	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	125,886	—	—	
30 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	[illegible]	344,168	—	1,071,127	2,501,000	57,361	5,906,277	90.1	322,631	713,236	66,280	—	—	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending,	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	8	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	166,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,124	6	100
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,883	630,555	32,673,564	296.8	1,953,769	4,481,859	3,064,653	6	104
30 Sep. '62	30.0	—	.....	—	7	32	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	30	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,548	3,061,669	1,085,387	11	50
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	41.0	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	103
30 Nov. '63	74.3	6.8	51.1	—	55	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	116
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	297,400	—	3,160,000	87,720	—	3,247,720	61.8	428,901	853,727	397,729	8	131
30 Nov. '63	44.6	24.0	60.1	—	50	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	125
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,000	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	95
30 Nov. '63	44.1	30.5	27.5	—	29	71	424	Eastern	4,007,288	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	60.0	477,753	812,556	390,594	6	98
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	722,262	328,043	8	109
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,760	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,634	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	116½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	430,160	52,516	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	105
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,853	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	31.5	—	25	64	505	Old Colony and Fall River	3,179,681	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	108½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	215,162	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	281,470	82,543	—	243,305	220,900	1,386	471,592	—	—	17,520	17,262	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	116
30 Nov. '63	6.1	—	.....	35.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	48
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	45
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746 504	218.0	1,275,922	2,439,836	1,232,831	10	133
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	8	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.8	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,625	382,183	130,643	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	69
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	110
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	508,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,063,400	*	—	3,063,400	220,700	59,114	3,249,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	84,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	207,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	32.0	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,545	10	129
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '63	54.0	—	48.0	156	51	29	574	Central of New Jersey	5,601,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293.857	103,615	7	116
31 Dec. '63	33.6	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,500	642 500	400,017	5,739,574	33.8	—	1,286,660	694,914	10	150
31 Dec. '62	11.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,800	204,200	77,798	438,798	21.2	—	90,618	29,579	—	—
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	142,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	103
31 Dec. '62	33.0	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581.893	212,500	31,743	821,984	—	82,936	90,122	43,62.	—	—
								NEW YORK.													
30 Sep. '62	35.0	—	1.0	105.0	5	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,027	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,236	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	11	4,000	Erie	42,316,853	*	4,104	24,935,300	17,823,400	1,067,083	48,045,234	807.0	6,916,324	13,429,643	4,594,725	8	80½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	111
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,395,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,677	712,945	24,586,000	13,211,341	—	42,275,999	654.9	5,990,205	12,997,890	3,506,745	9	98½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,868	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,152	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,490	38.1	70,885	162,757	83,060	—	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	161,198	335,625	117,450	7½	.....
30 Sep. '62	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	555,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '57	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '62	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	124,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	54.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,222	*	107,000	1,340,216	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	95.0	45.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06.	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	506	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '64	80.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,357	375 209	228,651	—	48
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,268,786	23	—
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	76
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	106
31 Dec. '58	51.4	—	.....	44.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	102	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,286	262,965	618,150	1,490,800	208,000	—	2,137,867	oper	r. w. Lit.	Miami.	295,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	30.8	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948.778	791.362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11.164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.2	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	137.0	5.5	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	3,983,573	555,450	102,866	3,260 887	1,498,728	11,190	5,139,662	205.9	389,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,160	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec. '64	242.4	—	.....	—	49	18	969	Toledo & Wabash	10,080,918	*	—	3,427,050	6,651,150	—	10,243,015	250.0	1,244,858	2,060,322	945,492	3½	47

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,762,506	3,856,000		5,634,039	11,252,545	100.0		360,215	171,286		
31 Oct. '64	66.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	7,268,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	2,671,000	74.0	176,968	394,952	193,901	8	12½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	21,861,542	204.5	1,622,827	1,984,948	721,782	20	
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	182,946		604,190	598,400	8,299	1,210,889	2,421,779	37.7	153,041	333,560	102,069		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	5,240,000	78.0	308,770	656,518	43,741	24	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	2,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,000	900,000	637,886	1,794,386	3,588,772	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	13.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	3,765,100	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,595	1,000,000	100,000	2,909,595	5,819,190	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,283,427	268,281	2,977,700	5,855,400	68.0	305,743	335,280	143,472		20
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	7,017,184	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,583	16,243,215	87.5	502,028	2,280,262	1,462,154	20	63
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	7,334,504	(ope	r. by Re	ading	R. R.)	6	24
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	7,400,000	(	"	"	")	7½	57½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,856	12,511,711	69.8	320,638	741,977	346,401		26
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,860,086	16,684,840		43,520,356	80,065,282	356.9	5,846,778	14,759 657	4,065,113	10	59½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	232,399		1,353,100	315,500		1,673,100	3,341,700	24.0	253,739	423,147	207,896	8	57½
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,767,623			5,013 064	9,940,000	10,500	14,963,564	29,927,128	(ope	r. by Pe	nn. R.R.	Co.)		20
31 Oct. '64	93.0	54.0	218.8		216	74	12819	Philadelphia and Reading	18,998,276	5,736,480		20,072,323	7,271,879		47,344,202	94,688,404	512.3	1,926,309	9,269,341	4,568,150	15	51½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,595	999,200	250,000		1,249,200	2,498,400	28.2	178,447	224,006	477,658	10	145½
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,637,300	692,000		9,349,300	18,698,600	197.0	839,238	3,205,560	1,365,200	10	62
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004		1,770,414	1,500,000	69,233	3,666,877	7,006,524	72.0	256,176	315,723	101,569		12
31 Dec. '63	468.8		73.8		146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173		19,932,741	39,032,446	468.3	3,472,914	5,182,934	2,106,623		100
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	28.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,026	1 009,096	162,312	1,855,448	3,710,882	26.4	118,698	273,232	149,817		
31 Oct. '64	29.6		2.5		6	4	382	Tioga	892,253	165,884		391,800	372,000	1,313	963,137	1,728,250	29.6	95,566	283,338	211,317	8	45
								RHODE ISLAND.														
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	258,500				62.0	297,700	421,757	199,155	8½	114
								SOUTH CAROLINA.														
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	2,199,092	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000				109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.0						Greenville and Columbia	2,439,769	324,161		1,429,068	1,145,000	345,646			164.5		341,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	4,111,650	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833						1,499,036	701,943	7	
								TENNESSEE.														
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	68,153		505,214	514,000	99,110	1,137,707	2,256,031	47.6		29,987	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,387	*		1,289,873	2,020,000	200,000			140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	158,264		536,654	1,902,000	390,407			130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	14,356,858	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000								
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000									
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,618			59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	652,500	22,269			47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000			34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,066,544	1,731,000				159.0		734,118	337,294	6	
1859								Nashville and Northwestern														
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,721	860,000	204,544			45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	405,477			30.0		1,248			
								TEXAS, (*all aided by State*).														
-- -- '58	32 0			158.0				Buffalo Bayou, Braz. & Col'r'do									32.0					
-- -- '58	56 0			184.0				Galvest., Houst. & Henderson									56.0					
-- -- '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			775,000	240,000	171,560			50.0	31,300	82,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000			70.0	102,200	282,846	196,568		
-- -- '59	25.0			110.0				San Antonio & Mexican Gulf									25.0					
								VERMONT.														
31 May '64	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	5,486,338	90.7	139,877	308,850	167,430		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	896,219	6,386,166	12,773,232	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	2,303,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	20,000,000	174.5	836,269	941 015	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500					ope	r. by Vt.	Central		8	106
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	2,611,250	22.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000				ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.														
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,402,194	42,000		1,403,618	36,188	88,131	1,534,194							
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789			113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229				103.5	345,427	248,004	loss		10
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056			167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,200	1,851,500	292,842	4,745,256	9,254,798	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	2,478,026	80.5		326,554	213,852		74
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	9,930,760	143.2	224,014	560,904	282,225		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828			78.6	159,981	279,945	145,285	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853			43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000				23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	3,009,585	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	9,529,225	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	17,523,042	214.9	480,193	740,489	347,957		
								WISCONSIN.														
1 Dec. '59	66.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25.000			55.0					
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000				199.9		756,476	229,180		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,003		8,452,351	15,835,127	234.4	988,183	1,711,281	505,230		44
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	10,900,519	142.3	466,043	490,597	138,210		
								CANADA.														
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000		11,938,000	23,876,000	16.10		236,798	67,228		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,462,980	*	15,311	1,631,180	911,029	22,984	2,663,376	5,228,569	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0		78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096			4,368,510	1,364,855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		28,084,180	57.0			3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1		402,670	467,266	191,133		
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	9,317,412	108.0	180,421	107,640	58,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,588		1,380,000	13,100	136,000	1,799,282	3,328,382	60 0		132,555	36,670		
								NOVA SCOTIA.														
Dec. '62	61.5	30.5			20	18	180	Nova Scotia	4,273,401	*		4,273,281			4,273,281	8,546,562	92.0	158,416	139,107	27,181		
								NEW GRANADA.														
31 Dec. '63	48.7				11	29	120	Panama	1,000,000	*	615,868	1,000,000	1,375,000		10,703,720	48.7			3 027,438	1,331,994	13	32

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	—	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	23
Catawissa (preferred)	1,150,000	7	—	24
Chemung (guarantied)	380,000	...	—	----
Cayuga & Susquehanna (guarant.)	343,500	...	—	----
Cheshire (preferred)	2,017,825	7	—	47
Chicago & Alton (preferred)	2,425,200	7	7	93½
Chicago & Northwestern (pref.)	2,400,000	7	5½	62
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	—	----
Dubuque & Sioux City (preferred)	1,997,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	—	----
Elmira & Williamsport (preferred)	500,000	...	—	40
Erie (preferred)	8,535,700	7	7	90
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	96
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	79
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	73
Toledo & Wabash (preferred)	984,700	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	6	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	----	----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,736,682	6	M. & S.	1870	95½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100⅝
2d Mortgage	295,750	6	----------	----------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	54
Susqueh'a & Tide Water:					
Maryland Sterling Loan	$15,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 st Mortgage	650,000	6	J. & J.	1875	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55½
Chesapeake and Ohio	100	8,225,595	—	----
Delaware Division	100	1,033,350	—	34
Delaware and Hudson	100	7,500,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	2,479,950	6	58
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25⅜
" " (preferred)	50	2,722,607	—	30⅛
Susquehanna and Tide Water	50	2,048,200	—	9½
Union (preferred)	50	2,750,000	—	8
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 — @ 50 —
Pig, American, No. 1	41 — @ 43 —
Bar, Swedes, assorted sizes (in gold)	@ 92 50
Bar, Swedes, assorted sizes	135 — @195 —
Bar, English, Refined	125 — @135 —
Bar, English, common	115 — @125 —
Scroll, English	165 — @225 —
Bar, American, Common & Refined	115 — @125 —
Band, English	160 — @165 —
Horse Shoe	157 50 @162 50
Rods, English	125 — @205 —
Hoop, English	165 — @245 —
Nail Rod per lb.	11 @ — 12
Sheet, Russia per lb.	25 @ — 26
Sheet, English, Single, Double and Treble	8 @ — 11
Sheet, Am., Single Double and Treble	7½@ — 11
Rails, English (gold) per ton	— — @ — —
Rails, American	@100 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	20 @ — 25
English Spring (1st & 2d qlty.)	12 @ — 15
English Blister (1st & 2d qlty.)	13 @ — 21
English Machinery	14 @ — 17
German	16 @ — 18
American, Blister	13 @ — 16
American, Cast, Hammered	21 @ — 22
American, Cast, Rolled	14 @ — 17
American Spring	14 @ — 16
Milan (in boud)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 50
Sheathing, Yellow	— @ — 40
Pig, Chile	— @ — —
Bolts	— @ — 50
Braziers'	— @ — 50
American Ingot (cash)	33 @ — 35½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	9 25 @ 9 50
German Refined	9 25 @ 9 50
English	9 25 @ 9 50
Bar per lb.	— @ — 13
Pipe and Sheet	— @ — 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	40 @ — 40½
Straits	37½@ — 38
English	34½@ — 34
Plates, Charcoal I. C per box	13 — @ 13 50
Plates, I. C. Coke	10 — @ 12 50
Terne, Coke	10 — @ 11 —
Terne, Charcoal	12 — @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	7 — @ — —
Clinch (cash)	8 — @ — —
Horse Shoe, Forged (cash) per lb.	— — @ — 30
Wrought, English (cash)	— — @ — 55
Ausable Horse, Norway Iron, Forged	— — @ — 40
Zinc Nails (6 mos.)	— — @ — 25

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	38 @ — 39
Refi'd, free, L.S. to pr. Wh. (110@120 test)	73 @ — 75
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	53 @ — 55
Naptha, Refined, (60@63 gravity)	45 @ — 47

New York Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th 27.	F. 28.	Sat 29.	M. 1.	Tu. 2	W. 3
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't. 76	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	116	116	----	----	116	115
Canton Co.	42½	42½	47	47½	43	42½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	92	92	91	----	----	88
" " pref.	----	----	----	----	----	93½
" " 1 M.	----	----	100	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	115	117	----	110	----	----
" " " 8 p.c.	----	112	113	----	----	----
Chic. & Northwest'n	35¾	32½	32	33	31½	32
" " pref.	67	63¾	62½	63¾	62	62
" " 1st M.	----	----	85	84	82½	84
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	95	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	104	103½	102¾	103	102½	102
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	135	----	130
Clev. and Pittsburg	82	79½	78	80	76	76
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	106	----	----	----
" " S.F. 7 p.c.	100	----	----	----	----	----
Cumberland Coal, pref.	52½	49½	48	50	46½	46½
Del. & Hudson Canal	153	150	----	152	150	150
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	85	81½	81	81½	79	79½
" pref.	----	90	90	84½	90	----
" 1 M. 7 p.c. '67	----	----	----	----	----	103
" 2 M. 7 p.c. '79	----	----	----	----	----	101
" 3 M. 7 p.c. '83	----	----	100	100	----	100
" 4 M. 7 p.c. '80	93	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	30	----	----
" " pref.	----	50	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	114½	113½	113½	114½	112	111½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	105	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118	115½	114½	119½	116	115½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	112	114	118	113	113
Marietta & Cin. 1st pref.	----	----	40	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	14	14	14½	13½	13⅝
Michigan Central	114½	110½	110	115	111½	112½
" S F. 8 p.c. '82	----	115	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	74½	70½	70	72½	68½	70½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	46	42	43	44	42	42½
" " 1st pref.	96	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	38	----	----	38	----	----
Missouri 6s	67	65½	66½	67½	67	67
" 1st. to H. & St. J. R.	73	75	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	132	98	100½	104	99½	98½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	59	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1M. 7 p.c. '73	103	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	31½	31	30¾	32½	31	31
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	310	----	309	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	165	----	----	----	----	----
Phila. and Reading	111	108	108¾	107½	103	103
Pitts. Ft. W. & Chicago	103	100½	100	102	99	99¾
" " 1M.	----	----	104	104	104½	----
" " 2M.	----	----	----	97½	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	67½	63½	63	62	62½	61½
St. L., Alton & T. H.	47	46	44	----	----	46
" " pref.	73	----	----	----	----	----
" " 1M.	----	97	----	----	----	----
" " 2M. pref.	----	----	----	86	----	----
" " Inc. b'ds.	75	----	----	----	----	73½
Tennessee 6s, 1890	62½	63½	63	63½	65½	65
Toledo & Wabash	47	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	90	----	----	----	----	90
" " 2M.	----	----	----	73	75	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	60	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	97⅞	97	97	97¼	----	96⅞
U. S. 5s, 10-40s, reg.	----	----	----	----	----	97
U. S. 6s, 1881, reg.	110¼	110	----	----	----	110⅛
U. S. 6s, 1881, cou.	110⅛	110	110⅛	110⅜	110⅜	110⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	107	----	----	----	----
U. S. 6s, 1867, reg.	----	120	----	120	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	...117	----	----	----	----	----
U. S. 6s, 1 year certif.	99⅛	----	----	99⅛	----	----
U. S. 6s, 5-20s, coupon	109⅞	109	107x	106⅛	106	
U. S. 6s, 5-20s, new	109⅛	109	106x	105⅝	105⅜	
U. S. 6s, " reg.	104	105	105	----	105	
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	147⅛	146⅛	146⅛	142¼	141¼	141⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 2.

	W.26	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	13	13¼	13½	12½	----
" preferred	24	31½	28½	28½	28½	26
Camden & Amboy	129	129½	----	128	127¼	129
" " 6s,'67	----	----	----	99	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	99¼	----
" " 6s,'83	90	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	103	102	----	----
Ches. & Del. Canal 6s '86	97	----	----	----	97	----
Del. Div. Canal	----	----	34	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	46
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58	58	----	----	----	----
" 6s	----	95½	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	65	63
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	34	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57½	----	----	----	----	57½
Morris Canal	86	----	----	----	----	----
" " pref.	----	----	----	120	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	26
" 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	58	59½	60	60	59½	59½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	99	99	----	99
Penn. State, 5s	----	----	----	----	90	90
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	----	----	----	100	----
Philadelphia City, 6s	91½	----	----	91½	----	91½
" " new	94	95	94½	94½	94½	94½
Philad., Germ. & Nor.	----	----	57	57	----	57⅜
Phila. & Reading	55	55⅛	54	53½	53½	51⅛
" " 6s, '86	----	----	----	----	----	101
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	20	22	21	----	23	----
" " 6s	----	----	94	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25⅛	25⅛	25⅛	----	----	----
" " pref.	32⅛	32⅛	32⅛	31½	----	30⅛
" " 6s '82	----	80	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	87	----	----	----	87
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	11	11	11	----	9⅞
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	20⅛	----	20⅛	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	60
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	41	----	----	----
Green & Coates, "	----	----	----	----	28½	----
Race and Vine, "	----	----	----	----	----	8½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	23	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 2.

	W.26	Th.27	F.28.	Sat.29.	M.1.	Tu.2.
Baltimore City 6s, 1875	----	----	----	----	----	100½
" " 1886	----	----	----	----	----	100
" " 1870	----	----	----	----	----	----
" " 1890	100½	100½	----	----	----	102
Balt. and Ohio	----	104	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	100½	----	----	----	----
" " " '80	----	----	----	----	----	101
" " " '85	----	----	----	100½	----	101
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	91	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
Boston and Lowell	----	103	----	----	----	103
Boston and Maine	115	117	----	----	----	116
Boston and Providence	130	----	130	----	132	131
Boston and Worcest.	----	----	127½	----	128	129¼
Cheshire, pref.	49⅛	49½	----	47½	47	----
Concord	----	----	68½	69	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	98½	----	----	----	98	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	109	109	----	----	----	109
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	84	----	81	80	----	----
Old Colony and Fall R.	106⅛	----	105⅛	----	109	108⅛
Ph., Wil. & Baltimore	----	61¼	----	62	62	62
Portl'd, Saco & Ports.	----	----	100	100½	100	100
Vermont & Canada	----	----	106	----	----	----
Vermont & Mass.	43	45	45	----	45	----
Western	132½	132½	132½	133	132	133
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	92½	----	92	----	92	92
Metropolitan "	50½	----	50½	----	47	45
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	43¾	43½	42½	42	----	
Isle Royale "	9	9	----	----	----	8½
National "	----	----	----	----	----	----
Minnesota "	16	----	20	20	----	----
Pewable "	44	----	44	----	42	----
Pittsburg "	67	----	----	----	----	66½
Quincy "	75½	----	76	----	----	----
Rockland "	----	5½	5	6	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of April:

Maryland 6s	62	to	64
United States 6s, 1881	66	"	66⅛
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	50
Do. 6 per cent.	38	"	40
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Do., 2d mort., 1881	61	"	63
Pennsylvania, 1st mort., 1877	67	"	69
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	45⅞	"	47½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875	61½	"	61⅞
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	59⅛	"	60⅛
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	28	"	32
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, May 6, 1865.

Stock Exchange and Money Market.

One short month has changed the whole aspect of our public affairs. War has been exiled, and peace has returned with healing in its wings to all those who are ready to welcome her. The change is so sudden, so vast, so exhilarating, that we can scarce realize its entire consequences. We know this, however, that the Union is to be firmer, the Nation stronger, its advance more rapid and its future more glorious than ever. We have found out of what stuff we are made, and we accept the responsibility in the sight of the whole world, of maintaining a Republican Government, popular institutions; the triumphant advocates of freedom, justice, truth, religion, toleration, industry and equality, in all their perfection. We have proved that we appreciate our system which protects all these, and we leave to the Governments of the old world their antiquarian task of fettering progress and keeping their shackles on mankind.

But having unavoidably incurred enormous obligations for the payment of money in order to preserve our beloved country, our next anxiety, now that success has attended our efforts, is to meet and discharge these obligations promptly, and while doing so, to lessen the pressure of taxation on the people who have so cheerfully submitted to it. It is to their honor they have never repined at the burden of the last four years; on the contrary they have welcomed the tax gatherer, and not content with paying their legal assessments, have contributed voluntarily on the grandest scale to every institution directly or indirectly which sustained our cause. More than two hundred and twelve millions of dollars have been raised by voluntary efforts for the health and comfort of our soldiers. Twice hitherto we have paid off our National debt, a third now remains for liquidation and payment; and there is not a doubt in the minds of those who have given attention to the subject that it will be readily and certainly discharged. We speak confidently. The Americans are remarkable for one peculiarity, and that is the study of their own statistics. It is our habit to enumerate, calculate, estimate, reckon, and to watch from year to year the progress of every interest. All our commercial boards, all our societies, all our States officially and habitually tabulate their information. Figures are natural to us; with them we indicate the advance from day to day of every industry of this country. No so complete and accurate a system exists in any other, or is so thoroughly practised. It is this precision of information which gives such value to our financial estimates, and assures us of the certainty of our future. It would be utterly impossible to find in any county of England, or any department of France any such perfect local information as may be arrived at in any of our own geographical or political divisions.

When therefore we proclaim the extent and value of our resources we literally speak by the card. When we promise for the future, we have the security of the past.

We know therefore in this manner where we stand to-day, and we can affirm that while we have a large National debt to provide for, we are stronger in means than before we entered upon our expenditures. The enormous sums disbursed by the Government have gone directly into the hands of the people; those hands have not been idle. Enterprise and industry produce enormously in this country. They are not rewarded with the meagre profits of 2 and 3 per cent. per annum, such as foreign capitalists are content with, but by enormous and immediate returns of value that at once become capital. This fact is not understood abroad, but it is nevertheless a fact. The rise of property in a large range of operations is equivalent to a doubling of capital in very brief periods of time. The profits on land, mill sites, mines, city and town lots are marvelously great throughout the free States, and in the new, the same opportunities are constantly occurring, where very small investments quickly become fortunes. This rapid capitalization of profits is peculiar to the United States.

In order to understand the force of this truth

we may take even minute portions of time and perceive how this principle is constantly at work, and how certain is its progress.

We might naturally expect that production would have received a check during the present struggle. Yet strange to say we find it otherwise. Take a few examples: the amount of tonnage over our principal railways and canals from the interior to the Atlantic Coast, through two States only, New York and Pennsylvania, which in 1859 was 3,613,362 tons, was in 1863 6,290,424 tons, and the merchandize moved west in return which was in the former year 6,239,430, was in 1863 10,595,218 tons. The amounts in either case are more than double what they were *before* the war in 1859.

So much for transportation alone in two of the principal States. Now as to production. English writers always place great stress on the value of their coal mines and their enormous yields. Now it is well known to scientific men if not to others, that the largest coal fields in the world are to be found in the United States. Indeed the whole island of Great Britain might be placed inside of even a section of our coal fields. In Pennsylvania alone has this particular industry been developed with precision, or employed organized capital to much extent. The product of its regions in anthracite and semi-bituminous in 1859, was 7,992,632 tons, in 1863 10,226,124, and 1864 10,564,926, while its soft or bituminous coal, and that of Ohio, Illinois and Iowa, was doubled in production. This product in Pennsylvania was 3,000,000 tons in 1864. The quantity of pig iron manufactured in the same State the past year was 700,000 tons, or nearly double what it was in 1863. Now these special examples of increased values might be further given in the case of lumber, grain, petroleum, tobacco, sorghum, wool, hemp, and many other staples. We have not room in this place to go into a more particular statement. But we have taken two of the loyal States alone as fitting illustrations of the fact of our large increase of production in the face of all the drawbacks of a gigantic war. We cannot be accused of exaggeration when we assert that this capacity of our people, equalled only by the greatness of their natural advantages is without rivalship or even comparison in any other portion of the globe.

And in this view of the subject it is not to be wondered at, that the latest loans of the Government have been the most successful. The more the subject has been examined and discussed the stronger have been the convictions of the people of their own strength and that of their agents the Government.

Subscriptions to the 7-30s, probably the last loan the Government will have to offer the public for many years, are made daily in enormous sums, over seven millions being taken in a single day. Indeed we may conclude that in the course of two months there will not be a dollar left. There is also evidently a great plethora of money in the market. Our city banks are reported as having 75 millions of legal tenders on hand, and the gold in their vault, and the Sub-Treasury after it had parted with three millions for the payment of the May dividends at Boston and Philadelphia, and the city banks together had still on hand at the close of the last week $41,000,000.

Nor is this the only favorable indication of the condition of the market. Money has been in great abundance at 4 and 5 per cent., and foreign exchange has been dull and inactive. It is also stated on good authority that the May dividends due to foreign holders of the National securities will most of them be reinvested here. Nor is this improbable, since the recent rapid rise abroad will make it advantageous to invest in this country before we feel here the corresponding advance movement.

Gold has had a continuous fall since our last. It was as low as 140 on Tuesday last, and the speculators in the article seem to have abandoned all further hope of getting it back to the rate to which they drove it by rumors, combinations, and misrepresentations. Still we see in some quarters, forlorn attempts to shake the public confidence so far as to give gold one more chance. Thus it is maintained that our expenditures must go on; that our revenue will not be equal to our expectations, and in others that it will take years to come back to specie payments no matter what Mr. McCulloch or any other person thinks, while others console themselves by promising, that though gold is declining now, in a few years it will rise again! No doubt there is a class, that of bankers, who while they can issue notes which they are not called on to redeem, would prefer that a resumption of specie should never take place, but the great interests of the Nation demand that it should. And as to the numerous opinions put forth by certain interested writers on this subject, we can only say that most of them proceed from the same persons who sixty days ago stultified themselves and their readers, by attempting to prove beyond a doubt that the price of gold could not possibly fall below 200! One per cent fall a day since then, shows the entire shallowness of such political economists and thinkers, if they can be considered worthy of the name.

All these absurd statements may be directly attributed to particular interests, supposed or feared to be endangered by the rapid appreciation of our paper currency, one of the most gratifying and welcome facts of the day. The nearer a gold and paper dollar approach equality in value, the easier will the resumption of specie payments be. If gold should fall to say 5 per cent, specie payments could be resumed in a few weeks. Again a surplus of Government revenue of a million and a half a day which would accrue from the reduction of our military and naval expenditure now begun, would bring nearly the whole of the legal tenders back into the Treasury in a very short time, and thus the resumption of specie payments would fall on the Banking institutions of the Country exclusively to bring about. We reject therefore the theory so studiously put forward that we must continue to have a large inflation of currency for many years to come. "The wish is father to the thought" no doubt, but that does not convince us, nor will it in the least stop the course of events, which at present is all we could wish, and much more favorable than we could have expected.

As we anticipated in our last issue a further rise in our National securities, and a very large one has taken place in the London market. Our good friends on the continent who were not afraid of them have come out splendidly in their calculations, and they are making their profits out of the very persons who ridiculed them for their confidence. Many millions have been made by these Continental Bankers on the London Exchange against its will.

We are glad to notice in a late foreign circular which is the representative of large Birmingham interests, and also apprehensions, that our remarks a few weeks since on the probable future relations between this Country and England have been republished there, as good authority on the subject to repress any rising fears.

There is nothing at all likely to lead to any rupture between the two nations. Whatever claims we may have for injuries inflicted upon as by such piratical vessels as the Alabama are easy of friendly adjustment. And we hope the press of that Country contented with their own system of orders, castes, prerogatives and exclusiveness will let us alone hereafter.

Abuse of the United States will pay no longer. We have our mission, let England perform hers. This continent of ours is dedicated to liberty, equality, and progress henceforth and forever. There should be at least one country on the globe where men can rule themselves.

Some difference of opinion existing as to the quantity of cotton remaining in the South, an attempt is making to refute what are called exaggerated statements of the quantity on hand. We have in another part of this day's JOURNAL considered the effect its being thrown on the foreign market will have upon prices in England, taking English estimates as the basis of our calculations. It seems to us that the products of the cotton states for the last four years must in the aggregate be very considerable, for the quantity reported abroad as having run the blockade is small in comparison with even a single year's ordinary production, and we still hold to the opinion that the quantity will be large enough not only to bring down prices in Europe, but operate most favorably on our foreign exchanges. Nor do we believe what is asserted in similar quarters, that our internal revenue will fall short of the estimates, nor that our system of collecting the revenue is "ridiculously inefficient" and not "free from the suspicion of corruption." There seems to be some contradiction in the statements which come to us in this direction, since but a few days ago we had the same authority for expecting a surplus of more than three hundred millions on the basis of our present revenue, and a rapid liquidation of the National debt.

The lowest estimate for the closing fiscal year, of gold receipts at the customs founded on the actual receipts thus far is 78 millions, which gives a large surplus over the amount to be paid in coin as dividends, which last is 58 millions. It is believed that the customs revenue will be all of 100 millions. So that it is evident this branch of our finance is perfectly sound.

In other securities than National there is not so much firmness nor as much interest. There have been fluctuations but not with a large variation in the railway shares from day to day. Money is plentiful and the condition of our Banks is better than at any previous return for a long time. They hold about 70 millions of legal tenders and their deposits are on the increase.

The exports for the week ending May 2d exclusive of specie were $1,810,802. The balance in

the Sub-Treasury on Tuesday was $29,518,907 63. The small amount of specie received from California by the last steamer from Aspinwall, only about $70,000 was undoubtedly owing to the apprehension of the San Francisco shippers, of the early appearance on the coast, of the Confederate pirate from Australia where she was last heard from.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100½; North Carolina 6s, 68½; Indiana 5s, 80; Illinois War Loan, 95; Brooklyn City 6s, Water Loan, 100; Mariposa 1st mort., 45; Wyoming Valley Coal, 48; Con. Coal Co. of Md., 48; Central Coal, 54½; Ashburton Coal, 13½; Smith and Parmalee Gold, 5½; Cary Imp. Co., 16¾; Atlantic Mail S. S. Co., 150; Nicaragua Transit, 5, Central National Bank, 101; Ninth National Bank, 107; Merchants Bank, 87; 4th National Bank, 97; Park Bank, 138; Bank of Commerce, 106; Phœnix Bank, 103; Mechanics' Bank, 109; Continental Bank, 99; Am. Ex. Bank, 113; Mech. Banking Ass. 96.

Philadelphia.—Phil. and Reading 6s, 1843-'80, 96; Long Island R. R. 6s, 87; Camden and Amboy 6s, 1883, 89⅝; Penna. R. R. 1st mort., 103; do., 2d mort., 99; North Penna. scrip, 80; Chesapeake and Delaware Canal, 55½; Union Canal 6s, 20; 13th and 15th streets R. R., 19; West Philadelphia R. R., 64; Fulton Coal, 4⅞; Big Mt. Coal, 4⅜; Swatara, 3½; Shamokin, 12; Lehigh Zinc, 35; Girard Bank, 48½; Kensington Bank, 89; Corn Ex. Bank, 57; Atlas Oil, 75c.; Allegheny and Tideoute, 1; Big Tank, 2⅛; Bruner, 94c.. Bull Creek, 1⅞; Cherry Run, 3; Caldwell, 4⅛; Corn Pl., 3; Continental, 1; Curtin, 10; Dalzell, 5; Duncard, 1⅜; Densmore, 3⅛; Egbert, 3; Excelsior, 87½c.; Eldorado, 87½c.; Farrel, 50c.; Hibbard, 1; Hyde Farm 3; Howe's Eddy, 1⅝; Junction, 4¼; Jersey Well, 2½; Krotzer, 1; Keystone, 1; McElheny, 4; McCrea and C. R., 1⅜; Maple Shade, 18; Mingo, 3⅛; McClintock, 3½; Mineral, 1¼; McCormick, 1⅜; Newton, 1½; Oil Creek and C. R., 3¾; Oil Creek, 6½; Organic, 56c.; Olmstead, 1⅞; Phila. and Oil Creek, 1; Royal, 1⅞; Rathbone, 1¼; Sherman, 81c.; St. Nicholas, 3⅛; Slippery Rock, 3½; Seneca, 4¼; Sugar Dale, 3⅛; Sugar Creek, 8⅞; Story Farm, 1½; Tionesta, 1½; Tarr Home, 4; Upper Island, 1⅜; Walnut Island, 1; Wm. Penn., 2; Winslow, 1; Wilson, 1. The latest quotations are: City 6s, 92@92; do., new, 93½@94; State 5s, 89@90; do., coupon, 91½@92; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 62; Reading, 51⅛@51¼; do., 6s, 1870, 91@91½; do., bonds, 95@95; Camden and Amboy, 125@127; Penn. R. R., 59¼@60; do., 1st mort., 103@103½; do., 2d mort., 99@99; Little Schuylkill R. R., 33@34; Morris Canal, 88@90; do., pref., 120@125; do., bonds, 90@96; Wyoming Valley Canal, 60@63; do., 6s, 90@94; Susquehanna Canal, 9⅜@10½; do., 6s, 52@55; Sch. Nav., 23@23⅝; do., pref., 29@29⅝; do., 6s, 1882, 80¾@81½; Union Canal bonds, 20@20½; Delaware Div. Canal 32@35; do., bonds, 95@95; Elmira and Williamsport, 30@30; do., pref., 45@47; do., 7s, 1873, 94@100; do., Chattle 5s, 70@76; Long Island R. R. 6s, 87@87; Lehigh Coal and Navigation, 57@58; North Pennsylvania, 26½@27; do., 6s, 85@87; do., 10s, 104@106; Philadelphia and Erie, 20@23; do., 6s, 93½@94½; Minehill, 57@58; Catawissa, 10@13; do., pref., 22@24⅞; Lehigh Valley, 63@64; do., bonds, 94@100; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 72@75; Race and Vine, 8@9; West Philadelphia, 62½@65; Spruce and Pine, 21@23; Green and Coates, 29@29½; Chestnut and Walnut, 41@43; Arch, 11¼@11½; Thirteenth and Fifteenth, 18@20; Girard College, 23@27; Tenthand Eleventh, 44@44½; Norristown, 55@57½.

Boston.—Northern (Ogdensburg) 1st mort., 94½; do., 2d mort., 23; Conn. and Pass. Riv. 6s, 1876, 99; Mad River and Lake Erie 6s, 1900, 65; Boston and New York Air Line 6s, 1873, 47; N. Y. Central 6s, 97⅞; Eastern R. R. 6s, 1874, 98; Nashua and Lowell R. R., 116¼; Pittsfield and North Adams R. R., 85; Troy and Greenbush R. R., 48; Worcester and Nashua R. R., 89; Chelsea horse R. R., 30; Massachusetts 6s, 1873, 108; New Hampshire 6s, 1877, 93; Chicago 7s, sewerage, 1888, 100; Gardiner 6s, 1870, 94½; Augusta 6s, 1870, 95; Albany 6s, 1870, (Western R. R.) 99; Boston 6s, 1874, 100; East Boston Co., 13⅛; Boston Water Power Co., 43; Waverly Co., 2⅞; Cary Imp. Co., 16½; Boston and Roxbury Mill, 38½; Mt. Pleasant Coal, 28; Mammoth Vein Coal, 19¼; Locust Dale Coal, 24; South Boston Gas, 100½; Cambridge Gas, 105; Boston Gas, 750; Manchester Gas, 112¼; Lowell Gas, 117½; Rocky Mt. Gold, 14½; Macomb Lead, 2; Buckingham Plumbago, 3; Fuller Farm Oil, 1¾; Bank of Republic, 105; 2d National Bank, 125; Merchants Bank, 108½; State Bank, 79; National Bank, 99; Bank of North America, 97; Eliot Bank, 107; Hide and Leather Bank, 119¾; Tremont 106½; Blue Hill Bank, Milton, 100¼; Boston Bank, 98; Atlantic Bank, 98¼; Market Bank, 101; Mt. Vernon Bank, 104; Webster Bank, 106; Bank of Commerce, 105¾; Continental Bank, 102; Acton Mining Co., 90c.; Albany and Boston, 20; Bedford, 50c.; Boston, 2⅝; Copper Falls, 23½; Concord, 3; Dover, 2¾; French Creek, 90c.; Gt. Western, 1½; Huron, 43½; Hanover, 1¾; Hancock, 9; Humboldt, 4; Madison, 3½; Native, 1; North Western, 3; New England, 87½c.; Pontiac, 1½; Petherick, 5¾; Star, 4¾; Superior, 6½; South Side, 3¾; Toltec, 2¼; Tremont, 2; Winthrop, 3¼.

Baltimore.—Marietta and Cincinnati bonds, 89; Canton Co., 45; City Passenger R. R., 18; Guliford Mining Co., 55c.; North State 25c.; Springfield, 90c.; Rudisell, 85c.; Maryland, 60c.; Balt. and North Carolina, 45c.; Cambridge, 20c.; Gardner Hill, 85c.; Silver Valley, 30c.; Laurel Cannel Coal and Oil Co., 5.10; Penn. Oil, 80c.; Maryland Anthracite, 28; Baltimore Chrome, 1.80; Bank of Baltimore, 102; Union Bank, 69; Farmers' and Merchants' Bank, 40½. The latest quotations are: Balt. and Ohio, 105@110; do., 6s, 1867, 92@100½; do., 1875, 100½@101; do., 1880, 100½@101; do., 1885, 100@101; Northern Central, 46@49; do., bonds, 1885, 90¾@91; N. W. Va. 1st mort., 95@96½; do., 2d. mort., 93@94; do., 3d mort., 23@30; do., guar., 92@95; Marietta and Cincinnati 7s, 1891, 88½@89; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 75@83; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@100; do., Ins., 99@100¼; do., 1890, 100@100; Baltimore 6s, 1870, 97@100; do., 1873, 97@101; do., 1875, 99@100; do., 1886, 98@100; do., 1890, 102@103; do., coupon, 98@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 18@20; Canton Co. 37@42; Gardner, 0.90@1.00; Gas Coal, 1.10@1.75; Maryland, 0.60@0.65; North State, 0.25@0.25; Springfield, 0.85@1.00; George's Creek, 102@110; Santa Clara, 15½@16; Balt. Chrome, 1.75@1.90; Bare Hill, 2.00@2.50; Atlantic Coal, 1.00@1.46; Mineral Hill, 1.30@1.40; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.75@5.00.

Pittsburg, Ft. Wayne and Chicago Railway.

We learn from an official source that the Board of Directors of this company has decided upon the class of improvements, and the extent of expenditure for construction and equipment to be made between this date and the next annual meeting of stock and bondholders. The whole amount thus to be expended, including payments on work done since January 1, 1865, will in no event exceed $1,000,000.

All of the stock necessary to be sold, in aid of earnings of the road, to meet liabilities incurred and to be incurred, has already been disposed of, and no further issue of new stock will be made for any purpose, until after an account has been rendered of the operations of the year to the stock and bondholders, at their annual meeting in March 1866.

It is now quite certain that the traffic of the road will yield, after paying operating expenses, interest, sinking fund and dividends, a large sum, to be devoted to paying for construction and additional equipment.

☞ A new banking house has been established at No. 12 Wall street. Mr. Birch and son, and Mr. Wm. Spear, all from Missouri, associated with Mr. Byron Murray, Jr., of the American Exchange Bank, under the firm of Birch, Murray & Co. Mr. Birch is known in St. Louis, and other Western cities, as a gentleman of first class business talents, and of the most unscrupulous integrity. Mr. Murray as cashier of one of the large and well managed banks is also well and favorably known in the business circles of the city.

Norway and Swedes Iron.

Our readers will perceive in another column a curious display of trademarks or brands by which the celebrated Norwegian and Swedish irons are designated. These particular brands rank the highest for horse-nail rods, for the finest numbers of wire and for scythe purposes, and are now imported solely by the long established firm of Wm. Jessop & Sons, Steel Manufacturers, No. 91 and 93 John street, New York, and No. 147 Milk street, Boston.

☞ The Chicago and Northwestern, Milwaukee and St. Paul, Milwaukee and Praire du Chien, and Chicago and Milwaukee Railways have made an arrangement for running trains by which outside agencies are dispensed with, as in the case of the Cleveland and Pittsburg, and Pittsburg, Fort Wayne and Chicago Railways. It is estimated that a saving of at least $800,000 per annum will be thus made in the expenses of these roads.

☞ Mr. James Robb and Mr. John S. Sauzade have been admitted to the firm of Winslow, Lanier & Co.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in April:

	1865.	1864.
Passengers	$7,637 22	$6,096 85
Freight	8,012 57	9,302 68
Mail, express & telegraph	1,200 00	1,054 58
Total	$16,849 79	$16,454 11
Total this month to date	$55,181 78	$50,528 16
Total for the fiscal year, commencing 1st Jan...	333,424 63	284,063 07

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending April 21, were:

	1865.	1864.
Passengers	$2,706 22	$2,778 28
Freight	4,551 07	6,856 73
Express	162 80	104 16
Mails	296 58	296 58
Total	$7,715 67	$10,035 75

Receipts from January 1 to April 21:

1865	$136,650 88
1864	132,607 14
Increase	$4,043 74

The earnings of the Grand Trunk Railway for the week ending April 22, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$41,547 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	79,539 00
Total	$124,210 00
Corresponding week, 1864	121,517 00
Increase	$2,693 00

The Income on Dividends, &c.

We call the special attention of our readers to the following important letter from Commissioner Lewis. It is upon a subject which will be specially interesting to our moneyed men, while it must be of vital importance to that section of the community whose small fortunes are invested in the modes to which it particularly refers:

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, APRIL 11, 1865.

Sir: —I deem it proper, in view of the pending assessment of the income tax, to call your especial attention to those changes in the 116th and 117th sections of the Revenue law which relate to the tax upon income derived from bank dividends, interest upon railroad bonds, &c.

Under former laws you will remember that income derived from these sources, upon which a tax had been paid directly to this office, was deducted from the gross income of the tax payer, while by the act of March 3, 1865, it is provided that, in ascertaining the income of any person liable to an income tax, the amount received from institutions whose officers, as required by law, withhold a per centum of the dividends made by such institutions, and pay the same to the Commissioner of Internal Revenue, or other officer authorised to receive the same, shall be included; *and the amount so withheld shall be deducted from the tax which otherwise would be assessed upon such person.*

Although section 120 and 122 clearly contemplate that the Government shall receive five per cent. of the whole amount paid out by any of the companies enumerated on account of dividends or interest upon bonds, it has been contended by some companies as they were merely authorised and not required to withhold the tax from such dividends or interest, it was competent for them to pay the tax and charge the same to their expense account, and make the payment to the stockholder or bondholder free of tax. The result of this construction is to give the Government five dollars for every hundred dollars paid to the stockholder or bondholder, instead of five dollars for every ninety-five dollars thus paid.

This view has been insisted upon by some companies, and they have consequently refused to withhold the tax from their dividends, and have paid to the office but 5-105ths of the amount actually appropriated to their dividends, instead of 5-100ths, as is plainly intended by the law.

Where any company has thus refused to withhold the tax from its dividends, it is clear that the provision quoted above from section 116 has no application, and you will therefore be particular to inquire as to this point whenever any tax-payer claims a deduction from his income tax upon this account. If it appears that the tax has not been withheld the deduction should not be allowed.

It should be borne in mind, however, that it has been the practice with some companies to declare their dividends nominally free of tax, while in reality the tax has been withheld and fully paid to this office; that is to say, if the stockholder has received ninety-five dollars and the Government five dollars, or if the stockholder has received one hundred dollars and the Government five dollars and twenty six cents, the tax has been practically withheld, whatever name may have been given to the transaction. If on the other hand, the stockholder has received one hundred dollars and the Government but five dollars, the tax has not been withheld, and no deduction should be allowed.

The same principles will apply to the case of dividends paid prior to the passage of the act of June 30, 1864.

If you are unable to ascertain the manner in which payment has been made by any institution to any of its stockholders resident in your district, you can obtain full information by communicating with this office. Very respectfully,

JOSEPH J. LEWIS, Commissioner.

Journal of Railroad Law.

COMMON CARRIERS.—THEIR RIGHTS AND LIABILITIES AS INSURERS.—CONSTRUCTION OF INSURANCE POLICY.

The late case of The London and Northwestern Railway Company against Glyn, was an action by plaintiffs against defendant, as Treasurer of The Globe Insurance Company. The complaint set out at length a policy of insurance against loss and damage by fire, effected with the said insurance company, dated 11th December, 1854, by which the sum of 15,000*l.* was insured on goods, plaintiffs' own and in trust as carriers, in a certain warehouse in the policy named.

The complaint then stated that certain goods of plaintiffs, in trust as carriers, in the said warehouse, had been burnt and destroyed by fire, whereby plaintiffs sustained a loss on the said goods to the amount of 15,000*l.*, and that the said insurance company had not paid or made good the said loss.

The answer averred that plaintiffs did not, by reason of the said burning and destroying by fire, suffer any damage or loss upon the said goods.

Upon these pleadings issue was joined.

At the trial, a verdict was entered for the plaintiffs for the full amount claimed, subject to the opinion of the Court upon a special case, which was substantially as follows:

By the policy of insurance, upon which the action was brought, (a copy of which formed part of the case,) an insurance was, on 11th December, 1854, effected by plaintiffs with The Globe Insurance Company for the sum of 35,000*l.*, 15,000*l.* of which was declared to be "on goods their (plaintiffs') own and in trust as carriers," in a warehouse belonging to plaintiffs, situated at the Camden Town Station of the plaintiffs.

The second condition indorsed on the policy was as follows:

"Goods held in trust or in commission, are to be insured as such, otherwise the policy will not extend to cover such property." It was declared in and by the policy that during the continuance of the policy, "the capital stock or fund of the 'insurance' company shall be subject and liable to pay, reinstate or make good at their option, to the 'assured' all damage and loss which the 'assured' shall suffer by fire on the property herein particularized, not exceeding on each item the sum hereinbefore declared to be insured thereon."

And the twelfth condition indorsed was as follows:

"In every case of loss, duly proved, the company will either reinstate the property, or the assured shall receive satisfaction to the amount thereof, without discount or deduction."

The policy continued in force up to and on the 9th of June, 1857, when the warehouse and nearly all the goods then contained in it, were consumed and wholly destroyed by an accidental fire. All claims upon the policy were settled and adjusted, except those in respect of the 15,000*l.* insured on goods, their own and in trust as carriers, in warehouse as before mentioned.

At the time of the happening of the fire, the warehouse contained a large quantity of goods which for the purpose of this case, are to be taken to be goods of plaintiffs, in trust as carriers, within the meaning of the policy. These goods were wholly burnt and destroyed by the fire.

Plaintiffs sought to recover in this action the value of the last mentioned goods. It was agreed that the rights and liabilities of plaintiffs and The Globe Insurance Company should be raised and determined upon two selected items of the said goods, representing two classes into which the whole of the said goods are divisible. And that the claims of plaintiffs against the said insurance company, in respect of the rest of the said goods, shall be adjusted out of Court, on the principles which may be applied by the Court to the said two selected items, respectively.

The argument afterwards turned on one only of the two selected items, the claim as to the other being conceded by the defendant.

Plaintiffs were, from a time prior to 1847, and have ever since continued to be, common carriers of goods by railroad, and as such, have during all that time carried goods over their railroad (among other places,) from London to Edinburgh. The Camden Town Station before mentioned is the terminal goods station of plaintiffs in London. On 9th June, 1857, a package of silk, of the value of 10*l.* and upwards, was received in London by plaintiffs' agents, to be carried by plaintiffs from London to Edinburgh. These silks were contained in one package, and the value and nature thereof were not at the time of the delivery thereof to plaintiffs' agents, declared by the person sending or delivering the same, nor was any increased charge, or agreement to pay the same, accepted by the person receiving such package.

This parcel was deposited by plaintiffs' agents in warehouse preparatory to its being despatched to its destination, and remained there until it was burnt and destroyed by the fire.

Plaintiffs agents, after the fire and before this action, with the authority and on behalf of plain-

tiffs, paid to the consignee of the said silks part of the value thereof, which was accepted by the latter in discharge of his claim against plaintiffs in respect of the said silks.

The Court was to have power to draw all inferences of fact.

The only question raised upon the argument was, whether having regard to the provisions of the carriers' act, plaintiffs were entitled to recover the value of the silks, or the amount so paid in respect of them as aforesaid.

If the Court should be of opinion that plaintiffs were entitled to recover in respect of one of the selected items, being the one in which the claim was not conceded by the defendant, the verdict for plaintiffs was to stand, subject to the adjustment of the amount, as before mentioned in accordance with the principles laid down by the Court.

If the Court should be of opinion that plaintiffs were not entitled to recover in respect of the one of said selected items, (the claim of which was not conceded by the defendant,) the verdict entered for plaintiffs was to be vacated, and a verdict entered for defendant.

WIGHTMAN, J.—The question in this case is, whether the plaintiffs are entitled under this policy, to recover more than their own particular interest in the goods which they, as carriers, had in the warehouse when it was burnt? I think that they are, and that they ought to recover the full value of the goods. They must, in my opinion, be considered as having insured the goods, which they held in trust as carriers for the benefit of the owners, for whom they will hold the amount recovered, as trustees after deducting what is due in respect of their own charges upon the goods. It is not contended that there is anything illegal in this policy. The plaintiffs are clearly entitled to recover something, the only question is, how much. Now, when the terms of the policy are looked at, it appears that the plaintiffs thereby insure "goods their own and in trust as carriers" in the warehouse. Thus a distinction is drawn between their own goods and goods which, as carriers, they hold for other people; and it appears to me that both classes of goods were meant to be fully covered by the insurance, and that the description of some of the goods as "goods in trust as carriers" was inserted, in compliance with the second condition indorsed on the policy, for the express purpose of protecting the interest of the owners of such goods, as well as the more limited interest of the plaintiffs. It is true that this insurance is in the nature of a voluntary trust undertaken by the plaintiffs, without the knowledge of the *cestui que trust*, the owners of the goods; but it is a trust clearly binding on the plaintiffs in equity, who will hold the amount which they now recover, in the first place for the satisfaction of their own claims, and in the next, as to the residue in trust for the owners. If a different construction was put on such a policy as this, it would be necessary, as my brother Crompton has observed, that several policies should be effected on the same goods, and thus insurance companies would obtain several premiums instead of one in respect of what, to them, is the same risk.

The question is, certainly one of intention; but I have no doubt that the intention was as I have stated. The circumstance that the plaintiffs, in consequence of the non-compliance with the carriers' act, are not liable as carriers, to the owners for the loss of the goods, is not, as it seems to me very material to the present question. In Waters *vs.* The Monarch Insurance Company, (5 E. & B., 870,) the plaintiffs, being warehousemen, and therefore not insurers, were not liable to the owners of the goods which were burnt; but the Court held that that fact did not prevent the insurance company from being liable to the plaintiffs to the amount of the full value of the goods, although the utmost interest that the plaintiffs themselves had in the goods was to the extent of their warehouse charges, for which they had a lien upon them. That case is, in principle, undistinguishable from the present, and is conclusive in favor of the plaintiffs.

Judgment for the plaintiffs.

Commerce of the United States.

The imports and exports of the United States for the fiscal year ending June 30, 1864, were as follows:

Dutiable merchandise		$275,329,951
Free merchandise		41,126,332
Specie and bullion		13,115,612
Total imports		$329,562,895
The exports were—		
Domestic produce other than specie		$220,073,106
Foreign mdse.—dutiable	$12,457,437	
" —free	3,009,287	
		15,466,724
Domestic specie & bullion	100,219,065	
Foreign " "	4,906,685	
		105,125,750
Total exports		$340,665,580

The total imports and exports for the ten years ending June 30, were as follows:

	Total	Exports.		
	Imports.	Domestic.	Foreign.	Total.
1855.	$261,468,520	246,708,553	28,448,293	275,156,846
1856.	314,639,942	310,586,330	16,378,578	326,964,908
1857.	360,890,141	338,985,065	23,975,617	362,960,682
1858.	282,613,150	293,758,279	30,886,142	324,644,421
1859.	338,768,130	235,894,385	20,895,077	356,789,462
1860.	362,162,541	373,189,274	26,933,022	400,122,296
1861.	352,075,535	389,711,391	21,145,427	410,856,818
1862.	205,819,823	213,069,519	16,869,466	229,938,975
1863.	252,187,587	424,092,877	25,959,248	350,052,125
1864.	329,562,895	320,292,171	20,373,409	349,665,580

Of which amounts the following were in specie and bullion:

1855 -	$3,659,812	53,957,418	2,289,925	56,247,343
1856 -	4,207,632	44,148,279	1,597,206	45,745,485
1857 -	12,461,799	60,078,352	9,055,570	69,136,922
1885 -	19,274,496	42,406,246	10,225,901	52,633,147
1859 -	7,434,789	57,502,305	6,385,106	63,887,411
1860 -	8,550,135	56,496,851	9,599,388	66,546,239
1861 -	46,339,611	23,798,870	5,991,310	29,791,180
1862 -	18,415,052	31,044,651	5,842,989	36,887,640
1863 -	9,584,105	74,201,433	8,163,049	32,364,482
1864 -	15,466,724	100,219,065	4,906,685	105,125,750

The reports of exports for 1863 and 1864 embrace a large unusual shipment of treasure from California to England, on account of New York and other eastern holders, taking that direction for safety. The sums were—in 1862–'63, $18,207,879, and in 1863–'64, $35,735,265.

☞ The Vermont Valley Railroad has been leased for ten years from May 1, by the Rutland and Burlington Railroad Company. This road is 24 miles in length, extending from Brattleboro' to Bellows Falls, Vt. At Bellows Falls it connects with the Rutland and Burlington, the Cheshire, the Vermont Valley, and Sullivan Railroads; and at Brattleboro' with the Vermont and Massachusetts and the Connecticut River Railroads.

Railroads of Minnesota.

The following are the several lines of railroad in course of construction in this State:

Minnesota Central, from Minneapolis to Iowa line	112 miles.
Minnesota Valley, from St. Paul to Iowa line	180 "
St. Paul and Lake Superior, from St. Paul to Dunluth	145 "
St. Paul and Pacific, from St. Paul to Pembina	375 "
Southern Minnesota, from La Crescent to Great Bend of the Missouri River.	420 "
Winona and St. Peter, from Winona to St. Peter	150 "
Total length constructing	1,382 "

The portions of the above already completed and in operation are as follows:

Minnesota Central, from Minneapolis to Mendota	7 miles.
Minnesota Valley, from St. Paul to Shakopee	30 "
St. Paul and Lake Superior, from St. Paul to White Bear Lake	10 "
St. Paul and Pacific, from St. Paul to Elk River	50 "
Southern Minnesota, from La Crescent to Houston	20 "
Winona and St. Peter, from Winona to Rochester	50 "
Total length in operation	167 "

Pacific Railroad.

A dispatch dated San Francisco, April 28, states that "the California end of the Pacific Railroad now employs twenty-three hundred laborers, eight hundred of whom are whites and the remainder Chinese. Cars will be running thirty-six miles from Sacramento next week; fifty-four miles of the track will be laid by September. One year from July next it is believed the road will be in operation a distance of eighty-six miles, carrying it well towards the summit of the Sierra Nevada."

☞ To show the quantity of shipping which the trade to the territories will give to the Pacific Railway from St. Louis to Kansas City, the St. Louis *Democrat* says that "the returns of the amount of freight forwarded from Kansas City, Leavenworth, Atchison, Nebraska City, St. Joseph and Omaha, was 36,074,149 pounds in 1860, and the number of wagons was nearly 7,000; and that this record for 1860 may be trebled for 1864, as last year's emigration across the plains was the largest ever known, and the prospect is that a still heavier rush will be made this season."

☞ The first meeting of the stockholders of the Parkersburg Branch Railroad Company will be held at Parkersburg, W. Va., on the 10th inst., at which an election for a President and ten directors to serve for the ensuing year will be had. At this meeting a by-law or resolution providing for the issue of preferred stock of the said company under the provisions of an Act of the Legislature of West Virginia, passed March 3, 1864, entitled "An Act to allow corporations to issue preferred stock," will be offered for their adoption.

Eastern Shore Railway.

A vigorous effort is being made to secure the completion, at an early day, of the branch railway extending from Oxford, in Talbot County, to Smyrna, on the Delaware Railway, about fifty miles distant, thus affording to the Eastern Shore of Maryland a direct railway communication with Philadelphia. General Tench Tilghman is the President of the company.—*Baltimore Sun.*

Pittsburgh and Steubenville Railroad.

This road has been completed to within five miles of this city, and it is expected that a train will be run from the borough of Temperanceville to Burgettstown, Washington county, within six weeks. This train will connect with another at Burgettstown, which will run to the Ohio river opposite Steubenville. Arrangements have been entered into by the company with the Excelsior Omnibus Line to convey passengers and baggage to and from Temperanceville. The opening of this road will be of great advantage to the business prosperity of the city, as it will bring it into close connection with one of the finest agricultural districts in the State.—*Pittsburg Chronicle.*

Philadelphia and Erie Railroad.

The Board of Directors of the Philadelphia and Erie Railroad Company, we learn, have unanimously rejected so much of an act passed last winter, as authorized the company to issue a preferred stock. The amount of freight on this road between Erie and the junction of the Oil Creek road, at Corry, is increasing largely. A third rail in the Oil Creek road, which is a six feet gauge, is nearly completed, and when finished, will admit the trains of the Philadelphia and Erie road to run direct with freight to the oil regions.—*Phila. Ledger.*

Cedar Valley Railroad.

The project of connecting Cedar Rapids and Cedar Falls by railroad is again being agitated in the latter place. That a connection will at no distant day be made between the road running north from Cedar Falls and the Cedar Rapids and Missouri River Railroad, either at Cedar Rapids or some point further west, there is not the least shadow of a doubt, and our neighbors at Cedar Rapids are certainly not awake to their interests, or they would also be stirring in the matter. —*Vinton Eagle.*

☞ It is stated that the Delaware and Hudson Canal Company are making surveys in contemplation of a line of railroad between Rondout and Port Jervis, N. Y., for their coal business, as well as for the transportation of passengers and miscellaneous freight.

Steel Locomotives.

The Maryport and Carlisle Company have for some time past employed steel to a great extent in substitution of ordinary iron for the working parts of locomotives, and as we are informed, with the most satisfactory results. The traffic on the line is principally coal and mineral. It has been found that with the ordinary iron tyres on the engine wheels, the distance run was not more than 90,000 miles—in many cases not more than 60,000 miles—and the wheels require to be taken from under the engine for every 20,000 or 30,000 miles run, for repairs and "turning up." In the case of the steel tyers, however, the wheels will run 100,000 miles before they require "turning-up" or repairing. The result of a very careful examination of the effects of wear leads to the opinion that these wheels will run from 350,000 to 500,000 miles, or equal to some twelve or fifteen years' work of a daily average of about 100 miles. The difference of cost as between the two metals is not great; in the one case it ranges from £40 to £45 per ton, while the steel is about £55, the cost of labor in placing the tyres on the wheel being nearly the same in each case. The company have a number of boilers, axles, cranks, and eccentrics made of steel in constant use on the line, and they have given the greatest satisfaction. These have not, however, been sufficiently long in operation to enable a comparison to be drawn between them and the ordinary iron portions of the locomotives; but there is reason to believe that the saving in point of wear will be equal to that effected by the substitution of steel for ordinary iron tyres. The ordinary eccentrics are expensive to keep up, but those which are made of hardened steel do not require any looking after for ten years, not even to the slackening of a bolt, so far as regards repairs. The experience obtained on this, and we believe upon some other railways, point to a very important mode of saving in one of the largest items of cost in the working expenses of railways. The subject will, we have no doubt, receive careful consideration from the managers of railways. —*London Railway News.*

BIRCH, MURRAY & Co.,

BANKERS,

NO. 12 WALL ST.,

NEW YORK.

3m-18

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, April 28, 1865.

THE COUPONS DUE MAY 1, 1865, from the SECOND MORTGAGE BONDS of the GALENA AND CHICAGO UNION RAILROAD COMPANY, and from the FUNDED COUPON BONDS of the CHICAGO AND NORTHWESTERN RAILWAY COMPANY, will be paid on and after that date on presentation at this office.

2t-18 JAMES R. YOUNG, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, May 1, 1865.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the Election of Directors, and the transaction of other business, will be held at the Office of the Company in the City of Chicago, on WEDNESDAY, the 31st day of May, 1865, at 12 o'clock noon.

The Transfer Books of the Company will be closed at the close of the business on the 20th inst., and opened on the 2d of June.

5t-18 L. A. CATLIN, Secretary.

TO CONTRACTORS HAVING CAPITAL

RAILROAD CONTRACTORS having capital, and who can furnish testimonials of integrity, may hear of a profitable contract by immediate application to

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The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier. 3m-8

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 13, 1865.

The National Debt.—How to Pay it.

The following paper is issued by JAY COOKE, Esq., agent for the sale of the seven-thirty bonds; it has been prepared by Dr. WILLIAM ELDER, a well known author, under the auspices of the Treasury Department:

If the war for the re-establishment of the Union is not absolutely ended, the issue of the great struggle now, is neither doubtful nor distant. We are quite near enough to the end of the conflict to take an account of stock, look over our resources, estimate the amount of our liabilities, and arrange the means and terms of liquidation.

AMOUNT OF DEBT AND RATE OF GROWTH.

We have contracted a debt of enormous amount as expressed in arithmetical figures. We cannot state the precise aggregate, for it is not definitely ascertained, but is known to be something more than half as large as the British debt, and may, when all footed up, reach to three-quarters of that brag montrosity of national burdens. On the 31st of March, 1865, our debt was officially reported by the Secretary of the Treasury at the sum of $2,367,000,000. The end is not yet, indeed, but it is fairly in view, and we have the data for an approximate estimate.

The public debt on the 25th of April, 1862, was officially stated at $523,299,945; and on the 10th of April, 1863, at $939,497,359—an increase in 350 days of $1,189,135 per diem. On the 26th of April, 1864, it was $1,656,815,105—an increase in 381 days of $1,882,723 per diem. On the 31st of March, 1865, it stood at $2,366,955,077, increasing in 339 days at the average rate of $2,094,808 per diem.

ESTIMATED AGGREGATE AT THE CLOSE OF THE WAR.

If we take the highest, as well as the latest, of these average rates, as the probable daily accumulation for the remaining term of actual war expenditure, and fix the limit of such maintained expenditure on the 1st of July next, ninety-one days after the last report, we have the additional sum of $190,627,528, which will bring the debt up to a total of $2,557,582,605 at the date assumed. And let it be noticed that the statements from which these figures are taken, embrace every item of debt known to the Treasury Department—all bonds, notes, temporary loans, certificates of indebtedness, fractional currency outstanding, and all requisitions of the War, Navy, State, and Interior Departments, lying unpaid upon the Secretary's table. In a word, all the liabilities of the Government of every kind, except claims not presented, arising upon running contracts and services, unsettled or not matured—claims to become debts when ascertained and ready for payment. Those who have the least acquaintance with these unknown prospective claims, will put them at the highest figure that fancy can represent as possible; those who have the best means of forming a judgment hesitate most to name a sum; but we think that the wildest will be satisfied with the addition of the conjectured $442,417,395, which are required to bring the total probable debt to the round sum of $3,000,000,000, when all is settled, known, and provided for.

Here, then, we have firm foothold, and we think, a very liberal margin allowed for contingencies, damages, pensions and benevolences; and we can from this basis of reckoning help ourselves, with a comfortable assurance of safety, to a clear insight into the ways and means of meeting the round total of our engagements in such way as shall at once comport with the welfare of the people who owe this debt, and the just rights of the parties who hold it.

AMERICAN AND BRITISH EXPERIENCE OF NATIONAL DEBTS.

Nothing in our own past experience helps much to an adequate comprehension of our present situation, except by the measurement of proportions rendered difficult by a vast difference of conditions. In 1816, we had a debt of $127,000,000, which was an average of charge of $14.67 per head upon the entire population of the Union, and 7 per cent. upon the estimated value of all the property of the people; but our assumed debt of $3,000,000,000 would be 15 per cent. of the present wealth of the loyal States, and $98.62 per head of their population. The debt of the Revolution, and the war of 1812, was wholly discharged in nineteen years from the ordinary sources of revenue; and though within a fraction of half as great a burden upon the capital wealth of the people, was never felt by anybody; and at the end of the term of payment, the first trouble and alarm was from a surplus of revenue of $40,000,000, or one-third of the whole sum which had so long incumbered the Treasury.

DIFFERENCE OF CONDITIONS.

In the first ten years of that debt-paying period, the wealth of the country grew at the slow rate of 25 per cent.; and in the next decade, which closed the term, at no more than 41 per cent.; while the wealth of the loyal States increased between the years 1850 and 1860 just 126 per cent.—in amount no less a sum than $6,000,000,000 or quite double the debt we are now concerned to provide for. The increase of the wealth of the entire Union between 1820 and 1830 did not reach above $800,000,000, so that here there is no parallelism of conditions, and no measure of resources and burdens to be had except by contrast.

In 1816, at the close of her twenty-two years' war with the French Republic and Empire, the British debt was $4,205,000,000. The entire wealth of the United Kingdom was then, according to the received estimates, $300,000,000 less than that of the loyal States in 1860; the charge per head upon her total population was $218.20, and the incumbrance upon the total wealth of the

ration 40 4-10 per cent. In the fifty years since the Battle of Waterloo, her wealth has grown at a slow but steadily increasing rate from 20 per cent. in the first to 41 per cent. in the last ten years, that is, increasing in the first decade about $2,100,000,000, and in the last quite $9,000,000,000.

Here we encounter a similar unlikeness of conditions, and a similar change in the rate of progress, as that which we find in the past and present periods of our own fiscal experience. At the rate of increase in the United States between 1820 and 1830, it would have required twenty years to double our wealth, and it now requires twenty years to double the wealth of Great Britain at the rate of her increase in the last ten years; but the loyal States doubled their wealth in eight years and a half of the last decade, and the Rebel States even exceeded this ratio, increasing in the same time at the rate of 9 per cent. and a fraction per annum, and doubling in a little less than eight years.

Still the state of the British debt teaches us this—that whereas it was a burden of 40 4-10 per cent. upon the wealth of the kingdom in 1816, it has fallen, by the increase of the wealth of the nation, to be but 12 per cent. now, although the total debt of that date has been reduced but $250,000,000, or less than 5 per cent.

DIFFERENCE BETWEEN PRINCIPAL AND INTEREST IN RELATION TO RESOURCES.

The *burden* of a public debt is not at all understood merely by the figures which express its amount, nor by the *per capita* average to population, nor yet by its proportion to the capital wealth upon which it is charged. The payment of the principal is, by the terms of the contract, postponed for a longer or a shorter period, and to a Government in good credit, the reimbursement may be further protracted at will, and while thus not demandable by the public creditor, may be treated as a burden in expectancy only, or as though during the interval it did not exist. The annual interest accruing is the form which its actual pressure takes, and until the time of reimbursement it has no other. For all practical purposes, therefore, the aspect which the problem presents is not the proportion of debt to property, but the proportion of the current interest to the current annual product of wealth.

The great bulk of the British debt is in the form of perpetual annuities, having only a *capitalized* principal, which the Government is under no contract to pay at all. The holders of these stocks have no right to demand the principal at any time, and the Treasury may consult its own policy and convenience as to the extinguishment. In effect, our American loans, for fixed terms of years, if the Government chooses at maturity to substitute new stocks for them, are to all purposes rendered into annuities while they run; and the inquiry now in hand is only confused by considering the burden of the principal while that principal is not due or payable.

INTEREST ON OUR DEBT.

On the 31st of March, 1865, the total amount of the interest bearing debt was $1,851,416,370, the annual interest amounting to $102,836,581—an average of 5.55 per cent. per annum. Of the bonds and notes which make the aggregate of the interest bearing debt, 276½ millions are at 5 per cent.; 1,117 millions at 6 per cent.; 156½ millions at 6.46 per cent. (the compound interest notes,) and 301 millions at 7-30 per cent. The compound interest notes will be due in June, 1867, and the 7-30s are payable or convertible into 6 per cents in August, 1867 and 1868. It must be recollected, also, that the 510 millions of 5-20 bonds, issued under the act of February, 1862, will be payable, at the option of the Government, on the 1st of May, 1867; and the 5-20s, into which the present running loan of 7-30 notes are convertible, will in like manner, be payable in August, 1872 and 1873. It is entirely probable that all these stocks will, at the period designated for their optional payment by the Government, be changed, if not discharged, into 5 per cent. loans. We are, therefore, entirely safe in putting the average rate of interest upon our permanent debt at 5½ per cent. per annum, payable half yearly. The average interest upon the total debt, including 515½ millions in greenbacks and fractional currency, is now but 4.35 per cent. per annum. Here, again, allowance is made for the possible funding of this large sum, now bearing no interest, thus overcharging the account of the Government by the amount added for interest on the Government currency, which will most probably be kept in circulation until such time as the revenue shall exceed expenditures.

The actually accruing interest upon the total debt for the current year is, as before stated, a fraction under 103 millions per annum; but to cover the possible additions of the loan now on the market we put it at 126 millions. For the year 1866, we assume the principal at 2,700 millions, and the interest at 148 millions; thereafter the debt is taken at 3,000 millions, interest 165 millions. We are now ready for the question of the

BURDEN OF THE INTEREST UPON OUR RESOURCES.

The census of 1860 gives us the data for stating the wealth of the loyal States (slaves excluded) at 10,716 millions, and the products of the year at 2,870 millions, or 26.8 per cent. of the capital. We know, also, that the wealth of the loyal States increased in the ten years, 1850–'60, at the rate of 126 per cent. or 8½ per cent. per annum.

Assuming these amounts and rates as a basis, we have, for June, 1865, a wealth of 16,112 millions, and an annual product of 4,318 millions, on which sum the 126 millions of interest would be 2.91 per cent. The like calculation for the period to which the longest of our outstanding 6 per cent. bonds run before they can be converted to lower rates of interest, would stand thus:

	——Millions of Dollars.——				An. int. to ann.
	Int. bearing debt.	Ann. interest.	Wealth.	Annual product.	prod'ct per ct.
1865	2,290	126	16,112	4,318	2.91
1866	2,700	148	17,428	4,685	3.17
1867	3,000	165	18,909	5,067	3.25
1870	3,000	165	24,218	6,490	2.54
1880	3,000	165	48,236	12,059	1.36
1881	3,000	165	51,693	12,923	1.27

The increase of the wealth of the loyal States, it will be perceived, is reduced, after 1870, from 8½ per cent. to 7 1-6 per cent. per annum, and the annual product from 26.8 per cent. to 25 per cent. per annum upon the capital.

These rates of production and accumulation will, perhaps, astound European statisticians, and may challenge the wonder of those among us who borrow all their economic doctrines and ideas from transatlantic authorities; but we can say with absolute assurance that they are proved by the most conclusive evidence, in the last ten years of our national progress, and if so, we are fully warranted in taking them as a basis for our estimates of the immediate future. In 1833, Pablo Pebrer estimated the wealth of Great Britain and Ireland at 17,200 millions of dollars; and there is not a respectable authority in the realm that will question the statement that it has quite doubled since that date. But our own figures depend in no degree or respect upon the estimates of exports. A decennial appraisement of the property and products of the nation, with no other suspicions of error than omissions and undervaluations, in the years 1850 and 1860 respectively, give us the facts of our situation and rate of progress, and we can rely upon them confidently as a minimum exhibit of our economic condition. The census of 1840 was much less complete; but it shows that our advance in wealth in the last decade very exactly doubled upon that of the immediately preceding one. The best, and the best disciplined, ability of the Census Bureau gives us these results.

PROSPECTIVE RESOURCES.

The burden of interest upon the public debt is here calculated down to the rate of the increase of wealth in the last decade, immediately before the Rebellion commenced. Is this the measure of enhancement for the next 16 years? Let us see: In that last decade nine of our Northwestern States and Territories grew upon the valuation of 1850 full 411½ per cent.—from 452½ to 1,862 millions. Four new territories, which had not been reported in 1850, were valued in 1860 at 98 millions; and the still newer ones, Dakota, Nevada, Colorado, Arizona and Idaho, are not valued at all. These last are among the richest in the precious metals, and are rapidly rising into equality of product with California itself, but have no report in our estimates. The Government still holds, in the great West and Northwest, 950 millions of acres of land undisposed of, which are now, at the conclusion of the war, to come rapidly into market, and, what is much more to the purpose, though worth a thousand millions to the Treasury in purchase money, will, after the example of those settled and improved since 1850, rise in taxable value, at an average rate of 455 per cent., and in 20 years increase about thirty times the cash value of the property of their occupants; and if every dollar received from the sale of the public domain shall be bestowed upon these new States by the Federal Government in donations to their internal improvement and educational enterprises, the taxable wealth and the resulting revenue in these new States will be thereby only increased in manifold proportion to the investment.

THE MINERAL REGIONS

which invite our disbanded armies, and the still larger hosts of European immigration to open up their treasures, extend through 17 degrees of latitude, and a longitude of nearly equal measure, making an area of more than a million of square miles. They are literally stocked with gold, silver, precious stones, marble, gypsum, salt, tin, quicksilver, asphaltum, coal, iron, copper and lead; asking only an amount of labor relatively equal to that expended on California to yield $400,000,000

per annum in gold and silver alone; and in the other minerals, which will be mined as soon as transportation is provided, at least half that sum. And these things are not merely in the possible of the far future; they are near enough to answer the exigencies of our condition. A population now of 30,000,000, which, during the last half century, has doubled its numbers every 23½ years, with all the industrial enginery and apparatus of the age at command, animated by the spirit of adventure, and spurred by the faith and hope which works wonders, will be found sufficient for the achievement of greater things than we shall need or dare predict.

But great as the promise is in these exhaustless sources of national wealth, our reliance is not alone, nor even chiefly, in the wilderness of our new world. The States called the older of the sisterhood did, in the last census decade, increase their wealth vastly more in amount, and but little less in per centage, than the comparatively new ones. Ohio, first settled 77 years ago, appreciated 136 per cent, but New Jersey and Connecticut, both two centuries under culture, enhanced their wealth in as great proportion in the same time; and Pennsylvania made an increase of 96 per cent, upon her large capital of $722,000,000.

PETROLEUM.

From present developments made and making, it would seem that this new found tributary of our national wealth is practically inexhaustible. The States of Ohio and Western Virginia are yielding it as freely as Pennsylvania, which has already reached an annual product of 30,000,000 of gallons. The promise of Kentucky is very large, and Southern California gives assuring indications of equal abundance, and even finer quality, at less cost of labor and capital. This oil, already in universal demand, is rapidly being utilized more and more by the improvements made in its manufacture which are bringing even the residuum of the earliest processes into service, and fitting all forms of the product for employment in new uses. As for the breadth of the country which holds the supply, it is safe to say that it extends within our own territory from the Allegheny Mountains on the east to the Pacific Ocean on the west; and that throughout an area of 2,000,000 of square miles of our domain, it may be found anywhere, and made available in proportion to the enterprise employed in its development. In measure of use, quantity, and value, it may be classed with our iron mines and mountains, our coal-measures, our salt, lime, marble, and all the known varieties of useful minerals; each and all laid up in reserve, without any other limit of enriching products than the demand we shall make upon them.

Such, briefly, are our mineral resources, the chief material of manufacture. The supplies of which the surface of our territory is capable are, in like manner, unlimited in quantity and variety. Put but 60,000,000 of population upon the soil, and divide their industries in due and co-operative proportion, and it is entirely within limits to say that we can furnish to foreign commerce, from our surplus, the manufactures and provisions required by the wants of four times our own numbers. And are we not sure of these conditions of such enlarged production in the 20 years before our present debt, under the terms of the contract, becomes payable? In each of the last three scores of years we have doubled our population, and the new epoch just opening in our history promises, on the safest grounds of estimation, to exceed this proportion within the like period.

REVENUE.

The sufficiency of the wealth, existing and expectant, to support, without detriment to the progressive prosperity of the country, the required revenue, is thus unquestionable. Let us now glance at the ways and means of raising it.

Under our present system of internal taxes, the actual yield is at the rate of $260,000,000 for the current calender year. The cessation of hostilities, which is now to be looked for at an early day, will diminish the receipts from the manufacturers of army supplies while they are changing into new forms of production, but any such temporary reduction in the crisis will still leave a sum which, with the receipts from customs and lands, will certainly afford for the present year an aggregate revenue of $325,000,000. Now, the interest of the debt on the 31st of March last was $103,000,000; and if in the remaining 9 months this form of debt should be increased $400,000,000 at 7.30 per cent. per annum, the total interest will be a fraction less than $126,000,000, leaving of the treasury receipts $200,000,000 for ordinary expenditures.

With peace restored, the civil, military and naval expenditures will not exceed this sum, and the growth of the permanent debt will cease within the conjectural limit we have assigned it. The interest for 1866 will not exceed $148,000,000, if $300,000,000 of the total debt shall so long remain in the form of United States notes. For these and the following years, for which we have assumed $165,000,000 as the maximum annual interest, we have provision in the well-assured increase of the revenue from taxes, customs, and land sales, as will presently appear.

ADDITIONAL SOURCES OF REVENUE—EXPORT DUTIES.

An export duty upon the cotton, tobacco and other staples of the reconstructed Union, for which we have the command of the world's market, is not only an ultimate reliance but a near probability, and can be made to pay from $60,000,000 to $100,000,000 a year, without detriment to any American interest.

REVENUE FROM THE SOUTHERN STATES.

Nothing of this has entered into any of the preceding statements or estimates; but a duly proportioned amount of excise and assessed taxes from the restored insurgent States must not be overlooked. Their wealth, in 1860, was $3,467,000,000 nearly 25 per cent. of the wealth of the entire United States. That they shall contribute in something like that proportion in relief of the public burdens, is clear as matter of right, and is, indeed, a constitutional obligation of all the members of the Union; nor is there ability in any wise doubtful. Whatever of enhanced cost or diminished quantity of production may occur in the earliest year of the restoration, will be borne by the consumers of their staples; a state of things, however, that can last for only a very brief period; for there is no product of agriculture that expands so rapidly as that of cotton. In the five years from 1855 to 1860, they doubled their product. It can be restored now in less time, and then advanced upon at the like rate; for they are soon to set forward in a career of prosperity unparalleled in all past experiences. The Rebellion has disburdened them of an incubus. They have at command all that the temperate climate affords, with the semi-tropical added. They lack nothing but the population, enterprise, and diversified industry of free institutions, and these are brought to them by the new order of things.

We say again, give us but 20 years to realize the promise of our means and conditions, and the United States will stand ready, with a population of 60 millions, and a wealth of not less than 60,000 millions to meet the current burden, and discharge the total debt of the nation. England, with half this amount of wealth, now feels that her still larger debt has dwindled from 40 to 12 per cent. of her property. Ours then would stand at but 5 per cent. of our capital, though undiminished in amount in all that period.

INTEREST OF THE DEBT AND ORDINARY EXPENSES FOR THE NEXT SIX YEARS.

The following tabular statement shows the result of our inquiry as to the ability of the Loyal States to provide for the interest of the public debt, and the ordinary peace expenditure until the year 1870:

	——Millions of Dollars.——					
	Wealth.	Annual product.	Ann. interest.	An. rev. required.	An. peace expenditures.	P.ct. of an.rev. to an. product.
1865	16,112	4,318	126	325	199	7.55
1866	17,428	4,685	148	348	200	7.42
1867	18,909	5,067	165	365	200	7.23
1868	20,516	5,498	165	365	200	6.63
1869	22,240	5,965	165	365	200	6.11
1870	24,226	6,492	165	365	200	5.62

Note.—The revenue for the calendar year 1865 is an estimate made upon data well ascertained. The peace, or ordinary expenses of the year, is the balance left for such use after payment of the accruing interest.

PAYMENT OF THE DEBT IN 20 YEARS FROM 1870.

It is assumed that, by the year 1870, the insurrectionary States will be fairly under the Federal Government, and in condition to contribute their due distributive share to the revenue of the Union, and that in that year the reduction of the Public Debt may be commenced. The following table, issued by JAY COOKE, the General Subscription Agent of Government Loans, shows the wealth of the restored Union; its annual product; the annual interest upon the debt while in progress of extinguishment, the percentage of annual product which may be applied in payment of the debt; the percentage of annual product required for ordinary peace expenditures (the amount of which is taken at 200 millions from 1870 to 1880, and thereafter at 250 millions, per annum); and the total charge per cent. of all disbursements until the debt ot 3,000 millions shall be reimbursed.

RESOURCES OF THE RESTORED UNION—ANNUAL CHARGE REQUIRED FOR EXTINGUISHMENT OF THE DEBT IN TWENTY YEARS.

The wealth of the Union in 1870, is obtained by aking that of the loyal States, according to the rate of increase for the ten years before the Rebellion, and adding thereto 25 per cent. for the wealth of the Rebellious States, instead of 33⅓ per cent, which was their proportion in past times. The rate of increase for the ensuing years is calculated at 7 1-6 per cent. per annum, or 100 per cent. in 10 years. (It will be recollected that the rate before the Rebellion was 6¼ per cent per annum, or 126 per cent in 10 years. The annual product is

also reduced from 26.8 to 25 per cent. of the capital wealth of the year.)

Year.	Millions of Dollars—Wealth.	Annual. Product.	An. Interest.	Charge p. c. upon an. product of the Union. Of annual interest.	Of payment of principl.	Of peace expenses.	Of total required rev.
1870.	30,282	7,570	165	2.18	1	2.64	5.82
1871.	32,452	8,113	160.1	1.97	1	2.46	5.43
1872.	34,777	8,694	155.6	1.79	1	2.30	5.09
1873.	37,269	9,317	150.9	1.62	1	2.14	4.76
1874.	39,940	9,985	145.8	1.46	1	2.00	4.46
1875.	42,803	10,701	140.3	1.31	1	1.87	4.18
1876.	45,870	11,467	134.4	1.17	1	1.74	3.91
1877.	49,157	12,289	128.1	1.04	1	1.62	3.66
1878.	52,680	13,170	121.4	0.92	1	1.51	3.43
1879.	56,455	14,114	114.1	0.81	1	1.41	3.22
1880.	60,564	15,141	106.4	0.70	1	1.65	3.35
1881.	64,904	16,226	98.1	0.60	1	1.54	3.14
1882.	69,555	17,389	89.2	0.51	1	1.43	2.94
1883.	74,539	18,635	79.7	0.43	1	1.34	2.77
1884.	79,881	19,970	69.5	0.35	1	1.25	2.60
1885.	85,606	21,401	58.5	0.27	1	1.17	2.44
1886.	91,740	22,935	46.5	0.20	1	1.09	2.29
1887.	98,314	24,578	33.9	0.12	1	1.02	2.13
1888.	105,360	26,340	20.4	0.07	1	.95	2.02
1889.	112,910	28,227	5.9	0.02	1	.88	1.90
		316,262					
Excess..		16,262					

One per cent on 300,000 millions pay $3,000,000,000 the principal of the debt.

It must be noted, however, that the figures representing the per centage of the annual product of the nation's industry required to carry on the Government, pay the accruing interest, and repay the whole principal of the debt, do not express an actual taxation upon the annual products, but upon a sum equal to such product. Much of this expenditure may be borne by export duties, if adopted; some considerable share by the proceeds of the public lands, and a very considerable amount will be raised from miscellaneous sources, which are not taxes.

BURDEN OF BRITISH TAXATION UPON THE ANNUAL PRODUCT OF THE UNITED KINGDOM.

Compare the following statement of the charge of the annual interest and ordinary expenses of the United Kinkdom upon its industry, by which her debt has been reduced less than $250,000,000 in 50 years, with the burden upon our growing wealth in the demonstrably practical scheme for extinguishing ours in 25 years from the close of the Rebellion. The British revenue pressing with an average weight of about 10 per cent. per annum for above 30 years, ours declining from less than 6 to less than 2 per cent.

In the four years 1811–14, the average amount of annual revenue raised by taxes in Great Britain, was—

$327,489,291	equal to	21	p.ct. of an. product.
1823..279,714,100	"	16.4	" "
1833..224,415,931	"	9.8	" "
1841..233,209,146	"	10.65	" "
1850..258,326,707	"	10.54	" "
1859..344,784,895	"	11.15	" "
1860..340,875,829	"	10.8	" "

It will be observed that in the scheme submitted for the payment of the national debt, and exhibiting the charge to be incurred in the process, we have allowed the relative percentage of the revenue to wealth to decline regularly to the end. This is done to allow for any possible new debt that may be incurred in the interval. The statement shows that as early as 1877, the productive industry of the Union, would bear an additional 50 millions of interest, and in 1885, no less than 333 millions, without carrying the annual charge of the total of such a debt and ordinary expenses above four per cent. upon the annual yield of the nation's capital and labor.

The faith of the nation is pledged for the discharge of all its obligations, its people have passed through a wonderful experience of their financial ability from hope to confidence, and the cautious moderation of our calculations show that, early and easily, THE NATIONAL DEBT CAN BE PAID.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of April, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	9,243.06 for	$104,020 38
Acres Int. Fund Lands sold	480.00 for	8,918 80
Acres Free Lands sold	2,801.82 for	34,041 14
Total sales during month of March, 1865	12,524.88 for	$146,980 32
To which add Town Lot Sales		1,662 00
Total of all		$148,642 32
Cash collected in April		$145,781 54

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$175,664 04
do.	Freight	299,274 55
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	6,000 00
Total Receipts in month of April, 1865.		$491,296 92
Total Receipts in month of April, 1864.		423,796 74

The earnings of the Hudson River Railroad for the month of April, 1865, were $311,540 00
Corresponding month of previous year 278,540 00

Increase $33,000 00

The earnings of the Chicago and Rock Island Railroad Company for the month of April, 1865, were $186,172 00
Corresponding month of previous year 175,838 00

Increase $10,334 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of April, 1865, were $366,245 00
Corresponding month of previous year 330,651 00

Increase $35,594 00

The earnings of the New York Central Railroad for the month of April 1865, were $1,300,000
Corresponding month of previous year. 1,105,663

Increase $194,337

A Ship Canal to Lake Champlain.

Hon. ALEX. BARCLAY, member of Assembly from Washington county, by most indomitable energy and perseverance, and against much opposition, carried through the last Legislature an act for the survey of the Hudson river from Waterford to Fort Edward, and appropriating $5,000 for the purpose. Mr. Barclay is a practical engineer and surveyor, and having examined the matter thoroughly, he is confident that by improving the channel of the river somewhat, and then either opening a short canal on some low land into Lake Champlain, by widening and deepening the Champlain canal a short distance, a channel can be obtained that will float large vessels from the lake into the river.

This survey is soon to be made under the proper State authorities. If found feasible, it will prove of great value to the farmers of that section, and open another source of supply for our markets.——*Albany Journal.*

Bellefontaine Railroad Line.

This line is composed of the *Bellefontaine and Indiana Railroad*, extending from Indianapolis to Union, 84 miles; and the *Indianapolis, Pittsburg and Cleveland Railroad*, thence to Crestline, 122 miles. We have been favored with a copy of the Joint Annual Report of these companies—being the Fifteenth Annual Report of the former, and the Sixteenth of the latter. The following is a statement of the transactions of these roads during the fiscal years ending December 31, 1863 and 1864:

BELLEFONTAINE AND INDIANA RAILROAD.

Earnings:	1863.	1864.
From passengers	$203,732 10	$336,976 43
" freight	515,207 48	609,441 43
" mails	17,850 00	17,850 00
" express	14,432 23	12,613 35
	$751,221 81	$976,881 21
Expenses, viz:		
Repairs of track	$113,862 85	$233,702 23
" engines	30,572 79	58,641 42
" cars	36,183 86	54,252 90
" buildings, etc.	14,202 36	42,217 92
" bridges	4,875 23	18,922 77
Train expenses	55,328 25	76,384 03
Depot and station exp.	25,835 11	34,588 14
Fuel	48,087 96	76,541 63
Oil and waste	7,357 04	10,690 67
Salaries	5,546 70	7,987 52
Loss and damage	15,979 18	22,398 94
Foreign agencies	6,836 71	13,320 05
Freight expenses	11,622 39	20,208 04
All other expenses	19,398 29	28,057 10
	$389,688 72	$697,813 36
Net earnings	$361,533 09	$279,067 85
Interest and taxes	91,204 40	102,706 36
	$270,328 69	$176,361 49
Renewals of engines & cars.	$72,184 00	
Purchase of wood lands	15,066 64	
		87,250 64
Balance		$89,110 85
Add balance from previous year		141,513 85
Total		$230,624 70
Disbursed as follows:		
July and January dividends		$162,058 34
Redemption of 1st mort. bonds		1,000 00
Deposit for 2d mort. bonds		50,000 00
Payment of old car loan		12,764 30
Surplus		4,802 06
Total		$230,624 70

Compared with 1863, the gross earnings of 1864 show an increase of $225,659 40; with an increase in expenses of $308,124 64—making the decrease in net earnings, $82,465 24. The increase in expenses is principally in track and equipment departments; in both of which there have been material improvements. A considerable portion of the increase is due, of course, to the large advance in prices of labor and materials.

The capital stock remains the same as last year. In 1st mortgage bonds, one bond of $1,000 has been redeemed and cancelled in adjustment of accounts. Of the old bonds $422,000 have been converted into the new extension bonds—leaving $368,000 of the original issue outstanding. In 2d mortgage bonds, the trustee has redeemed $14,000. A deposit has been made for the whole of this issue outstanding, now amounting to $116,000. This fund has increased during the year by

accumulations of interest, about $8,000. The old real estate bond of $1,000 has been presented and redeemed. Of the extension real estate bonds $450 have been redeemed; leaving $47,550 outstanding, due Jan. 1, 1866. The real estate fund is sufficient for their payment. The extension income bonds, amounting to $87,000, due in 1870, remain unchanged. A sinking fund has been provided in the hands of a trustee amply sufficient for their protection.

GENERAL BALANCE SHEET.

Cost of road and equipment		$3,254,520 01
Executive committee		159,326 66
Real estate		16,510 54
Bills receivable		10,053 62
A. Stone, Jr., to apply on 2d mort. bonds		116,000 00
J. H. Godman trustee real estate b'ds		54,512 03
" to apply on income b'ds		7,819 95
In hands of agents to pay interest on bonds		15,530 14
Wood and wood lands		25,797 64
Track repair material on hand		59,303 80
		$3,719,374 39
Capital stock	$2,562,250 59	
1st mort. bonds (old)	$368,000	
" (new)	422,000	
Income "	87,000	
2d mort. "	116,000	
Real estate "	47,550	
	1,040,550 00	
Interest on bonds of 1864	35,504 33	
Dividends of 1864, payable in 1865.	81,069 47	
	$3,719,374 39	

INDIANAPOLIS, PITTSBURG AND CLEVELAND RAILROAD.

Earnings:	1863.	1864.
From passengers	$202,819 51	$352,084 94
" freight	374,373 90	400,073 80
" mails	10,625 00	10,625 00
" express	10,273 80	8,979 38
	$598,092 21	$771,763 12
Expenses, viz:		
Repairs of engines	$21,763 67	$41,772 45
" cars	25,758 00	38,666 38
" track	60,738 88	118,980 45
" bridges	10,940 73	29,966 47
" struct'es, etc.	8,852 68	27,783 22
Train expenses	39,386 21	54,410 53
Depots and stations	17,695 87	24,570 45
Fuel	34,232 03	54,528 79
Salaries	4,586 63	6,379 22
Loss and damage	14,955 71	17,395 62
Oil and waste	5,237 21	7,615 28
Freight expenses	8,274 29	14,441 11
Foreign agencies	4,866 66	9,488 25
All other expenses	10,278 68	17,932 75
	$247,567 45	$463,930 97
Net earnings	$350,524 76	$307,832 15
Interest and taxes	71,240 81	100,054 13
	$279,284 45	$207,778 02
Renewals of engines & cars	$51,717 00	
Sinking fund	36,566 17	
New Fair grounds	336 50	
Indianapolis shops	60,285 57	
	156,194 88	
Balance	$51,583 14	
Add balance from previous year	144,016 76	
Total	$195,599 90	
January and July dividends	108,328 39	
Surplus	$87,271 51	

Compared with 1863, the gross earnings of 1864 show an increase of $173,670 91; with an increase in expenses of $216,868 52—making the decrease in net earnings $42,692 61. The same remarks apply in this case, as in that of the B. and I. R.R.

The capital stock has been increased during the year $572,428 74, in order to equalize the two roads in the process of consolidation. Of the 1st mortgage bonds, $78,000 have been absorbed by the sinking fund—making the amount now held by the trustee of that fund $196,000. The outstanding income bond of $1,000 has been redeemed and cancelled. A domestic bond of $100 shown in the last report, has been cancelled.

GENERAL BALANCE SHEET.

Cost of road and equipment		$2,424,792 42
Executive committee		277,387 35
Real estate		33,376 55
H. Wick, acting trustee 1st mort. b'ds		1,667 84
Sinking fund in 1st mort. bonds		196,000 00
In hands of agent to pay interest on bonds		6,882 32
Wood and wood lands		15,228 64
Track repair material on hand		20,543 00
		$2,975,878 12
Capital stock	$1,872,000 00	
1st mortgage bonds	$650,000	
2d " "	347,000	
	997,000 00	
Interest on bonds, 1864	20,352 50	
Taxes on stock	7,383 55	
U. S. tax on surplus	5,700 00	
Dividends payable in 1865.	60,874 52	
Bills payable	12,567 55	
	$2,975,878 12	

By legal action of the directors and stockholders during the past year, a consolidation of the two roads was perfected. The measure, it is confidently believed, will be found one of mutual interest and advantage. The consolidated roads are now worked under the new organization as the *Bellefontaine Railway Company.*

The office of the company is at Indianapolis, Ind. The officers and directors for 1865, are as follows:

President.—JOHN BROUGH.

Directors.—John Brough, L. M. Hubby, Stillman Witt, T. P. Handy, H. B. Hurlbut, Wm. Collins, Henry Wick, J. H. Godman, E. J. Peck, M. G. Walker, David Kilgore.

Vice President.—E. J. PECK.

Sec'y and Treasurer.—EDWARD KING.

Gen'l Superintendent.—R. N. BROWN.

Milwaukee and St. Paul Railway.

The sale of that portion of the old La Crosse railroad lying west of Portage City, under the land grant mortgage, and the formation of the Milwaukee and St. Paul Company by the purchasers, has given rise to considerable discussion as to whether the public policy of the state would allow the new company to disconnect the western division from the eastern and to connect it with the Milwaukee and Western, and operate the new line by way of Columbus and Watertown, to La Crosse, as one through line, as the Milwaukee and St. Paul company are now doing. Certain parties claiming an interest in the eastern division, applied to the Legislature at its last session, for the passage of an act substantially ignoring the rights of the Milwaukee and St. Paul Company, and compelling the owners of the western and eastern divisions of the old La Crosse railroad to operate the same, as one continuous through line from Milwaukee to La Crosse, and giving the owners of the eastern division full authority to run their trains over the west division to the Mississippi river. This bill was defeated—the Senate, by a vote of seventeen to eight, postponing it indefinitely, after a full discussion.

On the other hand, the Legislature, by a vote of three to one, passed an act fully ratifying and confirming the organization of the Milwaukee and St. Paul Company as made—consolidating the Milwaukee and Western and the Milwaukee and Horicon road with the Western division of the La Crosse, and making it all one road, with all the powers of the road consolidated under the name of the Milwaukee and St. Paul Railway Company.

The following is a copy of the act, received from the office of the Secretary of State.

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

Section 1. The organization of the Milwaukee and St. Paul Railway Company as provided by its article of association, filed with the Secretary of State on the fifth day of May, 1863, is hereby ratified and confirmed; and said company is hereby declared to be a corporation with the rights, power, privileges, and franchises, which were of the Milwaukee and Western Railroad Company, Milwaukee and Horicon Railroad Company, and all that part of the La Crosse and Milwaukee Railroad Company pertaining to its road lying west of Portage City.

Sec. 2. This act shall take effect and be in force from and after its passage and publication.

(Signed) W. W. FIELD,
Speaker of the Assembly.
W. W. CHANDLER,
President of the Senate, pro tem.

Approved April 10, 1865.

(Signed) JAMES T. LEWIS,
Governor of Wisconsin.

Cape Cod Central Railroad.

A meeting of the Cape Cod Central Railroad Company was held in Brewster, 6th inst., to ascertain what instructions the stockholders thought proper to give the Directors for issuing bonds on behalf of the company, for the purpose of completing and equipping the road. A statement was made by the President giving the condition of the road, which was shown to be very satisfactory, the grading now being nearly completed. For the ironing and equipping of the road, it appeared that about $100,000 was required, whereupon it was voted to authorize the Board of Directors to issue bonds, on behalf of the company, to an amount not exceeding one hunded thousand dollars, for the purpose of completing and equipping the road.

Cary Improvement Co.

From the annual report of this company we learn that the original property consisted of 414 acres; laid out in streets, squares, etc., about 80 acres; set off in land dividend, May 8, 1855, 29 acres; sold to present time, 28 acres; original cost, one cent per foot; average price per foot for land already sold, 22 cents; remaining unsold, 12,000,000 feet of land valued at nearly $2,500,000; number of houses on the estate, 125, ranging in cost, exclusive of land, from $1,500 to $8,000.

The amount on hand at date of last report was $25,635 67; receipts—notes receivable, $15,316 20, payments on account of land and houses sold, $12,975, other sources, $13,695 57—total, $41,986 77; expenditures—cash dividend No. 3, 50 cents per share, $30,000, on grading streets, contracts for building, salaries, taxes, and miscellaneous, $34,993 36; total, $64,993 36; balance of cash on hand this date, $2,629 08.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	90c
Acton Vale ..... Ca	50,000	5	----	5
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20
Algomah ..... "	20,000	----	2	2⅞
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	45c
Bare Hill ..... "	----	----	----	215c
Bay State ..... L. S.	20,000	----	3½	14
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7⅛	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bronze ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	----
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	90c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	⅛	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	19
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Ducotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	¼	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	----	1
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	41
French Creek ..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	95c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	55c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6⅛	8
Hanover ..... "	20,000	----	¼	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5¼
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	----	2
Huibert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	10	40
Indiana ..... "	20,000	----	----	6
Inverness	200,000	25	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20,000	5	10	7

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3⅜	20½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	22
Native ..... "	20,000	----	3	75c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	8½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	3
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	3	41
Phila. & Boston ... "	20,000	15	----	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	61
Pontiac ..... "	20,000	----	3½	2
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¼
Quincy ..... "	60,000	5	10	72
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	6
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	80c
St. Clair ..... L. S.	20,000	----	3	4
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	110c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	4½
Stark ..... Vt.	100,000	2	----	----
Stratford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	1
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4½	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	10c
Wiskeopeg ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	9
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	¾
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	70
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	19
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	8
Big Mountain ..... Pa.	----	----	----	4½
Blackhall	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	47
Clinton ..... "	----	----	----	¼
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	29
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	50
Fulton ..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	65½
George's Creek ..... Pa.	10,000	----	----	102
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	1
Hampton & Balt. ... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	95
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	45½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	27	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	81c
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	168
Penn. Cannel	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	15½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	35½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Sumrail ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark ..... "	20,000	50	----	----
Wyoming Valley ... Pa.	12,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	100,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) ... "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.)	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	1	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hofman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) .. Cal.	100,000	100	----	13
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.)	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col.	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	54
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	17
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	30
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—				Cambridge	664,171	657,300	150,000	94	—	—	9	....	92
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—				Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024 a	1,024	8	....	....
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	2,230	88,685	0,516	—	....	88
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	99,223	—	—	—	....	25
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	25
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	632,300	—	237,509	388,616	65,539	10	....	46½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	50
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,952	16,050	25,837	6,012	—	....	....
30 Nov. '63	5.32	—				Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—				Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—				West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—				West Roxbury	40,568	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—				Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central Park, N. & E. Riv. (N. Y.)	994,655	443,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	10.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	41½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	14
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	230	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	13
31 Oct. '64	7.04	—	116	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	8½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	75
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr's F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	21
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	46
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	19
31 Oct. '64	9.31	—	316	58	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	64
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mart (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	4.22	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,504	298,504	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	30 [illegible]250	7	J. & D.	1870	....
Real Estate	22,900	7	....	....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	....	....	....
Metropolitan:					
1st Mortgage	36,625	6	....	....	....
Real Estate Mortgage	....	6	....	....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	....	1870	....
Real Estate	6,210	....	....	....	....
Ninth Avenue:					
1st Mortgage	57,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	....	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	....	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31,'65	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	107
" " " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	284,148,400	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	105
Loan of March 3, 1864, (10-40s) ..... registered	112,770,100	5	Mar. & Sept.	1904	96½
" " " ..... coupon		5	" "	1904	96
Loan of March 3, 1864 (5-20s) ..... registered	85,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	615,250	7.3	April & Oct.	1864	114
" of Mar. 3, 1864 ..... coupon	300,812,890	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	.....	99½
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks)	433,169,569				
Fractional currency	24,254,094				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	88,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,000	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	99½
" " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k) .. "	2,073,750	6	" "	'64-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... Inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	95
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	891,000	---	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	5	May & Nov.	1881	94
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'71-'90	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	60
" — " (R. R. etc.) ..... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" — " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... Inscribed	500,000	2		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	153,589	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	55,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) ..... stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. sc.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'54-'56	----
" — "	347,000	6	June & Dec.	'68-'72	----
—	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1883	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'65-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	67
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	70
" — " " S.W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	76
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'76	110
" " — " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " "	11,050	5½	.....	d'm'd.	----
" " — " " " "	14,230	6	.....	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'87	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " "	15,889,025	6	" "	'64-'76	117
" " — " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	67
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1863	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	100½
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	---	.....	1866	----
" — " " (" ") ..... "	279,313	---	.....	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	---	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,096	5	Jan. & July.	due.	90
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,514	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,301	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	---	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,380	---	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) ..... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	.....	----
" " —Inscribed certificates	1,708,017	6	.....	'88-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1892	61½
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	46
" — " " (railroads) ... "	12,799,000	6	.....	Var.	65
" — " " (capitol) ..... "	808,000	5	.....	1890	62½
" — " " (Hermitage) .. "	48,000	6	.....	1890	62
Texas—Had no debt in 1861	.....	---	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,842	6	Jan. & July.	'83-'93	57
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	352,098	406,076	446,044	396,547	381,510	367,556	3,709,970
1865	354,755	383,147	449,815	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,122	74,090	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	84,937	938,541
1861	81,581	75,621	78,361	60,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	90,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,066	128,191	132,639	119,400	115,201	111,965	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,187	157,948	170,044	170,910	156,589	163,294	1,673,706
1864	100,991	154,418	195,303	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,906	252,583	288,149	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	308,187	2,885,426
1865	293,635	236,949	262,575	186,172	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	285,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	409,554	521,059	432,054	519,806	655,364	708,714	705,496	645,943	5,801,021
1865	536,675	481,165	506,290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	69,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,256	66,573	84,603	94,406	82,467	82,400	889,470
1861	85,289	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	140,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,609
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	350,657	361,819	359,114	455,235	465,959	536,609	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	398,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,735,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,706	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,156	902,906	983,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,992	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,123	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1865	908,341	886,039	1,240,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,053	1,933,454
1860	212,714	209,422	161,047	134,606	166,281	129,996	140,860	167,220	180,000	168,951	169,549	220,370	2,076,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,053	403,571	2,922,970
1863	468,963	425,047	368,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	296,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,562	4,274,558
1865	526,936	418,711	424,870	311,540	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	242,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,502	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,493	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	46,452	81,329	55,257	48,544	512,718
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,764	52,864	77,112	83,049	76,764	68,563	710,225
1864	56,540	77,874	90,855	73,215	83,904	75,055	89 533	94,375	93,862	90,576	97,047	92,772	1,017,808
1865	98,112	86,626	93,503	82,186	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,695	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	139,184	67,950	1,163,497
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,569	122,272	61,525	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	66,353	155,417	208,065	138,342	112,913	1,247,288
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,089	117,013	1,711,281
1865	98,183	74,283	70,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	225,896	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,985	241,236	189,145	238,012	308,106	376,567	332,560	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,954	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,152	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,556	133,620	123,377	144,982	236,846	307,338	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	308,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	262,344	346,781	408,445	408,566	405,510	376,470	3,969,010
1865	306,324	279,187	344,228	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,282	868,985	811,458	730,736	523,047	7,154,522
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,056	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,816	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,460,076	1,196,435	1,157,816	1,089,902	13,230,417
1865	899,478	881,372	915,600	1 300,600	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	245,862	241,695	264,922	283,646	288,619	245,977	2,735,896
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,965,895
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,528	4,088,837
1863	335,684	361,834	396,771	429,929	605,517	464,809	451,884	574,486	714,302	815,902	746,955	826,000	6,824,083
1864	436,742	532,786	617,021	669,384	757,178	936,158	711,457	1,170,241	1,126,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,858	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,420	248,081	270,086	352,071	302,790	301,958	3,021,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	384,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	574,680	499,547	520,942	486,687	669,102	705,974	758,800	745,751	.....	7,120,406
1865	684,260	696,738	886,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,350	95,969	118,887	120,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,236	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	158,903	202,771	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,518	42,004	54,414	73,679	67,946	67,428	84,579	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,674	1,172,100
1862	82,285	47,142	56,000	88,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,408,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	129,595	151,062	134,563	117,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,838	139,620	244,114	243,840	221,570	226,209	265,154	2,060,322
1865	144,000	139,171	155,763	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	985,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	101
" " " 1850.	700,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	790,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1856	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £458,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $300,000	790,500	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	98½
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		102
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	600,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	" "	1882	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	99
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	99½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	344,200	7	March & Sept.		1864	110
3d Mortgage	655,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	76
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1883	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	125,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	99
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1863	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						'65-'84
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	1872	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1874	99
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"		
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'ee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,963					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	199,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	76
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	113
Redemption bonds	2,086,000	6	" "	" "	1900	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1903	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	110
----------	----------	---	----------	----------	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	89½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1850	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	96
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	115
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	115
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	90
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	88
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	88
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,036	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1905	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	6	Jan. & July.	New York.	1880	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	90
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1850	98
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1868	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	"	" "	1883	101
4th Mortgage	3,644,000	7	April & Oct.	" "	1850	95
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	100
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	990,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Debt to city of Baltimore	850,000	---	----------	"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1878	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,236,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. &, July.	Philadelphia.	1880	108½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1864	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	5	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	8	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	122,500	8	----------	----------	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1855	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	182,400	5	" "	"	1880	----
" 1840, "	2,950,600	6	April & Oct.	"	1870	92½
" 1861, "	110,000	6	Jan. & July.	"	1871	90
" 1843, "	1,531,800	6	" "	"	1880	95
" 1844, "	810,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	2,480,500	6	" "	"	1880	103
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1854	132½
Improvement	14,500	6	May & Nov.	Boston.	1902	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	59,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	58
2d Mortgage	937,500	7	" "	"	1863	15
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185,000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1862	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	97
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	95
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----------	----------	------	88
Equipment bonds	600,000	7	----------	----------	------	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	19
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	180,000	6	----------	----------	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,588	—	.....
28 Feb. '59	59.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	385,010	109,500	21,632	518,966	59.3	.....	55,791	31,862	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,926	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	...	.....	1,402,858	686,370	—	.....
29 Feb. '60	83.5	29.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,150	260,289	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	250,251	104,894	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,090	100,000	—	422,250	25.8	45,535	85,909	36,666	5	.....
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,540	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,820	428,516	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	395,650	26,084	1,460,193	62.0	129,574	265,387	13,908	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,558	—	—	117½
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	655,000	—	2,363,942	—	—	156,663	78,631	5½	—
31 Dec. '64	56.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	558,505	51,000	—	610,982	56.0	211,536	270,672	54,299	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,800	764,300	21,126	3,074,971	66.4	307,841	452,559	180,529	6½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	126,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,299	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,701	30,556	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	5,535	—	.....
.. .. '62	59.0	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	23.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	125,000	—	1,597,385	88.7	.....	418,038	205,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.6	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	83	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,718,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	212.0	.....	1,169,188	528,042	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	.....	12	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,800	4,054,000	—	9,826,558	281.0	1,104,197	2,770,484	1,273,518	7½	96
30 Apr. '64	240.0	996.0	47.0	—	96	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,330,499	8	105
1 Apr. '63	242.0	—	22.0	36	38	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,816	8,385,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	27½
31 Mar. '64	181.8	—	.....	—	61	69	1,196	Chicago and Rock Island	7,429,633	*	—	5,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,876	1,103,414	6	94
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,066	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.5	252.5	.....	—	126	78	3,227	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	6	114
.. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,950	—	37
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.6	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.6	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,559	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,862	258,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	85½
30 Nov. '64	78.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	72.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	55.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	560,084	.....	86.0	7 mo's.	85,280	40,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,821	21,356	—	.....
.. .. '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,780,060	4,600,000	15,000	.....	210.0	.....	.....	.....	—	85
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	{ Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,683	99,220	53,355	4	80
30 Jun. '63	85.1	—	.....	—				{ Louisville and Frankfort	1,298,832	126,735	6,540	1,109,594	301,000	—	1,663,713	85.1		222,909	120,000	3	68
30 Jun. '64	185.0	83.0	18.3	38.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,963	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,220	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	—	1,232,624	556 434	—	.....
31 Aug '60	52.7	—	.....	155.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,966	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,506	—	2,950,000	4,250,000	.....	9,005,269	188.0	.....	340,898	.....	—	.....
31 May '64	284.6	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.1	1,558,277	3,417,185	1,697,060	12	107
31 Mar. '65	246.0	277.6	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	64
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	458,949	275,060	1,974,444	59.7	.....	176,402	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,669	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,683,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	30
21 Dec. '62	288.8	—	17.7	68.0	21	26	307	*North Missouri*	6,393,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,436,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iro Mountain*	[illegible] 193	344,168	—	1,971,127	3,501,000	57,261	5,996,277	90.1	232,631	763,235	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	----
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	----------	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,113	91,487	—	----
31 May, '63	99.7	9.5	-----	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	----
31 May, '64	51.3	—	-----	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	100
31 May, '59	37.0	—	-----	—	---	---	----	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	----------	55,403	28,404	—	----
								MARYLAND.													
30 Sep. '62	279.6	7.2	-----	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	236.8	1,933,769	4,481,859	3,054,653	6	110
30 Sep. '62	30.0	—	-----	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	----------	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	125,775	3,344,860	4,850,000	—	12,278,647	261.0	1,099,348	3,061,669	1,085,387	11	47½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,845	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	6	100½
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	115
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	124
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	127
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	100
30 Nov. '63	44.2	30.6	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,763	812,556	390,594	6	95
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	109½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	----------	21,780	21,275	6	----
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,338	71.0	167,154	223,794	59,077	8	114½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,166	52,518	14,000	500,000	285,000	—	785,500	36.7	41,996	164,207	54,797	6	105
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,585	33.0	67,883	53,233	----------	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,016,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	109
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	----------	17,620	17,252	1½	110½
30 Nov. '63	11.1	0.5	1.2	—	3	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	-----	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	----------	—	—	—	48
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	43½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,287,520	—	4,746 504	218.0	1,275,929	2,439,838	1,282,831	10	132
30 Nov. '63	45.7	—	9.5	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103.700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	89
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	----------	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,206	—	2,085,925	685,400	—	2,969,852	53.6	338,025	362,183	130,645	2	----
31 Mar. '63	34.5	—	-----	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	----------	470,078	125,286	7	59
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	----------	52.7	----------	37,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	----------	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	----------	24.7	----------	81,121	13,183	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	----	Belvidere Delaware	3,170,126	*	—	997,562	2,089,500	173,982	3,261,244	76.0	----------	259,921	113,533	—	----
31 Dec. '62	63.9	32.3	-----	8.0	---	---	----	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	3,620,181	—	----------	124.2	----------	3,040,148	1,728,548	10	128
31 Dec. '62	60.2	—	-----	—	---	---	----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	----------	144,386	65,128	—	8
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,626	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	----------	293,857	103,615	7	116
31 Dec. '63	33.8	—	-----	—	---	---	----	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	----------	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	-----	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	----------	90,618	29,572	—	----
31 Dec. '62	-----	-----	-----	—	---	---	----	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,605	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	-----	—	---	---	----	Warren	1,907,750	—	—	1,397,750	500 000	—	1,907,750	24.0	----------	239,889	154,908	6½	103
31 Dec. '62	88 5	—	-----	47.	—	—	—	West Jersey	821,984	*	—	511,553	212,500	31,743	821,984	—	82,936	90,122	43,627	—	----
								NEW YORK.													
30 Sep. '63	85.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	----------	----------	----------	----------	—	----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	43.9	----------	329,223	176,095	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,800,000	68.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	328.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,234	807.0	6,916,324	13,429,643	4,564,725	8	76
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422 023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	102
30 Sep. '63	94.0	2.5	12.1	—	13	20	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,923,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	92
30 Sep. '63	130.7	2.1	31.1	—	32	90	451	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,688,509	121.8	411,399	573,512	163,969	—	1½
30 Sep. '63	15.0	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,855	162,757	83,060	8	----
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	----
30 Sep. '63	189.6	43.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	505,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,068	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,561	61,335	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,308	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	218,931	323,794	164,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,906	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	35,572	—	----
— — '58	223.0	—	-----	—	---	---	----	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
— — '59	97.0	—	-----	—	---	---	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	-----	—	28	18	182	Wilmington and Manchester	2,632,737	*	222,800	1,130,470	1,045,000	51,300	2,564,500	171.9	----------	469,458	219,688	—	----
30 Sep. '59	141.9	—	-----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	----
15 Mar. '60	81.0	5.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	----------	—	—	—	----
								OHIO.													
31 Dec. '63	60.0	60.0	-----	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	----------	154,600	78,927	—	----
31 Dec. '64	118.2	—	-----	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	-----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	-----	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	----------	1,083,328	495,691	10	123
31 May, '59	131.8	—	-----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '63	135.4	55.5	-----	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,282,513	191.2	1,012,130	2 151,943	1,216,257	III	130
31 Dec. '62	67.0	—	-----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	----
30 Nov. '62	101	102.5	-----	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	208.5	----------	----------	1,436,317	552,800	—	65
31 May '64	109.2	72.4	-----	—	37	54	819	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	100
31 Dec. '58	61.4	—	-----	58.0	5	6	90	Clev., Zanesville and Cincin.	1,574,698	*	—	369,675	575,250	612,486	----------	61.5	75,120	68,128	19,768	—	----
31 Dec. '58	72.0	—	-----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	90
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,500	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	----------	—	----
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	480,583	—	2,452,217	2,905,000	—	----------	142.0	----------	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	629,025	299,630	—	----
30 Apr. '62	192.3	—	-----	—	43	34	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	----------	829,982	119,032	—	----
31 Aug. '58	117.0	8.0	-----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '64	153.9	52.0	-----	—	33	23	446	Sandusky, Dayton and Cinc.	3,963,573	506,400	102,866	3,260 887	1,496,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '58	116.0	9.0	-----	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,671	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	----
31 Dec. '64	243.4	—	-----	—	49	18	969	Toledo & Wabash	10,080,918	*	—	3,427,050	5 653,868	—	10,243,015	250.0	1,244,368	2,060,822	945,492	2½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '58	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	300,215	171,286	——	.....
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	.....
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*	——	956,900	375,600	——	1,335,500	74.0	176,968	294,972	198,901	8	11½
31 Oct. '64	118.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,964,948	721,782	20	.....
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153.041	333,560	202,009	——	.....
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153.529	486,788	189,007	10	.....
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	——	.....
31 Oct. '64	36.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,241	——	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	——	.....
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	385,280	143,472	——	20
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,235,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	——	.....
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	——	6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	65
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	82
31 Oct. '64	130.5	——	63.3	——	31	...	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	"	7½	57
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	25
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,800,000	16,684,840	——	43,520,356	356.9	5,846,778	14,739 057	4,065,113	10	86
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norrist'n	1,139.079	282,399	——	1,134,100	315,000	——	1,673,100	24.0	253,739	428,147	207,893	8	56½
31 Oct. '64	237.6	——	29 1	——	——	——	——	Phila. and (Sunbury) Erie	15,760,622	——	——	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	——	20
31 Oct. '64	93.0	54.0	218 8	——	216	74	12819	Philadelphia and Reading	18,998,276	5,736,480	——	20 072,323	7,271,879	——	27,344,202	512 3	1,926,309	9,289,341	4,568,150	15	47½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960.404	——	245,695	999,200	250,000	——	1,249,200	28.2	175.447	224,006	477,658	10	145½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,657,300	692,000	——	9,349,300	197 0	839,238	3,206,860	1,366,200	10	92
31 Dec. '64	59.5	——	7.2	69.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	——	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,726	101,569	——	9½
31 Dec. '63	468.3	——	72.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,986,178	——	19,932,741	468.3	3,472,914	5,132,934	2,106,623	——	94½
31 Dec. '64	28.0	——	6.2	——	5	—	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	60
31 Oct. '64	26.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,985	——	684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	——	.....
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,253	165,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	48
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	.....	62.0	297,700	421,757	199,115	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	.....
31 Dec. '58	109.6	——	.....	13	9	——	176	Charlotte and South Carolina	1,719,045	*	——	1,291,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	——	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	.....
28 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	——	.....
31 Dec. '60	136.0	106.0	.....	— —	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	.....
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	.....
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	.....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,835,096	873,597	——	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	.....	——	.....	——	.....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	——	.....	——	.....	——	.....
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,286	554,949	315,518	.....	59.4	69,570	177,256	60,029	——	.....
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	.....
1859	34.2	——	7.0	——	12	2	51	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,284	6	.....
1859	.....							Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,243	——	.....
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	.....
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	.....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	569,000	.....	70.0	102,200	282,846	196,568	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	.....
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,550	167,456	——	.....
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	440,351	423.027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	186,761	185,474	67,785	——	.....
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941 045	262,887	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	*	——	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	108
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	.....	——	.....	——	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	776,500	118,789	.....	113.7	703,034	136,302	43,002	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,066,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	87
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	294,508	26,853	.....	43.5	1,058,054	163,753	79,588	6	66
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,348	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,130	5	73
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	.....
								WISCONSIN.													
1 Dec. '59	55.6	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	500,000	700,000	25,000	.....	55.0	.....	.....	.....	——	.....
31 Dec. '61	199.9	——	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	.....
31 Dec. '64	191.9	42.5	28.3	——	41	29	690	*Milwaukee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	.....	8,452,851	234.4	968,183	1,711,281	505,330	——	79
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,228	5,692,471	142.3	466,043	490,597	128,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,682	——	.....
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,268,510	1,184,855	——	.....
31 July, '63	229.0	115.5	53.0	——	92	128	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	557.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,000,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	——	.....
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	18,100	126,000	1,702,232	60 0	.....	132,588	38,670	——	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	87,181	——	.....
								NEW GRANADA.													
31 Dec. '63	48.7	——	.....	——	11	22	120	Panama	3,000,000	*	615,258	5,000,000	2,275,000	——	10,763,723	43.7	.....	5 027,488	2,328,924	18	210

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	---	70½
" " " (new pref.)	554,000	6	---	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	---	38
Catawissa (preferred)	1,150,000	7	---	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,200	7	7	83
Chicago & Northwestern (pref.)	2,400,000	7	5½	56
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	50
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	95
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	---	73
Toledo & Wabash (preferred)	984,700	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,687,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR	----	----	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	96
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1903	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	290,750	6	-------	------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	810,000	5	J. & J.	1865	----
Md. stg. loan converted	209,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,500	6	J. & J.	1878	75
Wyoming Valley.					
1 t Mortgage	660,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	55½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	34½
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan	----	----------	——	----
Lehigh Navigation	50	2,479,950	6	59½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	55
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,932,457	——	25½
" " (preferred)	50	2,722,607	——	28
Susquehanna and Tide Water	50	2,048,260	——	9½
Union (preferred)	50	2,750,000	——	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash)	per ton	48 — @ 50 —
Pig, American, No. 1		40 — @ 45 —
Bar, Swedes, assorted sizes (in gold)		— — @ 92 50
Bar, Swedes, assorted sizes		180 — @190 —
Bar, English, Refined		120 — @130 —
Bar, English, common		110 — @120 —
Scroll, English		160 — @230 —
Bar, American, Common & Refined		120 — @130 —
Band, English		110 — @120 —
Horse Shoe		155 — @160 —
Rods, English		125 — @200 —
Hoop, English		160 — @240 —
Nail Rod	per lb.	— 10½@ — 11½
Sheet, Russia	per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble		— 7½@ — 11
Sheet, Am., Single Double and Treble		— 7½@ — 11
Rails, English (gold)	per ton	58 — @ — —
Rails, American		95 — @100 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)		— 12 @ — 14
English Blister (1st & 2d qlty.)		— 13 @ — 20
English Machinery		— 14 @ — 16
German		— 15 @ — 17
American, Blister		— 13 @ — 16
American, Cast, Hammered		— 21 @ — 22
American, Cast, Rolled		— 14 @ — 17
American Spring		— 14 @ — 16
Milan (in bond)		— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @ — 50
Sheathing, Yellow		— — @ — 40
Pig, Chile		— — @ — —
Bolts		— — @ — 50
Braziers'		— — @ — 50
American Ingot (cash)		— 32½@ — 34½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		8 62½@ 8 75
German Refined		8 62½@ 8 75
English		8 62½@ 8 75
Bar	per lb.	— — @ — 13
Pipe and Sheet		— — @ — 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 39½@ — 40
Straits		— 36½@ — 37
English		— 34 @ — 34½
Plates, Charcoal I. C	per box	12 50 @ 13 —
Plates, I. C. Coke		10 — @ 11 50
Terne, Coke		9 75 @ 10 25
Terne, Charcoal		11 50 @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	6 25 @ 6 50
Clinch (cash)		7 50 @ — —
Horse Shoe, Forged (cash)	per lb.	— — @ — 30
Wrought, English (cash)		— — @ — 55
Ausable Horse, Norway Iron, Forged		— — @ — 40
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 37½@ — 38
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 53 @ — —
Naptha, Refined, (60@63 gravity)		— 46 @ — 47

New York Stock Exchange.

Actual Sale Prices for the week ending May 10.

	Th 4.	F 5.	Sat 6.	M 8.	Tu 9.	W 10.
American Coal Co.	72	----	----	75	----	73½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	116	----
Canton Co.	45	39½	38½	39½	39½	36½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	90	----
" " pref.	----	----	----	----	93	----
" " 1 M.	----	----	----	99	99	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	109	----	108
" " " 8 p.c.	112	112	----	----	----	----
Chic. & Northwest'n.	32	30½	----	31	29½	28½
" " pref.	62	60½	59½	61½	59½	58½
" " 1st M.	84	----	----	84	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	102½	101	101½	101½	100	98½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	76	74½	78	76½	74½	72½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	75	----	----	----	----	----
Clev. and Toledo	----	103½	----	----	----	100
" " S.F. 7 p.c.	100	100	100	----	----	100
Cumberland Coal, pref.	49	47	47	45½	47	46
Del. & Hudson Canal	148	----	148	146	147	145
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	80½	79½	79½	80½	79½	78½
" pref.	----	----	85	----	----	85
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	103	----	----
" 3 M. 7 p.c. '83	100	100	100	----	100½	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	30	----	----	----	----	30
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	92	----	91
Hudson River	111	----	109½	110½	108½	106
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116	114½	----	118	115½	115
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	113	----	112
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	14	----	18½	13½	
Michigan Central	111½	----	112	112	110½	
" S F. 8 p.c. '82	116	112	115	114	----	115
" conv. 8 p.c. '69	----	----	----	112	----	----
M. S. and N. I.	71	70	69½	71	68½	67½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	99	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	44	41	----	43	----	39
" " 1st pref.	----	----	95	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	68	68	67	67½	67	----
" iss. to H. & St. J. R.	----	----	----	----	----	76
" " Pacific	----	----	71	71	----	71
New York Central	99	97	97	98	96½	95½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	105	----	----	106	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	93½	----	93	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	99	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	31	30	29½	30	28	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	310	----	----	----
Panama	----	----	250	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	102½	100½	100½	102½	101	100
Pitts. Ft. W. & Chicago	100	98½	98½	98½	98	96½
" " 1M.	104½	104	----	----	----	104
" " 2M.	----	96	----	----	95½	95
" " 3M.	85	----	----	----	----	----
Quicksilver Mining Co.	64	62½	62½	62½	60½	60
St. L., Alton & T. H.	----	----	----	----	87	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	80
" " Inc. b'ds.	----	----	75	----	----	----
Tennessee 6s, 1890	64	64	----	63½	----	----
Toledo & Wabash	----	----	----	----	45	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	93	----	----	----	----	----
" " 2M.	----	----	----	----	70½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	67½	----	67

New York Stock Exchange.

Actual Sale Prices for the week ending May 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 6s, 1874, coup.	99	99½	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	97⅛	96	95⅞	96⅛	96⅛	97
U. S 5s, 10-40s, reg.	....	....	110½	....	....	96⅛
U. S. 6s, 1881, reg.	111	....	....	....	110½	111
U. S. 6s, 1881, cou.	110½	110½	110½	110½	110½	110½
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ly.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	116	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	116	....	....	....
U. S. 6s, 1 year certif.	....	99½	....	....	....	99½
U. S. 6s, 5-20s, coupon	105⅛	105⅛	105⅛	105⅛	106	106
U. S. 6s, 5-20s, new	105	105	104⅛	105⅛	105⅛	105⅛
U. S. 6s, " reg.	105	....	104	104⅛	104⅛	105
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	....	....	....	....	....	....
American Gold	142⅛	142⅞	143⅛	137⅛	136⅛	130⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	10⅛
" preferred	....	....	23½	24½	....	24½
Camden & Amboy	....	....	127⅞	128	127½	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	89⅛	....	....	....	90	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	99½	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	46½
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	59	59½	59	59½	....
" 6s	95½	97	96	....	....	....
Lehigh Valley R. R.	....	63	63	64	64	65
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	33½	....	....	32	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	87	....	....	....	....	85
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	85	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	28	....	25	....	....	....
" " 6s	87	....	....	....	....	86½
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	59½	56½	57⅞	56	56½	56
" 1st m.	103	103⅛	....	....	....	....
" 2d m.	99	....	....	....	99½	....
Penn. State, 6s	....	....	....	....	....	90
" " 5s, coupon	....	....	....	....	f....	....
" " 6s, W. L.	....	....	....	....	....	100
Philadelphia City, 6s	91½	91½	91½	....	91	91½
" " new	93½	93	93	92	93½	93½
Philad., Germ. & Nor.	57	....	....	57	....	57
Phila. & Reading	50½	51½	50½	50½	51	50½
" " 6s, '86	....	....	....	....	103	....
" " 6s, '70	....	....	....	....	92½	....
Philadelphia & Erie	22	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	29½	29½	29½	29½	29½	....
" " 6s '82	....	....	81	80½	80½	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	....	....	9½	9½	....	....
" " 6s '78	....	....	....	53	52	53
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	20	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	60½	60	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	11½	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	41½
Green & Coates, "	....	....	....	30	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	73	....	....	....	75	75
Spruce & Pine, "	....	....	....	....	21	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore City 6s, 1875	101	100⅜	100⅜	....	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	102	102	101⅜	....	101⅜	101⅜
Balt. and Ohio	106⅛	....	....	....	....	110
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	99
" " " '75	101	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	100	100	100½	100	....	....
Northern Central	....	....	47½	....	....	....
" " b'ds, '85	....	....	....	....	....	....
" " " 90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Boston and Lowell	103	100⅜	....	....	....	....
Boston and Maine	115	115	....	....	....	115
Boston and Providence	130	136	....	....	....	124
Boston and Worcest.	127	125¾	....	....	....	127
Cheshire, pref.	47	....	45	....	....	....
Concord	....	....	59	....	....	....
Connecticut River	....	....	....	100	....	....
Eastern, Mass.	....	95½	95½	95	95	95
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	109	109½	....	....	....	109½
Manchester & Lawr'ce	....	....	106	....	....	....
Michigan Central	....	....	....	170	....	....
Northern, N. H.	....	....	80	....	....	....
Old Colony and Fall R.	109	109	110	109	....	....
Ph., Wil. & Baltimore	....	62	62⅜	....	62½	62½
Portl'd, Saco & Ports.	100	100	....	....	100	....
Vermont & Canada	....	106	....	....	....	....
Vermont & Mass.	....	44½	43½	....	....	....
Western	....	135	131⅜	....	132	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	92	....	92	....	92
Metropolitan "	46	47	47	46¾	46½	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	....	....	....	40½	41	....
Isle Royale "	....	....	....	7	....	....
National "	....	22	....	....	22	....
Minnesota "	20	20½	....	....	....	....
Pewabic "	41¾	42	....	41	....	....
Pittsburg "	....	....	....	....	....	61
Quincy "	....	....	....	....	74	72
Rockland "	8	....	....	7	6	....

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of April:

Maryland 5s	62	to	64
United States 6s, 1881	60	"	61
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	39	"	41
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Do., 2d mort., 1881	62	"	64
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	62	"	64
Erie shares, $100 (all paid)	40	"	41
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875	61½	"	61⅝
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	70	"	71
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	66
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, May 13, 1865.

Stock Exchange and Money Market.

Our reports from the interior in regard to the agricultural products of the coming season are of the most cheering character. The fall sown crops, wheat, rye and barley, promise well; the winter and spring seedings are said to be doing as well as could be desired. The large and small fruits also are likely to be abundant, and everywhere a kind Providence appears to smile on the labors of our husbandmen. We have every reason to expect an unprecedented yield of all the earth can return for industry and intelligent cultivation. These expectations in connection with the successful termination of the rebellion give the most profound satisfaction to all true Americans. Such favorable circumstances act directly upon the financial power of the country, and afford further evidence of its ability to meet all the engagements we were unwillingly but resolutely forced to assume to save the life of the Nation. Entering again on a career of peace, with renewed confidence, we may expect fully to realize every hope which even in our darkest hours, we patriotically encouraged. We see no end to our advance in all material interests. Soil, climate, health, and an industrious and never-faltering population must work together for great results.

We give a large portion of our paper to the publication of a valuable essay from the pen of Dr. Elder, issued under the supervision of Jay Cooke, the well-known and successful Government agent, which, addressing itself to the financial problem, demonstrates without the risk of contradiction, that even if our public debt should finally amount in all shapes to 3,000 millions, it is sure to be paid. In the most clear and positive manner it shows, that as a burden it will continually be growing lighter by the effect of our increasing population and production, and that the percentage per capita will be rapidly diminished with each future decade. It also shows by comparison with the British National debt how easily it may be carried, with this difference in our favor, that while the former is never expected to be discharged, ours can be, as all our previous public debts have been. There is but one point about which we do not agree with the author. If we understand him, he assumes that the portion of our debt known to exist in the form of legal tenders is to be or must be funded with the rest. We object to this view of the subject. These legal tenders have been a remarkable and successful instrument in carrying us through our difficulties, and we are indebted to Mr. Chase for his courage and sagacity in adopting the policy of their creation against the remonstrances of our most capable and clever bankers and capitalists. These persons believed that the war should have been carried on upon a specie basis; and that the Government should have placed its loans on the market at whatever price in order to do so. But in our judgment this would soon have been found impracticable. There could not have been obtained even for an ordinary military chest an adequate supply. The banks instead of giving up their specie to the Government, would soon have suspended specie payments to save themselves. The proceeds of the loans would then have been mostly realized in suspending paper, everywhere at a discount, and looked upon with doubt and suspicion by the creditors of the Government. The National securities would not have been negotiable except at an enormous discount, since the actual holders of coin would have demanded their own price. On the other hand, for two years legal tenders were circulated at a small discount from gold, and the early and heavy outlays of the departments were made almost for full value received. Again, it is the opinion of some of our ablest bankers that their institutions but for these legal tenders would have been wound up and gone into bankruptcy, and that wide spread ruin would have overtaken the commercial classes, certainly all those who borrow money. Then again their issue gave us a uniform currency through out the loyal States and saved millions of dollars in exchanges between the different sections, and

finally we have had the use of between four and five hundred millions of dollars for several years without interest.

Now we think the redemption of these notes either in whole or in part may be secured without funding them. There is not a calculation made by any of our financial writers which does not contemplate and admit a positive and a large surplus the coming year, of receipts over expenditures. Many place this surplus at upwards of 300 millions. If so this must come into the Treasury directly or indirectly in the shape of legal tenders; directly from the taxes or indirectly by being demanded in redemption of the National and other bank issues. By cancelling them at least in part as they come in, the value of those outstanding will be appreciated, approach par in gold, until they are either wholly redeemed, or become so scarce and valuable as to be at par in gold. On the other hand, if they are funded, we shall add at 5 per cent. interest, say twenty-three millions of dollars to our present annual interest, and if they should be funded in long securities, say 20 years, at the end of that time we shall have paid four hundred and sixty millions of dollars in interest, and still have the principal to pay. Meanwhile we should have a surplus of revenue lying idle, and offering dangerous temptations to hasty and improvident legislation. We therefore come to the conclusion that the real policy of the Secretary of the Treasury, next to paying off the the floating debts of the Government, is to redeem as fast as possible from his surplus these legal tenders. And we venture to believe that this will be his policy, as a sound, successful and experienced financier. We therefore look at the future of our funded debt as likely to be by some hundreds of millions less than is predicted in the theory of Dr. Elder.

The customs receipts for the last week amounted to the large sum of $2,315,815, a considerable difference from the estimates of those who have been predicting a large decline. We find too that the total receipts of gold from California for the 11 months ending 5th of May have been $14,710,715 or $5,703,121 more than during the same period the previous year. And we may add that the attention which for the last few months has been paid to the subject of new mines, and their scientific development assures us that we are to have an unexampled yield the present and ensuing year. New companies are rapidly going into operation, and it is ascertained that in the new territories especially in Colorado, where the mineral ranges appear more particularly rich and auriferous, we are to see results that the most enthusiastic have not fully anticipated. We commend this view of the subject, first to our good continental friends, and next to that prejudiced, unjust and silly authority of the London *Times*, who has continually maintained our inability to pay our interest, and even disputed the existence of coin enough in our Treasury to do it, if we would. We would also recommend the latter to notice the large shipment by the Treasury last week of American coin, out of its surplus to meet our diplomatic expenses abroad. We also would point him to the fact that of the gold dividends payable in the beginning of this month, a large portion had not been drawn out by the Government creditors, as late as last week, which they certainly would have been in haste to do if they believe done word of what the *Times* has said, or what the assailants of the national credit here at home take so many opportunities of saying. And in connection with this, it is remarked that the large subscriptions to the 7-30s in a single week, more than forty millions, were not allowed to pass without some words of disparagement by certain evil disposed persons, who explained the reason of these subscriptions, by alleging they were made by Government contractors, thereby insidiously assuming that they could not get their money in any other way. A flat contradiction has been given to this untruthful explanation by Jay Cooke, the agent of the Government, but we doubt whether it will produce any retraction from the authors of the untruth. It is really astounding to see how pertinaciously, misrepresentation is studied in some of these journals. We cannot comprehend the motives of these writers. Now that their esteemed friend Jefferson Davis is a fugitive, and his confederacy crushed, we do not see what they can hope to gain by a continued system of detraction from the country's financial ability.

Gold fell on Wednesday to 131 and a fraction, in the face of an undiminished paper currency. Those who have argued that this alone keeps up the price, ought to keep up and must keep up, should give some explanation for its decline, not yet familiar to them. The voluminous historical critics who have for the last four years been pointing to the French assignats as examples of our own currency and its fate, must be rather chagrined to find their illustrations utterly unfounded and worthless.

The pamphlets, essays and money articles written to prove that gold would continue to rise, and our currency be worth no more than the paper it was printed on seem to have been produced in vain. The bullionists are non-plussed, and what is still more strange, those who have been most clamorous against paper money, now show the greatest alarm at the very idea of an early return to specie payments! Among the curiosities of this war is the inconsistency or rather the folly of a large number of our financial writers. There being a very limited demand for gold, and the Country being now in possession of large balances by the sale and absorption of its stock abroad, and its imports of goods being small, while exchange is dull and in little demand, we do not see how gold can stand even at its present prices very long.

Our last advices from England are to the effect that Egyptian cotton was selling at 24 cents. We find our speculations as to large probable losses abroad in the article, are confirmed even to the very amount, by the calculations of a writer versed in the subject addressing Mr. Bright, and published on Tuesday in a cotemporary, while a discussion has arisen as to the quantity yet remaining in the United States, and likely to be thrown on the market. Two and a half millions of bales are mentioned as being the probable amount in some quarters, but even a million will be enough to produce the effects abroad on which we commented last week.

As we have already observed further and very vigorous movements are being made to enlarge the mining operations in our gold and silver bearing regions, and as there is likely to be a large withdrawal of capital from many employments and manufactures indispensable to war, so there will be a fresh impulse given to mining, which properly conducted is nearer a certainty of profit than almost any other business. Although the product of California from 1848 to 1862 inclusive, is according to the received authorities as much as $734,000,000, it is believed by the geologists from the present yield, and palpable evidences of the gold region in other states and territories, that California is yet to be surpassed and that for example the territory of Colorado contains as much gold as half a dozen Californias, and the configuration of the mountains there seem to indicate its aggregate as if in heaps, of which the more northern mines are as but drops squeezed from a sponge. We therefore look for an extraordinary product of gold from these sources in the next ten years, and so thinking, we also think that the Government should in some way be benefitted by this production.

The subscriptions to the 7-30s amounted on a single day, on Tuesday to the enormous and unprecedented sum of $15,165,300, and on Wednesday to $17,410,000, and money was so plentiful that it was offered at 3 per cent.

It is stated that American balances abroad in specie, will be at once returned to this country to obtain the advantage of the present premium in gold before the opportunity of realising it is gone. The holders would have made a much greater profit if they had sold it at an earlier day. Their want of confidence in their own country has justly subjected them to a heavy loss.

The market for railway shares is reported as being firmer. Governments are rapidly improving, and the rise abroad will carry them up considerably higher than their present quotations.

The exports other than specie from this port for the last week were of the value of $1,757,151 against $3,900,520 for the same week last year, and the balance in the Tub-Treasurer's office on Tuesday was $38,381,078 12.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana War Loan, 94; North Carolina 6s, 69; Brooklyn 6s, Water Loan, 98; Stonington R. R., 115; Mariposa 1st mort., 49; Nicaragua Transit, 5, Atlantic Mail S. S. Co., 140; Central Coal Co., 47; Wyoming Valley Coal, 45; Con. Coal Co. of Md., 48; Smith and Parmalee Gold, 5¾; Brunswick City Land, 6; Cary Imp., 15; 4th National Bank, 99; Park National Bank, 145; Mer. Ex. Bank, 100; Ninth National Bank, 107; Mechanics' Bank, 110; Central National Bank, 100; Bank of Republic, 102½; Continental Bank, 95; Importers' and Traders' Bank, 104; Am. Ex. Bank, 116; Gold, 128¾.

Philadelphia.—Pittsburg 5s, 72; Allegheny Co. coupon 5s, 73; Reading 6s, 1871, 90; do., 1843–'80, 95; Ridge Avenue R. R., 13; 13th and 15th streets, 19; 10th and 11th streets R. R., 46; Girard College R. R., 25; Union Canal, ⅝; Chesapeake and Delaware Canal, 55½; Hazleton Coal, 95; Fulton Coal, 4⅛; Swatara, 3½; Green Mt., 3; Bank of North America, 189; Phila. Bank, 131; Northern Bank of Kentucky, 115; Farmers' and Mechanics' Bank, 120; Commercial Bank, 45; Mechanics' Bank, 29; Girard Bank, 48½; Corn Ex. Bank, 55; Atlas Oil, ¾; Allegheny River, 1¼; Big Tank, 1⅞; Bull Creek, 1⅛; Briggs,

2; Bruner, ¾; Corn Pl., 3; Cherry Run, 2⅝; Continental, 1¼; Caldwell, 4⅞; Curtin, 7½; Densmore, 2¼; Duncard, 1¼; Dalzell, 5; Egbert, 2⅞; Excelsior, ⅞c.; Eureka, ⅞; Great Basin, 2; Hyde Farm, 3; Jersey Well, 1⅜; Junction, 3⅞; Keystone, 2⅛; Maple Shade, 18½; McClintock, 3¼; McElrath, 2¾; Mingo, 3⅛; McCrea, 1⅜; McElheny, 4; Newton, 1⅜; Noble, 2¾; Organic, ½; Oil Creek and C. R., 3¼; Olmstead, 1¾; Oil Creek, 6; Perry, 2⅛; Phila. and Oil Creek, ⅞; Royal, 1⅛; Sugar Creek, 8; Seneca, 3⅜; Schuylkill and Oil Creek, ⅝; Sherman, ⅞; Slippery Rock, 3½; St. Nicholas, 3; Tionesta, 1; Tarr Home, 4; Venango, 1½; Walnut Bend, 2; Wm. Penn., 1⅞; Winslow, ⅞. The latest quotations are: City 6s, 91½@92; do., new, 93½@94; State 5s, 89@90; do., coupon, 90@92; do., 6s, W. L., 101@101¼; Phila., Wil. and Balt., 62½; Reading, 48⅝@48¾; do., 6s, 1870, 92½@93; do., bonds, 95½@97; Camden and Amboy, 127@128; Penn. R. R., 55@55¼; do., 1st mort., 102½@103½; do., 2d mort., 98⅛@100; Little Schuylkill R. R., 31¾@32⅜; Morris Canal, 85@86½; do., pref., 115@120; do., bonds, 90@96; Wyoming Valley Canal, 59¼@60⅛; do., 6s, 90@94; Susquehanna Canal, 9@9½; do., 6s, 51@53; Sch. Nav., 22@24; do., pref., 27½@28; do., 6s, 1882, 80@81; Union Canal bonds, 18@20; Delaware Div. Canal 34@34½; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 46@46½; do., 7s, 1873, 95@99; do., Chattle 5s, 65@80; Long Island R. R. 6s, 85@85; Lehigh Coal and Navigation, 60@60⅛; North Pennsylvania, 24¾@27; do., 6s, 85@87; do., 10s, 104½@106; Philadelphia and Erie, 21@22; do., 6s, 92¼@96; Minehill, 57@57¼; Catawissa, 11½@13; do., pref., 25@25½; Lehigh Valley, 64⅛@65; do., bonds, 97@97½; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 71@75; Race and Vine, 8@8¼; West Philadelphia, 62@64; Spruce and Pine, 21@22; Green and Coates, 30@35; Chestnut and Walnut, 42@43; Arch, 9@11½; Thirteenth and Fifteenth, 18@20; Girard College, 23@25; Tenth and Eleventh, 45¾@45⅞; Norristown, 56@56⅝.

Boston.—Northern (Ogdensburg) 1st mort., 94¼; Vermont Central 1st mort., 70; N. Y. Central 6s, 1883, 95½; Nashua and Lowell R. R., 114½; Boston, Hartford and Erie R. R., 18¼; Massachusetts 5s, gold, 1894, 98; do., 6s, 1873, gold, 106¼; New Hampshire 6s, 92; Maine 6s, 93½; Boston City 5s, 1883, 100; Portland 6s, 1870, 96¾; Medford and Charleston horse R. R., 25; Boston and Lynn horse R. R., 88¾; Boston Water Power Co., 42; Cary Imp. Co., 15; East Boston Co., 13¾; Waverly Co., 4¼; Union S. S. Co., 119¼; Mt. Pleasant Coal, 25; Franklin Coal, 50; Bear Valley, etc., Coal, 19; Mammoth Vein Coal, 18¼; Rocky Mt. Gold, 17; Macomb Lead, 1⅝; Cambridge Gas, 98; Boston Gas, 750; Chelsea Gas, 91; Traders Bank, 90; Columbian Bank, 115¼; Bank of Commerce, 105½; Eliot Bank, 108; New England Bank, 113¾; City Bank, 103¾; Merchants Bank, 110; Suffolk Bank, 116½; Bank of Republic, 105½; Boston Bank, 99; Atlantic Bank, 97½; Revere Bank, 120; Asiatic Bank Salem, 28; 1st National Bank Newton, 98¾; do., Chelsea, 90; Atlas Bank, 100½; Hide and Leather Bank, 117¾; Tremont 106½; Blackstone Bank, 108¼; Acton Mining Co., 90c.; Albany and Boston, 20; Bay State, 14; Boston, 2¼; Canada, 90c.; Copper Falls, 19; Concord, 3; Dover, 3¼; French Creek, 80c.; Hancock, 8; Huron, 40; Hanover, 1⅞; Madison, 3½; Native, 75c.; North Western, 3; Pontiac, 2; Petherick, 6¼; Superior, 6; Star, 4¼; St. Mary's, 1½; St. Clair, 4; Toltec, 2⅛; Winthrop, 3.

Baltimore.—Marietta and Cincinnati bonds, 89¾; York and Cumberland bonds, 1877, 95¼; Springfield Mining Co., 1.10; Maryland, 0.50; North State 0.25; Gardner Hill, 0.95; Guliford 0.55; Bare Hill, 2.15; Rudisell, 0.80; Penn. Oil, 0.95; George's Creek, 102; Laurel Cannel Coal and Oil Co., 4.75; Canton Co., 39½; Farmers' and Merchants' Bank, 42; Franklin Bank, 12; Howard Bank, 10. The latest quotations are: Balt. and Ohio, 110@113; do., 6s, 1867, 99½@100; do., 1875, 100½@101; do., 1880, 100½@102; do., 1885, 99½@101; Northern Central, 47½@49½; do., bonds, 1885, 90¾@91; N. W. Va. 1st mort., 95@96½; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92@95; Marietta and Cincinnati 7s, 1891, 89½@89¾; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 75@82½; do., guar., 95@100; Maryand 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 101@102; Baltimore 6s, 1870, 97@100; do., 1873, 97@101; do., 1875, 100@100¼; do., 1886, 98@100; do., 1890, 101¾@102; do., coupon, 98@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 18@20; Canton Co. 38@39¼; Gardner, 0.85@0.95; Gas Coal, 1.30@1.59; Maryland, 0.50@0.60; North State, 0.25@0.25; Springfield, 1.10@1.15; George's Creek, 102@103; Santa Clara, 11@20; Balt. Chrome, 1.35@1.70; Bare Hill, 2.00@2.50; Atlantic Coal, 1.10@1.15; Mineral Hill, 1.00@1.25; Baltimore Coal, 165@200; Laurel Cannel Coal and Oil Co., 4.50@4.60.

Galvanized Iron.

This form of prepared iron is one of the most valuable in which this metal is now employed. Oxydation is entirely prevented from taking place by the galvanic process so called. Our telegraph system has by this means been made perfect. Charles Washburn & Son, one of the oldest houses in the business, advertise in another column, that they not only manufacture wire of this description, for all purposes, but furnish rivet and wire rods, and bar iron and blooms also, rolled to order. Their manufactory is at Worcester, Mass., and their office in this city, No. 45 Cliff street.

☞ The celebrated Washington Iron Works, located at Newburgh, N. Y., of which Homer Ramsdell, Esq., is President, Geo. M. Clapp, Treasurer, and Joseph Belknap, Superintendent, advertise their readiness to furnish all descriptions of railroad cars--passenger, baggage, freight, coal and ore cars—as well as a great variety of other manufactures in iron, from a Railway Bridge to a Circular Saw; from Steam Engines to Sugar Pans. For particulars see advertisement.

☞ The late Cashier of the First National Bank, James Curphey, Esq., has left his position there to do business on his own account as Banker and Broker at No. 1 Pine street. His great financial experience will give him many advantages in conducting his business, in which his clients will necessarily participate.

☞ The Central National Bank, H. A. Smythe, Esq., President, is now paying its second annual dividend of 7 per cent., free from the Government tax. This institution is so prosperous, that it has been determined to increase its capital to three millions, and we recommend parties desirous of investing in a good institution to take advantage of the present opportunity to subscribe before it is too late to do so.

☞ We call the attention of our readers to the advertisement of Morris & Wheelright, general Bankers and Brokers, 72 Beaver street. This house does business strictly on commission, and therefore their advice may be taken without hesitation by those seeking for investments, or desirous of realizing.

☞ Mr. James Robb and Mr. John S. Sauzade have been admitted to the firm of Winslow, Lanier & Co.

Allegheny and Freeport Railroad.

The prospects of the new road from Allegheny City to Freeport, along the bed of the Pennsylvania canal, are highly flattering. The distance is short—less than thirty miles—and by following the canal but little grading will be required.

Interest and Dividends.

Interest due 15th inst., on bonds of the Detroit and Milwaukee Railroad Company, as well as any interest due and unpaid prior to that date will be paid by the Agents of the company, Mr. K. Jesup & Co., 59 Exchange Place, N. Y.

☞ The Albany and Susquehanna Railroad Company are now engaged in putting down the rails on that portion of their line between Cobleskill and Richmondville. The work is nearly completed, and it is thought the road will be opened to the latter point by the 15th of May.

☞ The Baltimore and Ohio Railroad Company has begun the survey of the Metropolitan Railroad, for which a charter was given at the last session of the Maryland Legislature. This initiatory proceeding is under the guidance of Mr. J. H. B. Latrobe. The work is in the way of early completion.

☞ The following gentlemen have been elected officers of the New York Stock Exchange for the ensuing year: For President, Mr. Robert L. Cutting; first Vice President, M. A. Wheelock; second Vice President, A. H. Dyett; Treasurer, W. A. Smith; Secretary, G. H. Brodhead; Assistant Secretary, John W. Munro; Roll Keeper, E. A. Shipman. For Committee on Securities, A. Campbell, W. H. Neilson, J. W. Underhill, R. L. Cutting and C. R. Marvin.

☞ The West branch of the North Missouri road extends from Moberly City to Weston, 151 miles. The cost of construction and equipment is estimated at $30,000 per mile, to defray which the company is authorized to borrow $4,000,000 on first mortgage bonds on the whole road, besides the county subscriptions, which make a total of $5,025,000, giving $495,000 above the estimated cost.

☞ The extension of the Tyrone and Clearfield Railroad to Franklin is being agitated with much earnestness. The route is said to be a favorable one.

Finances of Sacramento City, California.

The funded debt of the City of Sacramento, Cal., January 1, 1865, was as follows:

Old outstanding scrip and bonds not surrendered for refunding under the Act of 1859, or amended Act of March 22, 1864.

1850–'51—Old scrip	$2,088 99
1850–'51—Old city bonds	7,458 35
1851 —Funded debt loans	604 25
1852–'53—Levee loan bonds	24,750 00
1852 —City Hall and prison bonds	2,000 00
1853–'54—New levee bonds	1,000 00
1853–'54–'55—Fire department bonds	2,300 00
1853–'54–'55—Water loan bonds	14,000 00
1855–'56—Funded loan bonds	22,983 53
Total	$77,185 12

Interest past due and unpaid on the above will exceed six per cent. per annum for over nine years—exceeding $38,592.

The new six per cent. bonds of 1859 and 1864, stand as follows:

Bonds of 1859	$1,474,800
Bonds of 1864	21,300
Total new funded debt	$1,496,100

Interest due on the above January 1, 1865, is $96,156.

Six years interest is computed in the first coupon of the $21,300 issued during 1864.

Interest past due and unpaid being on the years 1862–'63, $27,000.

The floating debt of the city when the new city charter (Act of April 25, 1863,) commenced was $115,000. Scrip has been issued by the Board of Trustees to the amount of $109,182 34, and $77,-777 16 redeemed as follows: On the Salary Redemption Fund, $46,804 16, redeemed for $34,-219 25 in cash; average bids, 73 1-10 cents on the dollar. On the General Redemption Fund, $30,973, redeemed for $21,236 69 in cash; average bids, 68 8-10 cents on the dollar. Balance unredeemed, $31,405 48.

The receipts and disbursements of the city Treasury on account of special funds for the year 1864, were as follows:

Funds—	Receipts.	Disb'sem'ts.
Sinking and interest fund	$40,632 48	$62,318 00
Fire department fund	16,731 80	15,085 32
School fund	29,163 86	32,087 75
Salary redemption fund	19,634 33	20,167 59
General fund	30,637 25	28,878 70
General redemption fund	11,437 76	11,909 65
Levee fund	2,473 14	4,419 93
Water works fund	38,970 92	40,255 23
Cemetery fund	1,888 50	1,887 31
Street improvement fund	34,395 40	34,071 48
Dog fund	525 40	506 20
County Indian fund	45 00	.. ....
Total	$226,535 79	$251,587 16

The balances standing to the credit of the several funds January 1, 1864 and 1865, were as follows:

	Balances—	
Funds—	Jan 1, '64.	Jan. 1, '65.
Sinking and interest fund	$24,354 80	$2,669 23
Fire department fund	1,177 89	2,824 37
School fund	3,979 32	55 43
General fund	5,224 31	6,982 86
Levee fund	11,286 43	9,339 64
Water works fund	3,301 52	2,017 21
Cemetery fund	542 40	543 59
Salary redemption fund	784 44	251 18
Street improvement fund	388 96	712 92
General redemption fund	542 83	70 94
Dog fund	.. ....	19 20
County Indian fund	.. ....	45 00
Total	$51,582 90	$26,531 62

The following is a recapitulation of the operations of the City Treasury for the year ending Dec. 31, 1864:

On hand, January 1, 1864	$51,582 90
City tax of 1864	68,701 76
City license, 1864	24,541 89
Harbor dues	22,075 11
Water Works, 1864	38,970 92
Fines in Police Court, 1864	4,117 65
City Cemetery dues, 1864	1,888 50
Delinquent tax prior to 1864	7,278 95
County prison rent, 1864	1,700 00
City pound, 1864	81 50
Rent of swamp land office, 1864	60 00
State school money, 1864	4,343 04
County school money, 1864	10,543 36
Street improvement tax, 1864	34,395 44
Total	$270,281 02
Total disbursements to Dec. 31, 1864.	233,749 70
Amount on hand, January 1, 1864	$26,531 32

Journal of Railroad Law.

DAMAGES FOR LOCATION AND CONSTRUCTION OF RAILWAY.—TITLE OF OWNER, WHEN TO BE OBJECTED TO.

The late case of Church against The Northern Central Railway, on *certiorari* to the Common Pleas of Cumberland County Pennsylvania, was a proceeding by one Juliann Church, in her own right, and as administratrix of one Mary V. Church, deceased, against The Northern Central Railroad Company, under certain act of the legislature of that State, passed February 19th 1849, and providing for the assessment of damages occasioned to the owners of lands, by reason of the opening and construction of certain railroads.

In her petition she set forth: "That before and at the time of committing the acts and trespasses thereinafter mentioned, she was the owner of one-third part of the estate descended to her, at and on the decease of her daughter, the said Mary, V. Church, deceased, of and in the two tracts of land situate in the township of East Pennsborough, in the County aforesaid, a particular description of which is set forth in her petition. That her daughter Mary V. Church, who did intestate, was in her life, and at the time of committing such trespass, the owner of one-fifth part of the same two tracts of land; and that letters of administration on her estate had issued in due form to the petitioner. That the Northern Central Railway Company, by its superintendent, engineers, agents, and workmen, entered on the same two tracts of land, and surveyed and marked the route of a railway, and constructed the same upon and through the said two tracts of land, whereby great injury, loss, and damage had been done to the petitioner, and to the said Mary V. Church in her lifetime; and that the petitioner, in her own right, and as administratrix aforesaid, could not agree with the said company for the proper compensasion for the damage aforesaid done to the petitioner, and to the said Mary V. in her lifetime; and therefore prayed the court to appoint viewers," etc.

Thereupon the court appointed viewers and issued the usual order according to said act of the 19th February 1849, appointing therein the 22d day of September 1859, for the meeting of the viewers, on the premises, notice of which was given to the defendant and viewers. The viewers met at the time mentioned, and, without entering on the view adjourned to the 27th day of October following, on which day they viewed the premises injured, etc., made their report in favor of the petitioner, and filed it the 14th day of November succeeding. On the 22d day of said November, the defendant filed twelve exceptions to the report; but as the court only decided or passed upon the 3d, 4th, 6th, and 11th, complaint of its action or decision was made only as to them.

The court considered the 3d, 4th, and 6th together, and the sum of them was that "the petitioner had no such title to the premises as set out in her petition; she was not the owner of the one-third part of the land, and that Mary V. Church was not, and had not been in her lifetime, the owner of one-fifth part of the land described." In the 11th exception the defendant alleged that there was a former recovery of damages for injury to the premises—(which were paid) by the guardians of the minor children of Henry R. Church, deceased.

The court below, on a hearing, set aside the proceedings, whereupon an appeal was taken to the Supreme Court of that State, after which the following opinion of that Court was delivered by

THOMPSON, J.—It is contended by the counsel for the plaintiff in error, that the action of the court below was erroneous, and that the only remedy for errors not appearing on the face of the proceedings, was by appeal under the act of 27th of April 1855, which provides for an appeal in proceedings thereafter instituted under the act of 19th February 1849, and that the *quantum* of title in the petitioner could only appear by evidence *dehors* the record. It is difficult to see how this can be successfully gainsayed. The Act of Assembly and the practice under it, requires only that the petitioner set forth that he or she is the owner of the premises alleged to be injured, as was done here. We think that if the party against whom the application is made, does not, at the time of the application for the appointment of viewers, object to the *quantum* of interest or title set forth by the petitioner, he is concluded as to that matter, unless there is a special right of inquiry into it given by statute, or he takes an appeal, when the trial being according to the forms of the common law, the whole case will be passed upon *de novo*, and can be fully brought up for review, if deemed expedient.

When a court acts summarily, and sets aside proceedings on evidence *dehors* the record, the ground of decision cannot be legally known to an appellate court, for no bill of exceptions is allowable in such a case. Harris, 363, 9 id. 105. In such circumstances it cannot be known whether the judgment pronounced was sound or otherwise, judicial or arbitary. The maxim "*omnia presumuntur rite esse acta*" is applicable to the judgments of courts, but it ordinarily applies to matters of form and order, which often are, if not always, the guardian of rights as well as principles.

Here there is no presumption of law sufficient in itself to sustain the court in setting aside these proceedings, and no exhibition of evidence of which we can legally take notice, authorizing it. The proceedings including the report, being regular on their face, and there being nothing legally impeaching them, it was error to set them aside. The remedy in such a case was and perhaps is, by appeal.

The plaintiff in error denies that there is any-

thing in the petition, or in any other part of the record, to show that Mrs. Church was only entitled to dower, and not an "owner" of the interest described in the petition, or that if she had but a life estate, that the damages were not predicated of the exact extent of interest. There is certainly nothing to overthrow this position on the record. Indeed, even if it had appeared that it was only as widow she was claiming, it does not appear in any way that the lands out of which she was claiming dower, her husband had died seized of. If he did not die so seized, then her interest would be realty, 2 Jones, 154. So that, granting that the estate which she claimed damages for injury to, was dower, still her proceeding may possibly have been strictly right. It doubtless, however, appeared to the court, by admissions or evidence *dehors* the record, that her interest was in some way different from what it was set out to be, but we have nothing of this before us on which to support the decision below.

The proceedings of the court in this case were like arresting a judgment, where the *narr.* sets forth a good cause of action, on evidence to the court, to show that the facts alleged were not true. To the decision of a court arresting judgment, a writ of error lies. 4 Yeates, 375; 2 S. & R. 392; and if arrested in any such way, the action of the court would certainly be reversed.

The proceedings set aside being regular, we must for the reasons given reverse the order of the Court of Common Pleas setting them aside, so that they may be reinstated and proceeded in according to law.

Order setting aside proceedings, reversed.

Panama Railroad.

The last steamer from Aspinwall brings us advices of the renewal of the Panama Railroad Company's contract with the Government of Colombia. It is well known that for several years past all attempts for this object have been fruitless, and fears have been entertained that finally the road would pass out of American hands. This is now no longer to be feared. The present Company has become the perpetual owner of the road with various new privileges, for which it has agreed to pay half a million of dollars down, and to issue 18,000 shares of stock not transferable at $100 per share, which at present dividends will produce between 4 and 500,000 to the Government per annum. The Government is to have one Director. Under this arrangement the stock will stand as follows:

Present issue	$5,000,000
Bonus to Colombian Government	1,800,000
Total cost	$6,800,000

The following are the principal points in the contract between the Panama Railroad Company and T. Cuenda, Secretary of the Treasury of the United States of Colombia, as approved by President Murillo, on the 22d of March, and to be afterward laid before Congress for its sanction; the contract entirely supersedes that of April 15th, 1850:

Art. 1. The Government concedes to the Company the entire and perpetual ownership of the railroad and all its appurtenances.

Art. 2. No persons or company shall have the right to construct a railroad or canal within 150,000 metres on either side of the Panama Railroad.

Art. 3. The Company agrees, 1st, to pay to the Government the sum of $500,000. 2d. to issue in addition to the 50,000 shares that now form the capital of the Company, 18,000 shares of $100 each in favor of the Government. These shares are not to be transferable, and give no right to the Government to vote as a shareholder. The Government is to receive 26 8-17 per cent of the dividends as its proportion, and to have the right of appointing one of the directors. 3d, to prolong the line on the Pacific side to the islands of Naos, Culebra, Perico and Flamenco, or to some other point where there are at least 8 metres of water at low tide.

Art. 4. The Company has to permit the opening of a canal between the Gulf of Caledonia and San Miguel, notwithstanding Art 2.

Art. 5. The Company has the right to construct any kind of road within the limits named in Art. 2.

Art. 8. The Company may give to the existing line of railroad any direction that may be decided more favorable than the present.

Art. 9. The Government concedes to the Company the necessary lands required for the line, ports, buildings, wharves, &c., if they belong to the Government.

Art. 10. Also, 64,000 hectares of Government land in the state of Panama, gratis and forever, which may be extended to 96,000 hectares, with liberty to select them wherever the Company pleases.

Art. 13. The Company may get all the land belonging to private persons which they want for a prolongation or alteration of the line, or for a double track, after a valuation has been made and an indemnification been paid to the owner.

Art. 19. The Company agrees to transport the Government mail gratis, as also

Art. 21. The troops, armaments, &c., for the Government's service, and its employes; also to charge for the transportation of the products of the Republic, 10 per cent less than for the same from other countries, in exchange for which agreement the Company shall not be required to pay any Government, State, or Municipal taxes.

Art. 32. The Company renounces all right to make claims for the damages on account of the outbreak of the 15th April, 1856.

☞ The county of Allegheny has just recovered a verdict against the Pittsburg and Steubenville Railroad Company for $242,458, being the amount of coupons paid on certain coupons on bonds issued to the railroad company by the County. The county owned ten thousand shares of the capital stock of the company, for which bonds amounting to $500,000 were issued, with interest coupons attached, payable semi-annually. A contract was made between the county and railroad company, by which the latter agreed to pay the interest accruing on the coupons at maturity, which agreement was complied with during the years 1854–'55 and 1856, after which, the company failing to comply with its contract, the county was compelled to meet the coupons as they became due. The verdict was for the sum thus paid.

☞ The Alton *Telegraph*, speaking of the importance of constructing a railroad between that place and Edwardsville, Ills., says it believes the work will be commenced this season, and adds:

A road can be very cheaply constructed on this route, as most of the grading has already been done by the old Alton and Mount Carmel Railroad Company, which has long since been disbanded. But whether the stock will pay a good dividend or not, we leave for those better versed in financial matters than ourselves to decide, but owing to the enhanced value of the property on the route and at Edwardsville, which would result from its construction, no better investment could be made by the owners of this property than to take stock in this road.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in April:

	1865.	1864.
Passengers	$13,960 38	$7,840 33
Freight	11,159 18	13,788 34
Mail, express & telegraph	1,884 50	1,058 18
Total	$27,004 06	$22,686 85
Total this month to date.	$82,185 84	$73,215 01
Total for the fiscal year, commencing 1st Jan...	360,428 69	306,479 92

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending April 30, were:

	1865.	1864.
Passengers	$3,037 79	$3,468 84
Freight	7,058 00	10,480 63
Express	287 80	104 16
Mails	296 58	296 58
Total	$10,680 17	$14,350 21

Receipts from January 1 to April 30:

1865	$147,331 05
1864	146,957 35
Increase	$273 70

The earnings of the Grand Trunk Railway for the week ending April 29, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$45,411 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	80,010 00
Total	$124,545 00
Corresponding week, 1864	125,873 00
Increase	$2,672 00

The earnings of the Chicago and Northwestern Railway for the last week of April, are $149,637 48
Corresponding week of 1864 134,773 84
Increase $14,863 64

Railroad from Albany to Coeymans.

It is in contemplation to extend the Schenectady and Athens Railroad down the Hudson to Hoboken. A connection with this road can be made by building a line from Albany to Coeymans. This would make the distance from Schenectady to Athens, *via* Albany, forty-five miles, while it is forty-two by the direct road. A correspondent of the *Argus*, speaking of the road to Coeymans, says:

"The proposed road would cost, with depot, buildings, and rolling stock all complete, about $30,000 per mile.

"The principal expense in grading would be the first two miles out of Albany. After that the grading of the road bed will not cost much more than a common public road. The road would run very near the present stage road to Coeymans, which is very direct, with few curves, and of fine materials, gravel, and land. There would be very little, if any, rock excavation on the whole line.

"There would be three bridges on the route. One across the Norman's kill, which is the principal one, one small bridge at Cedar Hill, and one small bridge at the Coeyman's Creek at Coeyman's."

☞ The Oil Creek Railroad Company are laying the third rail on the track of their road in order that narrow gauge cars may be run over it. This will avoid the reshipment of freight by the Philadelphia and Erie road, and be a great saving in time and money to the patrons of the road. The work on the third rail is nearly completed, and will soon be ready for the narrow gauge cars

☞ A new railroad and steamboat connection between the New York and New Haven steamboats and the New Haven, Hartford & Springfield R. R. commenced on Monday, May 1st, the trains running to and from the steamboat wharf at New Haven. The steamers of this line leave New York daily (Sundays excepted) at 3. 15 and 11 P. M., from Peck Slip, East River.

Boston Water Power Co.

The receipts of this company for the year ending March 31, 1865, were $754,568 16; expenditures, $635,808 04; balance on hand in cash and notes receivable, $118,760 12. The total property of the company is estimated at $2,789,051 50; liabilities, $103,592 66; net amount of company's property, $2,685,458 84. The business of the past year has been small, owing to the unsettled state of affairs in the country and the high price of labor and materials. There have been sold during the year, 190 374 feet of land for the sum of $124,734 25. There are 883,400 feet of made land ready for market. It is hoped that within the ensuing year Columbus avenue will be completed to Park square. This will be an avenue one hundred feet in width, leading in a straight line from the Common to Roxbury, and most of the company's made land is in its immediate vicinity.

Superior Mining Co.

The receipts of this company for the year 1864 were as follows:

Balance on hand from last report.....	$444 52
Assessments and interest thereon collected.....	59,465 71
Sales of copper	27,530 87
	$87,441 10

And the disbursements were:

Debts payable of 1863.....	$9,266 38	
Purchase of real estate	10,808 56	
Agents drafts and payments on sundry accounts	45,765 66	
		65,840 60
Cash balance on hand Jan. 1, 1865....		$21,600 50

Passenger Railways.

The project of passenger railways between Pottsville, Minersville and St. Clair, is on foot, and the needed improvement will be made at once. A bill granting the privilege, was passed at the last session of the Legislature; the requisite stock has been subscribed, and the routes will be immediately surveyed. The route for the railway to Minersville will be from Morris' Addition up Centre to Market street, and out Market to Minersville. The route to St. Clair will be through Palo Alto and Port Carbon. It is to be hoped that the roads will be pushed through at once. Senator Ridgway, ex-Treasurer McGrath, Senator Randall, and other gentlemen are interested in the project.—*Pottsville Miners' Journal.*

☞ The West Troy *Democrat* says that the tracks of the Rensselaer and Saratoga Railroad Company have been removed from the depot on Canal street to the Y. It supposes this action settles the question that the cars are not to run into West Troy.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent., free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.

3m-19 HENRY A. SMYTHE, Esq., is the President.

JAMES CURPHEY,

(Late Cashier of First National Bank,)

No. 1 Pine Street, New York.

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BIRCH, MURRAY & Co.,

BANKERS,

NO. 12 WALL ST.,

NEW YORK.

3m-18

J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.... ....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier. 3m-8

CHICAGO AND NORTHWESTERN RAILWAY CO., April 27, 1865.

THE ANNUAL MEETING of the Bondholders and Stockholders of the Chicago and Northwestern Railway Company for the election of a Board of Directors for the year ensuing, and for the transaction of such other business af may be brought before them, will be held at the office of the Company, in the city of Chicago, on THURSDAY, the 1st day of June, 1865, at 11 o'clock, A. M.

3t-19 JAMES R. YOUNG, Secretary.

NEW YORK, May 1, 1865.

MR. JAMES ROBB and Mr. JOHN SAUZADE have this day been admitted as partners in our firm.

WINSLOW, LANIER & CO.

The undersigned, comprising the firm of Winslow, Lanier & Co., will continue the banking business at the same place. No. 52 Wall street.

J. F. D. LANIER,
JAMES ROBB,
CHARLES LANIER,
JOHN S. SAUZADE.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, April 28, 1865.

THE COUPONS DUE MAY 1, 1865, from the SECOND MORTGAGE BONDS of the GALENA AND CHICAGO UNION RAILROAD COMPANY, and from the FUNDED COUPON BONDS of the CHICAGO AND NORTHWESTERN RAILWAY COMPANY, will be paid on and after that date on presentation at this office.

2t-19 JAMES R. YOUNG, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, May 1, 1865.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the Election of Directors, and the transaction of other business, will be held at the Office of the Company in the City of Chicago, on WEDNESDAY, the 31st day of May, 1865, at 12 o'clock noon.

The Transfer Books of the Company will be closed at the close of the business on the 20th inst., and opened on the 3d of June.

5t-18 L. A. CATLIN, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 20, 1865.

A Mixed Currency for California.

A letter lately written by the present Secretary of the Treasury has found its way into print, expressing the opinion that California would be greatly benefitted by the adoption of a mixed currency of paper and gold, in place of its present purely metallic one. Of the truth of this assertion we have not the slightest doubt, and we venture to predict that at no distant day the constitution of that state will be so altered as to insure the introduction there of the National Banking system. To insist that gold and silver shall be in exclusive use in the current transactions of a commercial people is as much a departure from common sense, as it would be to abolish the post office and letter writing system, and to require every one to make a journey in person to transact his business at a distance. In nothing has civilization shown its progress more than in the substitution of bank notes and credits available for drafts and bills of exchange, and the substitution of them for the actual transportation of what they represent. All writers on political economy and commerce acknowledge this fact. J. R. McCulloch, a well-known and eminent British writer, in his treatise on "the principles, practice and history of commerce," remarks that "notwithstanding the precious metals are in many respects admirably fitted to serve as a medium of exchange, they have two very serious drawbacks—their cost, and the difficulty and expense of carrying them from place to place. If the currency of Great Britain consisted only of gold it would amount to at least sixty millions of sovereigns (about 300 millions of our money), and the expense attending such a currency allowing only ¼ per cent. for wear and tear, and loss of coins could not be reckoned at less than £3,500,000 per annum (or $17,500,000). It is obvious, too, that were there nothing but coins in circulation, the conveyance of large sums from place to place, to discharge accounts would be a very laborious process; and that even small sums could not be conveyed without considerable difficulty; and hence it is that most commercial and highly civilized nations have endeavored to fabricate a portion of their money of less costly materials, and have resorted to various devices for encouraging the use of coin. Of the substitutes for coin hitherto suggested, paper is by far the most important and is in all respects the least objectionable. Instead of discharging their debts by a payment of the precious metals, individuals, on whose solvency the public may rely, pass them by giving a bill or draft for the sum payable in coin at sight, or so many days after date; and as this bill or draft passes currently from hand to hand as cash it performs all the functions of coin, while it saves its expense to the public."

This clear and simple statement gives the *rationale* of the process. California, which adopted the theories of Mr. Benton, commonly known by the sobriquet of old Bullion, provided by her constitution that there should be no banks or bank currency, and the policy has prevailed there accordingly of not recognizing anything as money but gold and silver. Here then the principle has been not only established but carried out, which if any where should show its success. But we can prove that it has not been a success. On the contrary experience shows that it has really worked an injury to the Californians. To keep their golden gate in good condition it has cost large sums of money, and though of a bright and pleasant color, it has shut out large industrial and commercial interests. The exclusive use of gold has been a most costly experiment, and its effects have by no means added to the stability of property or the commercial transactions founded on its exchanges. It has cheapened nothing, it has made everything dearer. Labor has always been dear, and this has limited its employment. California has not increased as rapidly as several of our North Western States. Property has always been held at enormous prices, rents have been extravagant, and food high. Nowhere has there been such a recurrence of mercantile bankruptcies and private losses. Nowhere has speculation been so rife or profits so uncertain. Perhaps there is no city in the world where there has been more uncertainty in trade than San Francisco. The exclusive use of precious metals has been attended with an exorbitant price for that use. Two to five per cent. a month have been usually paid for money; the former being the usual rate for many years, while where banks exist the rate is only 6 and 7 per cent. per annum. Yet the commercial profits which the merchants of California enjoy in their foreign transactions, are and must be regulated by the use and prices of other money elsewhere. As for example if a merchant in San Francisco purchases a cargo for shipment to New York, and pays 24 per cent. per annum for the use of the capital employed, the price he is to receive at the latter port is no more nor less than the current rates of the article shipped, where money is cheaper, interest less, and prices by so much lower accordingly. If he adds the 24 per cent to the cost he will find himself a loser by the competition of a cheaper article. And this is precisely the principal reason that so much gold is exported from California, for if it was possible to export other products at a profit to much extent it would be done. While the value of the imports in 1860 was but $9,580,868, and in 1863 $12,877,399, the exports of gold, as officially known were in 1860 $42,325,916, and in 1863 $46,071,920. This evidently shows that there is something financially wrong in its commercial system, for the increase of values in California as represented in property and products that are fixed, bear no proportion whatever to the differences here perceptible. Nor

does its population increase as rapidly as that of some of our new agricultural states. Minnesota in 1850 had 6,077 inhabitants, and in 1860 172,126, nearly 30 times increased, while California in 1850 had 85,850, and in 1860 278,337 or not quite four times as many as in the former years. And it is even claimed that the population has within the last year or two actually declined.

It is evident from these facts, that with all the mineral wealth of the state, and its being the grand commercial mart of the Pacific, it has not yet taken the position it might. And we attribute this to the restricted character of its currency. It is not plentiful enough nor cheap enough to foster general enterprise and industry. If the fifteen or sixteen millions of coin in daily use as it is supposed in California was made the basis of a Bank currency to a reasonable extent, the rapidity of its circulation, and the more commercial use of it would change the whole character of the business of the Californians. And if the State permitted an issue of two for one of specie capital, or if under the National Banking system currency could be issued on deposit of national stocks, there is no doubt that a vast impulse would be given to its material forces. Why California should ignore the usages and advantages of commercial nations, we cannot understand. From the day its currency consisted of nuggets or gold dust in quills to the present, when it is in bars or gold pieces from the mint, it has been standing in its own light. With all its natural advantages it is falling behind the young states who have wisely used their credit to develope their industry and their commerce. The growth of the whole Union has been produced by this principle, while nations that have known no other means of exchange than the sands of their rivers, and the ingots of there mines lie still under the ban of ignorance and poverty. The Californians may very well study the writings of both the McCullochs we have alluded to.

Milwaukee and Prairie du Chien Railway.

The earnings and expenses of this road for the years ending December 31, 1863 and 1864, were as follows:

Earnings:	1863.	1864.
From freight	$904,157 52	$1,149,958 27
" passengers	297,885 04	509,712 78
" mails, etc	48,215 27	51,609 83
	$1,247,257 83	$1,711,280 88
Expenses, viz:		
Repairs of track	$191,698 86	$227,001 92
" bridges	28,987 12	41,533 47
" b'ild'gs, etc.	30,054 61	40,367 77
" locomotives	56,301 61	125,899 37
" cars	75,744 31	182,511 40
" tools, etc	10,102 03	22,778 87
General management	31,509 64	34,896 81
Foreign agency, etc	5,529 06	8,503 73
Station service	80,440 35	119,969 70
Conductors, etc	33,838 71	47,177 88
Enginemen, etc	48,123 43	65,330 23
Supplies	15,158 67	26,919 01
Fuel	63,764 47	119,566 29
Oil and waste	14,533 56	24,949 52
Loss and damage	10,089 81	12,416 80
Legal expenses	3,671 82	7,571 47
Car service	5,061 60	2,282 32
McGregor Ferry exp	23,174 58	7,750 69
New York office exp	3,413 28	5,453 72
Taxes, insurance, etc	62,550 02	88,069 70
	$793,747 48	$1,206,950 67
Net earnings	$453,510 35	$504,330 21
Bal. from previous year	211,057 14	278,581 69
Interest received on loans, and discount on pre-paid coupons.	5,169 30	6,620 14
	$670,736 79	$789,532 04
Disbursed as follows:		
Improvements at Prairie du Chien	$26,180 89	$91,429 62
Surveys of Monroe and Dubuque R. R. routes	.....	4,370 31
Account of Mil. & Miss. R. R. Co., under liens on property	5,384 21	788 25
Real estate	50 00	8,875 85
Interest on bonded debt.	170,485 00	106,400 00
Instalments of sinking fund—		
Due April 1	16,700 00	31,768 50
" October 1	17,295 00	66,312 50
Dividends on pref. stock.	155,060 00	249,650 00
Balance to new account.	278,581 69	229,938 01
	$670,736 79	$789,522 04

Compared with the year 1863, the gross earnings of 1864 show an increase of $464,023 05, with an increase in expenses of $413,203 19—making the increase in net earnings $50,819 86.

The earnings of the Southern Wisconsin Branch, (included in the above) were as follows:

	1863.	1864.
From freight	$31,684 75	$41,598 20
" passengers	14,418 12	26,559 43
" mails, etc	2,953 11	2,953 11
	$49,055 98	$71,210 74
Expenses	21,888 87	29,650 52
Net earnings	$27,667 61	$41,560 22

The business of the road from which the above earnings were realized is shown in the following recapitulation:

Freight traffic:	1863.	1864.
Tons of local freight	179,498	143,670
Do. carried eastward	129,296	89,645
Do. carried westward	50,202	54,025
Tons of through freight	98,674	135,060
Do. carried eastward	79,159	111,762
Do. carried westward	19,515	23,298
Tons of local & through	278,172	278,730
Do. carried eastward	208,455	201,407
Do. carried westward	69,717	77,323
Income from local freight	$536,174 53	$535,507 90
" from thro. freight	355,012 59	611,772 37
" fr. local & thro.	891,187 12	1,147,280 27

The movement of freight as shown by the above statement shows a decrease in tonnage of local freight, and an increase in tonnage of through freight, as compared with previous year. The increase in the one instance more than balancing the loss in the other.

The almost total failure of the wheat crop in this State last year, following so closely upon that of 1862, shows the uncertainty of such crop in this State, and the precariousness of our earnings if dependent mainly upon the same, furnishing as it does the greater bulk of our local freight.

The steady increase in our through business, the tonnage of which the past year almost equalled the tonnage of our local freight, shows the greater reliability and productiveness of the country tributary to your road lying west of the river and the importance to this road of proper extension into Iowa and Minnesota. The latter State, probably the surest wheat growing State in the Northwest, depends entirely upon the Mississippi River for an outlet. The extreme low water of the past two years evidences the uncertainty of this feeder, besides the greater expense to the roads in handling the entire shipments of the year from that State in the few months that boats can navigate the river. The McGregor Western road when extended to Minnesota will have the effect, by draining a larger section of country, of making the freight business of your road each year more equal besides distributing the transportation over the entire year.

The Beloit and Madison road extended to Madison the past year adds another competitor for the local business of the Southern Wisconsin Branch and Eastern Division of the main line of your road, furnishing another incentive for exertion on the part of this company to foster extensions west of the river.

The above statement shows that we carried 35,828 tons less of local freight than in preceding year, while the income from it was but $666.63 less. Our rates were advanced to as high a point as in view of competition could safely be done, without diverting or estranging business. In proportion as western feeders are developed freight will seek their more convenient stations, and be less subject to the river competition, which, for St. Louis even, extended to our terminal point.

Passenger traffic:	1863.	1864.
Local passengers	163,708	241,145
Through	12,976	16,233
Income from local	$197,691 35	$313,870 97
" from through	53,075 47	81,066 89
" from military	44,116 62	115,274 92

The passenger traffic shows increase in number and income in both local and through passengers, also large increase for transportation of military, in which item is included soldiers traveling on furlough. The increase in through travel is encouraging in view of the fact that the extreme low water in the Mississippi River lessened the usually large pleasure travel to Minnesota, and shows the steady improvement of Northern Iowa.

The increase in local travel is accounted for in measure by the establishment by Government of Military Camps and Hospitals at Milwaukee, Madison and Prairie du Chien, which produced more than the usual travel between these points.

A disadvantage we have labored under heretofore in having no accommodations near the depot at Prairie du Chien for passengers, in case connections were missed at that point, has been obviated by the erection of a combined hotel and passenger house. The house will be opened in the spring and must have its influence on such travel as was diverted from this line by better hotel accommodations at terminal points of other competing lines.

The mileage of trains in the years named was as follows:

	1863.	1864.
Passenger trains	292,944	303,331
Freight trains	434,069	551,155
Wood and repair trains	76,739	83,697
Total miles run	803,752	938,183

The expenses per mile (cents) run, including extraordinary renewals were as follows:

	1863.	1864.
Repairs of road and bridges	27.45	28.62
Repairs of locomotives	7.00	13.42
Repairs of cars	9.42	19.46
Engineers, firemen and wipers	5.98	7.07
Conductors, baggagemen, &c	4.21	6.03
Fuel	7.93	12.75
Oil and waste	1.80	2.65
Other expenses	34.41	39.66
Total per mile	98.20	128.65

The mileage of freight cars and the average load per car are shown in the annexed statement:

	1863.	1864.
Going east	3,068,342	2,976,894
Going west	1,619,988	1,829,450
Total	4,688,330	4,806,344
Average load east	8.25 tons.	9.16 tons.
" west	4.13 "	4.25 "
" east and west	6.82 "	7.28 "

and the mileage of empty freight cars was—

Going east	891,855	717,064
Going west	1,844,967	1,635,093
Total	2,236,822	2,352,157

The mileage of passengers or the equivalent of passengers carried one mile in 1863 and 1864, compares as follows:

	1863.	1864.
Eastward	3,771,080	5,323,371
Westward	3,942,585	5,483,282
East and west	7,723,665	10,806,653

—the average rate per mile having been in 1863, 3.25 cents, and in 1864, 3.65 cents.

The total movement of freight and passengers for each month of the years named was as follows:

	East		West		Total	
	Fgt.	Pass.	Fgt.	Pass.	Fgt.	Pass.
Jan. '63	8,595	5,469	2,531	5,645	11,126	11,114
'64	12,852	6,887	3,356	7,190	16,188	14,077
Feb. '63	11,985	5,106	2,840	5,557	14,525	10,663
'64	14,995	8,455	4,026	8,856	19,021	17,311
Mar. '63	4,253	6,742	3,180	7,223	7,433	13,974
'64	6,379	12,050	4,614	12,987	10,993	25,037
Apr. '64	14,651	6,353	4,688	6,868	19,339	12,221
'63	17,396	10,416	6,987	11,283	24,383	21,699
May '63	18,524	5,910	6,329	6,518	24,853	12,428
'64	32,062	9,114	7,640	9,522	39,722	18,636
June '63	10,706	6,820	6,678	7,358	26,474	14,178
'64	35,845	9,052	9,176	10,072	45,021	19,124
July '63	9,705	6,305	5,990	7,390	15,704	13,695
'64	19,245	10,477	6,578	10,070	25,823	20,547
Aug. '63	6,948	7,667	7,214	8,039	14,262	15,706
'64	8,585	13,328	7,119	13,321	15,704	26,649
Sept. '63	30,868	8,667	9,551	8,487	40,414	17,154
'64	13,249	15,605	7,297	15,799	20,546	31,404
Oct. '63	42,214	8,866	9,430	9,175	51,644	17,541
'64	16,356	12,406	7,600	12,238	22,956	24,644
Nov. '63	24,204	9,207	6,969	9,157	31,173	18,364
'64	15,899	10,401	7,707	10,586	23,606	20,987
Dec. '63	16,657	9,400	4,508	9,246	21,165	18,646
'64	9,624	8,470	5,248	8,793	14,767	17,263
Total '63	208,455	86,012	69,717	90,672	278,172	176,684
" '64	201,407	126,661	77,323	130,717	278,730	257,378
Increase	----	40,649	7,606	60,045	558	80,694
Decrease	7,048	-----	----	-----	-----	-----

The tonnage forwarded and received at Milwaukee, Monroe and Prairie du Chien, the three termini of the road and branch was as follows:

	1863.		1864.	
	Forw'd.	Rec.	Forw'd.	Rec.
Milwaukee way	32,425	112,272	29,237	67,250
" thro	11,793	55,710	14,521	68,245
Monroe	10,928	3,374	9,051	5,249
Prairie du Ch. way	2,824	1,641	3,481	4,909
" thro	79,159	19,515	111,762	23,298

And the number of passengers forwarded and received at the same points as follows:

	1863.		1864.	
	Forw'd.	Rec.	Forw'd.	Rec.
Milwaukee way	22,011	19,424	28,141	25,700
" thro	2,164	1,740	2,205	1,874
Monroe	3,914	4,071	5,687	5,653
Pr. du Chien way	7,526	7,187	10,441	11,205
" thro	6,127	6,849	7,441	8,792

The equipment of the road at the end of the fiscal years 1863 and 1864, was as follows:

	1863.	1864.
1st class passenger engines	7	7
2d class freight engines	28	27
2d class engines used for switching	4	7
Old engines, not in use	5	3
Total engines	44	44
1st class passenger cars	27	26
2d class " "	4	3
Baggage cars	10	9
Total passenger train	41	38
Box freight cars	472	474
Stock cars	—	25
Platform cars	98	102
Gravel cars	6	—
Total freight trains	576	601
Ditching cars	80	80
Hand cars	48	50

General Account.

Statements exhibiting the financial condition of the company on the 31st December 1863 and 1864 comparatively:

	1863.	1864.
1st mortgage bonds and scrip stock $2,556,000 less am'ts cancelled and converted into 1st pref. stock	$2,410,000 00	$966,000 00
1st preferred stock $1,095,400 & increase from conversions	1,061,000 00	2,414,500 00
2d preferred st'k $1,086,800, less $72,800 cancelled	1,014,000 00	1,014,000 00
Common st'k $2,761,800, and am't issued to Trustees, under act of the Legislature March 31 1864, to aid in adjusting claims against the late Milw. and Miss. R. R. Co.	2,761,800 00	2,988,073 00
Sinking fund, amount of bonds and stock cancelled to date by sink fund	253,200 00	343,700 00
Convertible property and old debts acct.	141,266 59	141,266 59
Balances due on pay rolls and bills payable	58,801 59	126,780 79
Do., other companies.	28,361 36	50,991 52
Do., on military accts.	.....	126,136 91
Car reserve account, represented by McGregor Western R. R. bonds received for old rolling stock	4,333 33	4,333 33
Station reserve acco't	.....	10,700 34
Reserved government tax	2,768 85	.....
Coupon account, am't unpaid coupons due Jan. 1st 1864 & 1865	78,190 00	35,927 50
Income account: balance to new acc't	278,581 69	229,938 01
Total	$8,092,303 41	$8,452,350 99
General property account, cost of road including increased common stock	$7,500,000 00	$7,726,273 00
Materials on hand	118,420 55	237,702 86
Balances due from agents and other companies	18,954 21	47,220 40
Do., from good military account	16,414 72	156,244 77
U. S. post-offices, due for transportation of mails	5,262 10	5,262 10
McGregor Western R. R. Co's bonds at 90 per cent, received for old rolling st'k.	4,333 33	4,333 33
Cash in N. Y. funds, including U. S. debt certificates	306,172 91	148,859 73
Cash in Milwaukee applicable to payment of expenses for Dec. and amounts due other companies	122,745 59	126,454 77
Total	$8,092,303 41	$8,452,350 99

The principal statistics relating to the operations of the company, since its re-organization are embraced in the following statements:

Statement showing the amount of each description of stock—

	Common.	1st Pref.	2d Pref.	Total.
	$	$	$	$
As re-organ'd	2,761,800	1,095,400	1,086,800	4,944,000
Less returned by trustees and cancelled	.....	314,600	66,800	101,400
1861	2,761,800	1,060,800	1,020,000	4,842,600
1862	2,761,800	1,041,000	1,014,000	4,816,800
1863	2,761,800	1,061,000	1,014,000	4,836,800
1864	2,988,073	2,414,500	1,014,000	6,416,573

The movements in the funded debt (convertible into 1st Preferred stock) have been as follows:

On re-organization of company	$2,556,000
Less return by trustees and cancelled	30,000

	Purchased by Sk'g. Fd.	Converted into 1st Pref.	Outstanding Dec. 31.
1861	.....	.....	2,526,000
1862	72,000	.....	2,454,000
1863	34,000	10,000	2,410,000
1864	90,500	1,353,500	966,000

The following exhibits the total stock and debt as re-organized and at the end of each subsequent fiscal year:

	Stock.	Funded Debt.	Floating Debt.	Total
	$	$	$	$
As re-organised	4,944,000	2,556,000	.....	7,500,000
Dec. 31, 1861	4,842,600	2,526,000	199,810	7,568,410
" 1862	4,816,800	2,454,000	221,282	7,492,082
" 1863	4,836,800	2,410,000	228,429	7,475,229
" 1864	6,416,573	966,000	455,179	7,837,752

The floating debt, includes $141,266 59 which stands in the general account as "Convertible property and old debts account," and bills payable, pay-rolls, dues to other companies, etc., against which the company held at all times cash and credits sufficient to discharge them.

The sources of the gross earnings of the first 4 years operations have been as follows:

Year.	Passenger.	Freight.	Mail, etc.
1861	$211,250	$835,178	$61,931
1862	357,027	855,902	50,805
1863	294,885	904,157	48,215
1864	509,713	1,149,958	51,610
Total	$1,272,875	$3,745,190	$212,561

And the profits from earnings are deduced as follows:

Year.	Aggregate Gross Earnings.	Operating and Taxes.	Profits from Earnings.
1861	$1,108,354	$672,315	$436,039
1862	1,163,734	748,993	414,741
1863	1,247,257	793,747	453,510
1864	1,711,281	1,206,951	504,330
Total	$5,230,626	$3,422,006	$1,808,620

The taxes in 1861 were $11,143; in 1862, $26,612; in 1863, $51,030; and in 1864, $72,230.

The Income account shows the total earnings (less cost of operations) to have been as follows:

	Profits.	Int. &c.	Total.	T'l incl. bal.
1861	$436,039	$.....	$436,039	$436,039
1862	414,741	5,623	420,364	713,238
1863	453,510	5,169	458,679	669,736
1864	504,330	6,620	510,950	789,532
Total	$1,808,620	$17,412	$1,826,032	$2,608,545

And the disbursements as follows:

	Interest.	Sink'g Fund.	Dividends.
1861	$118,405	$9,150	$.....
1862	172,900	13,000	156,264
1863	170,485	33,995	155,060
1864	106,400	98,080	249,650
Total	$568,190	$154,225	$560,974

	Improvements.	Other disbursements.	Total.	Balances to credit.
1861	$.....	$15,610	$143,165	$292,874
1862	67,852	92,165*	502,181	211,057
1863	26,181	5,484	391,155	278,581
1864	91,430	14,084	559,594	229,938
Total	$185,463	$127,343	$1,596,093	$1,012,450

* Including purchases viz: 1st mortgage bonds (59 bonds) $51,738 75, 1st pref. stock (98 shares) $7,763 74, and 2d pref. stock (60 shares) $3,420—tal $62,922 49.

Since the publication of the annual report the president of the company has issued the following circular for the use of the stock and bondholders:

The payment of dividend on 1st Preferred Stock, 10th February, again gave Bondholders an opportunity to convert.

372 Bonds were surrendered for conversion, in amount $359,000.

Of these, four bonds are not complete, so that as yet only $355,000 1s Preferred Stock issued in exchange for or conversion of 368 Bonds, viz:

342 Bonds of $1,000 each	$342,000
26 " 500 "	13,000
368	$355,000
4 Bonds in suspense until the transfer is made complete and valid	4,000
372	$359,000

Assuming, as there is no reason to doubt it, that the four Bonds in suspense will be validly complete, then the position of this Company stands changed as follows:

Bonds out 1st January, 1865	$966,000
Converted 10-20 February, 1865	359,000
Outstanding bonds 21st of Feb. 1865	$607,000
First Preferred Stock, 1st January 1865.	$2,414,500
Bonds converted 10-20, February "	359,000
Amount 1st Pref. Stock, 21st Feb. 1865.	$2,773,500

The payments for 1865 on this basis will be:

On Mortgage Debt, Interest and Sinking Fund	$204,480
8 per cent. on $2,773,500 1st Pref. Stock.	221,880
7 per cent. on $1,014,000.	70,980
	$497,304

The yearly interest on Bonds yet outstanding:

$607,000 at 7 per cent. amounts to	$42,490
The half-yearly payment for Interest and Sinking Fund remains	$102,240
Deduct half-year's Interest on Bonds out	21,245
Gives first half-year's Sinking Fund.	$80,995

Assuming Trustees to designate and pay $78,000 Bonds, and no conversion to take place this year, the debt would, by first half-year's Sinking Fund, be reduced to $529,000, and the second half-year's Sinking Fund would be as follows:

Half-year's Interest and Sinking Fund...	$102,240
Off half-year's Interest at 7 per cent. on $529,000 Bonds out	18,515
Second half-year's Sinking Fund	$83,725

We may assume, thus, that after making full allowance for Trustees' commissions, $160,000 Bonds will be in 1865 cancelled by operation of the Sinking Fund, reducing the debt by 31st December, 1865, to about $447,000.

The percentage of Sinking Fund to outstanding Bonds is about as follows:

For first half-year	12 5-6 per ct.
For second half-year	15½ "

on the amount of Bonds outstanding each Sinking Fund term, and for the whole year will be about 26 1-3 per cent. of the Bonds outstanding 21st February inst.

Even without further conversion the Sinking Fund for 1866 will cancel about $177,000 Bonds, and reduce the debt by 31st December, 1866, to $270,000. It thus becomes apparent that without further conversion the present system of Sinking Fund continued to the fall of 1868, must cancel all the Bonds yet outstanding.

Baltimore and Ohio Railroad.

The regular monthly meeting of the Directors of this company was held in Baltimore on the 10th inst., J. W. Garrett, Esq., President, in the chair.

The following gentlemen qualified and took their seats as directors on the part of the State, under their recent election by the Board of Public Works: Messrs. J. Summerfield Berry, Wm. Callow, J. K. Calwell, Chapman Harwood, Wm. Keyser, Wm. H. Purnell, W. W. Watkins and Samuel Wilhelm. Messrs. Barry, Callow and Watkins were re-elected.

Mr. John V. L. Findlay qualified and took his seat as City Director, in place of Mr. Wm. E. Woodyear, recently resigned.

The Committee of Finance reported the following resolutions:

Resolved, That a dividend of four per cent. be declared on the stock of the main stem of the Baltimore and Ohio Railroad Company, payable on and after the 22d May instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 12th instant, and remain closed until the 22d inst.

Resolved, That the United States tax be paid by the company.

Resolved, That a dividend of five per cent. be declared on the stock of the Washington Branch Railroad for the half year ending the 31st March last, payable on and after the 15th May at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the company.

In connection with the financial condition of the company, the President stated that under the policy heretofore adopted by the Board, it would be necessary now to make very large expenditures. The war had ceased, and the entire territory betwixt the Chesapeake and the Ohio River was permanently restored to the authority of the Government, without danger of interference or interruption. It was proper for the company immediately to proceed to the erection of extensive machine shops and engine houses at Martinsburg and Piedmont, and to add to the facilities of the company at Grafton, Wheeling and Parkersburg, and other points upon the line, and to fully supply these shops with machinery, so as to effect the greatest economies in the management of the equipment and transportation of the company.

It is also the design of the company to erect, at the earliest practicable period, first class iron bridges, to replace every trestled structure upon the road. Already four extensive iron bridges have been prepared at Mount Clare, as well as one span for the great bridge over the Monongahela River, near Fairmount. At the earliest moment the condition of the streams will permit, these structures will be permanently erected.

A large force is already engaged in the construction of double track, and the company's programme was not only to restore all the double track destroyed during the war, but also to perfect the line from Baltimore to Harper's Ferry, all of which, it is trusted, will be accomplished within the current year.

Work for the great bridges over the Ohio River, connecting the main stem and the Central Ohio road, and the Parkersburg Branch with the Marietta and Cincinnati road, has been vigorously commenced, and large quantities of stone have been prepared, with the design of erecting a portion of these structures during the coming season.

The large amount of work necessary to make the Parkersburg road reliable and effective, has also been commenced. One thousand four hundred tons of new iron have been forwarded for the improvement of that line, and as early as the cost of labor is reduced to the ordinary standard, in a normal condition, it is designed to arch its tunnels, improve the cuts and widen the embankments.

The President congratulated the Board that the resources of the company had been carefully husbanded during the war, so that the enormous expenditures now requisite to restore the works and improve and perfect the route, could be made without the embarrassments usually attending such enterprises.

After further explanations regarding the condition of the company and plans for the development of its interests, the question was taken upon the adoption of the resolutions proposed by the committee, which were unanimously approved.

The report of the Committee of Transportation was then presented, in which were embraced resolutions making very large reductions in the rates for transportation of coal. The President stated to the Board that although the expenses of the company had increased rapidly and very largely during the past year, yet the company had not advanced the rates during the fall and winter, until the 15th of February last.

The advance then made had worked most advantageously for the interests of the community, as the company at that time decided, in order to increase the supplies of coal, to diminish largely the through business, which then pressed heavily upon it, at most remunerative rates. Whilst the latter trade was more profitable to the company, than the former at the advanced tariff, yet the necessities of the country urgently required an increased supply of coal. As the demands for both could not be fully met, the decided preference was thus given to the coal trade. Under this policy, such additional quantities of coal were brought to market as, notwithstanding the advance in the freight materially reduced the market prices of coal to the consumer and shipper. Prior to that period the parties interested in the coal trade secured the extraordinary and unprecedented profits of more than five dollars per ton, because the demand far exceeded the supply; but upon the increase of the supplies thus furnished under this change of system by the company a decline of several dollars per ton followed at an early period. The business of the company has continued to this time up to its fullest capacity, the varied and extensive trade pressing upon the route occupying its entire equipment.

Having conferred, however, during the past month with parties interested in the coal trade, regarding its condition and prospects and having in view the rapid decline in the price of gold, and consequent reduction in the cost of the necessaries of life which will follow, the President deemed it proper to recommend to the Committee of Transportation the adoption of the resolutions before the Board, by which a deduction of $1.50 per ton on coal from Cumberland and Piedmont to Baltimore, and $2 per ton from Newburg, Fairmount and Clarksburg, on gas coals shall be made. The freight will thus be reduced from $5.25 from Cumberland to $3.75, and from Piedmont from $5.60 to $4.10, respectively, to Locust Point wharves.

It is true that the company, except in the purchase of materials, has not yet realized any decrease of expenses, not having reduced its rates for labor, which are yet unchanged, and its pay rolls still nearly triple their aggregate prior to to the war; yet this radical change in the tariff is recommended to secure a continuous and full business in this highly important and valuable trade. A quarter of a million of men will, in a short time, be relieved from service in the armies, and as labor is becoming daily more abundant, and the great employment and manufactures and preparation of material connected with the war will cease, it is deemed proper, relying upon an early decrease of expenses, to anticipate the change for the benefit of the coal trade. As with the reduced cost of the necessaries of life, the net reward to the parties employed will thus prove equal to the recent high rates, with their accompanying high cost of living, no difficulty is to be apprehended in such change of prices for labor

as will be just and equitable to all the interests involved.

The President felt confident that, with the comprehensive appreciation of the mining, manufacturing and marine interests, and of the interests of the States of West Virginia and Maryland, and of this community, which has uniformly marked the policy of this Board, that the resolutions of the Committee of Transportation would meet approval.

Reductions were also recommended upon the way rates for coal corresponding with the changes that had been made in the tariff on this article.

After further explanations, the resolutions (by which the reduction takes place on all coal loaded on and after the 11th instant) were unanimously adopted.

A number of nominations were submitted from the Master of Transportation and approved for agents at various stations upon the line, at which it had been impossible to maintain agencies during the continuance of the war.

A gratifying evidence of the restoration of law and order, and of the indisputed and full authority of the Government, and of the absence of all risk in the regions bordering upon the line, has been given in the number of applications which have recently been made for appointments at numerous exposed points at which agencies had been maintained prior to the war.

The recent removal of all restrictions from the trade and travel upon the entire line of the road, and the territory through which it passes, has added largely to the passenger and freight business of the company. The requirements of transportation for local purposes, especially upon the central and western portions of the route, are extraordinary, and afford very satisfactory evidences of the returning prosperity of that region, resulting from the rapid pacification of the country.

The meeting was very fully attended, and the entire proceedings of the Board were characterized by the greatest harmony.

Agricultural Department.

The Report of the Agricultural Department for March is devoted mainly to farm stock, and in connection therewith contains an instructive essay on grasses. From this report it appears that during the year 1864 there was a general decrease in farm stock, except in sheep, which have largely increased, owing to the high prices obtained for wool. The causes for this state of things are attributed to the heavy demands of the war and the increased cost of raising stock.

The total decrease in horses during the last year was 308,209, more than one-third of which is chargeable to Kentucky and Missouri, which States have suffered from regular and guerilla warfare. Ohio has suffered the most of any of the States in this respect, its decrease being 68,745.

Mules have decreased by 33,295, of which Kentucky and Missouri have last 32,326.

There were on the 1st of January last 892,866 less cattle in the loyal States than on the 1st of January preceding. The decrease is general, Kansas and Nebraska Territory being the only places that exhibit an increase.

The total decrease of cows was 280,198, a matter of sincere regret in view of the foreign demand for butter and cheese, and the increased home demand for butter. As a substantiation of this we may state that the export of cheese from January 1, 1865, to March 7, reached 7,850,155 pounds, against 6,620,035 pounds for the same time last year; and of butter the comparative quantity exported during the same period were respectively 4,868,115, and 4,644,558 pounds.

The total number of sheep in the loyal States is estimated at 28,647,269, which shows an increase of 4,300,878 within the past year. Estimating the average yield of wool at four pounds per head, the wool clip for 1865 will reach 114,589,607 pounds.

The decrease in hogs deserves particular attention. It is 3,078,150. The returns for the last packing season are not all in, but the decrease as compared with the returns of the previous season is estimated at 902,968.

The whole number of horses in these loyal States in 1864 was 4,049,162; in 1865, 3,740,933. Of mules, in 1864, 280,848; in 1865, 247,553. Of cattle and oxen, in 1864, 7,965,439; in 1865, 7,072,573. Of cows, in 1864, 6,066,298; in 1865, 5,768,130. Of sheep, in 1864, 24,346,391; in 1865, 28,647,269. Of hogs, in 1864, 16,148,712; in 1865, 13,070,562.

Casting Ingots.

Letters patent have been granted to Mr. William Weild, of Manchester, consulting engineer, for "improvements in the casting of ingots from metal prepared by Bessemer's process." Hitherto, in casting ingots from metal prepared by Bessemer's process, (patents dated 17th October, 1855, No. 2,321; 7th December, 1855, No. 2,768; 15th March, 1856, No. 630, and 1st March, 1860, No. 578,) the molten metal has been received in a vessel having a valve at its bottom, which is opened to allow the metal to pass out directly into the ingot mould that is placed in a vertical position below it, and when the ingot mould is sufficiently filled the valve is closed to prevent any further escape of the metal till the vessel is brought over the next mould to be filled. This system has not been found satisfactory, as there are difficulties in the working of the valve, and in discharging the molten metal into the ingot mould, owing to obstructions in the valve orifice; and besides this the pressure of the molten metal, and the distance it has to fall into the ingot mould causes the metal to become greatly agitated and mixed with air to such an extent as to make the ingots spongy and defective, so that flaws appear in articles afterwards formed of such ingots.

It is the object of this invention to remove the above mentioned objections, and it consists in the following arrangements: a horizontal flue is formed in a circle, or in a straight line, and this flue is covered with slabs of metal closely jointed together, and with an even upper surface in which a continuous groove is formed, and upon these metal slabs another series of metal slabs are laid so as to be closely jointed with each other and the slabs below, and through each of the upper slabs a hole is formed, and upon each upper slab an ingot mould is placed over the hole through the slab, so that by this arrangement all the ingot moulds are brought into communication with the groove, and thus with each other, each end of the groove being stopped up. When the molten metal is to be cast, the vessel containing it is brought over one of the ingot moulds (say the middle one), and close to its orifice, material being applied to exclude the air, then the valve is opened and the metal passes down the ingot mould, then along the groove formed in the slabs above the flue, and then is rises simultaneously and without agitation into all the ingot moulds till they are filled. The flue under the grooved metal slabs is heated by any convenient means (say the waste heat from furnaces) for the purpose of heating the slabs so that the metal may not be cooled in passing along the groove, and all the surfaces coming in contact with the molten metal are coated with lampblack, clay, or charcoal in the usual manner. When the metal in the ingot moulds has cooled, those parts of the metal in the groove and in the hole through the upper slab upon which the mould rests, are broken away, and then the upper slabs can be replaced over the grooved slabs ready for the casting of the next set of ingots. The ingot moulds may be arranged upon the metal slabs in a circle with one mould or "gateway" in the centre, "gates" being formed in the metal slabs radiating from the centre mould or "gateway" to each of the moulds surrounding it. The upper slab having the hole through it by which the metal rises into the mould, may be bushed with burnt fire-clay, so that the metal will be effectively protected against "chill," in passing through the small orifice into the mould. —*London Colliery Guardian, April* 1.

Condition of the Southern Railroads.

All the railroads leading out of Richmond are in an exceedingly damaged condition, and will need large expenditures to put them in working order. The Government is running the Petersburg road, and from thence to City Point. The Danville Railroad has also been opened to Danville, but the track will need extensive repairs before any large amount of travel can go over it. The Southside Railroad to Lynchburg will require the building of about two thousand feet of bridging before it can be used. The track also needs repair. The Fredericksburg and Aquia Creek road has considerable rolling stock and motive power in good order, but the track is out of repair, and several extensive bridges will have to be rebuilt before it can be used.

None of these railroads can run into Richmond until the bridge over the James river is rebuilt. It is seven-eighths of a mile long. The piers are still standing and but little damaged. The Seaboard and Roanoke R. R. from Portsmouth to Weldon might have been put in repair at an early day, and communication with the South thus re-opened, had it not been for the wicked and wanton act of General Baker in destroying the bridge over the Roanoke river after Johnson's surrender. All these roads were partly owned in the Northern States, and it will require a fresh infusion of Northern capital to put them again in working order. Some interesting questions of law will arise as to the rights of loyal bond and stockholders whose property has suffered through the rebellion.

Interest and Dividends.

The Pennsylvania Railroad Company had declared a semi-annual dividend of 5 per cent., free of National and State taxes, payable on the 30th instant.

The Northern (N. H.) Railroad Company has declared a dividend of $3 per share net, payable June 2.

The Chicago and Northwestern Railway Company have declared a semi-annual dividend of 3½ per cent. on the preferred capital stock of the company, payable June 20.

The Flint and Holly Railroad has declared an interest dividend to stockholders from dates of actual payments for stock to April 1, 1865.

The Louisville and Nashville Railroad Company have declared a dividend of 4 per cent.

The Manchester and Lawrence Railroad Company $4 per share.

The Pacific Mail Steamship Company have declared a dividend of five per cent. out of the net earnings for the three months, preceding April 30, payable on the 23d inst.

☞ It is thought the cars will be running on the Albany and Susquehanna Railroad by the 1st of June. It is proposed to lay a track from Central Bridge to Schoharie Court House.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	50c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	22
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	45c
Bare Hill ..... "	----	----	----	215c
Bay State ..... L. S.	20,000	----	3½	14
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	122,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	90c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	54½	18½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	5	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	5	----
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	80c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	55c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	7½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	2½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	42
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	----	2½	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20,000	5	15	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	----
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	3½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	13½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	21
Native ..... "	20,000	----	3	75c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	3½
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5½
Pewabic ..... "	20,000	----	3½	35
Phila. & Boston .. "	20,000	----	16	2
Phoenix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	60
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	59
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	6
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	4
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	6½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	50c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	105c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	3
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	55
Toltec ..... L. S.	20,000	----	30	2½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	8½	8
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	2,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	50,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	65
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	10
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	7
Big Mountain ..... Pa.	----	----	----	2½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	47
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	37½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	50
Fulton ..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	51
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	5
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	95
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	64
Locust Mountain .. "	----	----	----	48½
Lorberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganesett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	145
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	15½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	35½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	50	----	----
Susq. Coal & C. Mt. "	----	----	----	44
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	25,700	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	80c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Gregory (G.) Col.	50,000	100	----	28
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	8½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kenuebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	80,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	54
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	18½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	80,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) . N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	80,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	80,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.35	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6	....	30
30 Nov. '64	4.62	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.50	—	26	0	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	88½
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	28½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50		25
30 Nov. '64	31.85	—	241	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	185,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,281	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,816	278.428	—	—	....	47½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	—
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	80	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	5.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,536	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	186,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	.....	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.23	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Mor's'n & Ford'm	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	632.131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.59	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	41½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	10½
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81.029	8	50	46
30 Nov. '64	14.23	—	235	39	0	Germantown	377,824	112,245	250,000	—	146,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6 320	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29.500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6.297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6.096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birminghan	65,355	48,000	22,600	5,368	58,006	15.984	4	—	—
31 Oct. '64	16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	8½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	356,774	98,863	27½	20	75
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,388	120,000	—	—	41,269	9,418	5	—	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra. F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	21
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	45
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	19
31 Oct. '64	9.31	—	316	63	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	63
						MARYLAND.									
31 Dec. '62	21.00	—	340	80	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	161,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,876	70,000	.....	.....	.....	.....	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	295,004	298,004	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1868	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1872	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1871	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1909	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	.....
Malden & Melrose bonds	51,702	..	.....	.....	.....
Real Estate	4,000	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1888	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	65,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1907	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	100
2d Mortgage	50,000	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1902	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31,'65	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	111
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	109
Texas Indemnity, of Sep. 9, 1850 ..... coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		6	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	107
" " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109
" " " ..... coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 ..... registered	264,146,400	6	" "	1881	109½
" " " ..... coupon		6	" "	1881	109
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	102½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1864, (10-40s) ..... registered	112,770,100	5	Mar. & Sept.	1904	95½
" " " " ..... coupon		5	" "	1904	94½
Loan of March 3, 1864 (5-20s) ..... registered	85,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	615,250	7.3	April & Oct.	1864	114
" " of Mar. 3, 1864 ..... coupon	300,812,800	7.3	Feb. & Aug.	1867	114½
Debt Certificates	171,790,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	141,477,650	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,254,094				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	114
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	97
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'65-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	95
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	---	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,546	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----	d'm'd.	60
— " (R. R. etc.) ..... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ..... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	5		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	125
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
— " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " " (" ") "	94,000	5	Jan. & July.	1874	----
— " scrip ..... "	200,000	6	" "	'64-'66	----
— " " ..... "	247,000	6	June & Dec.	'68-'72	----
— " ..... "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ..... "	600,000	6	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	95
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1885	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	----	'41-'71
Missouri—Bank Stock Loan of 1857	65,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	66
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S.W. Branch ... "	7,000,000	6	" "	'72-'88	69
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	76
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	---	----	----	----
" " —Notes ..... "	535,100	6	Feb. & Aug.	1876	92
New Jersey—State stock ..... registered	200,000	6	----	----	----
" " —State bonds (war loan) .. coupon	95,000	6	Jan. & July.	Var.	----
" " — " " (") .. "	531,520	6	" "	'65-'71	----
New York—General Fd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " — " " " " ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " ..	287,700	4½	J., A., J., & O	1864	----
" " — " " " " ..	60,000	5	Feb. & Aug.	1876	----
" " — " " " " ..	23,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'62-'74	105
" " — " " " " ..	15,889,025	6	" "	'64-'76	117
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	65
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,309	6	" "	1881	100½
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	---	----	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	---	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,814	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,000	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	---	----	----	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	----	'65-'90
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	----
" — " " (interna. impr.) "	2,063,606	5	----	Var.	61½
" — " " (railroads) ... "	12,799,000	6	----	Var.	46
" — " " (capitol) ..... "	608,000	5	----	1890	65
" — " " (Hermitage) .. "	48,000	6	----	1890	65½
Texas—Had no debt in 1861	----	---	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'85-'90	57
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	---	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	5	" "	1877	----
" — " " (") ... "	1,100,000	5	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,208	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,547	381,510	357,656	3,709,970
1865	354,755	383,147	449,815	406,650	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,905	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	69,358	75,250	63,761	73,474	136,897	141,174	122,487	104,284	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,066	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,654	320,879	307,803	252,015	2,770,484
1865	261,903	262,583	288,169	283,149	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	92,595	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,778	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 505	205,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,428
1865	293,535	236,949	292,575	186,172	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,821	221,700	240,051	280,209	259,888	275,506	299,607	473,186	551,122	435,945	404,182	3,975,935
1864	273,876	317,839	390,365	371,461	409,554	521,059	482,054	619,306	655,364	708,714	705,496	545,943	6,801,021
1865	535,676	461,165	506,290	467,710	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,701	72,889	79,673	76,304	92,230	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,503	94,406	82,467	82,490	889,490
1861	85,239	76,918	85,963	90,524	65,302	63,157	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,562	90,882	96,134	130,551	150,397	143,536	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,598	372,296	330,343	349,953	330,657	361,819	359,114	455,235	465,950	396,598	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,706	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	939,959	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,637	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,569	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,073	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,906	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 508	122,683	114,804	135,299	146,424	173,281	197,762	246,283	2,023,537
1862	307,330	281,568	308,968	202,346	192,442	161,427	159,769	193,442	212,118	289,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	295,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	556,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	607,552	4,774,556
1865	525,936	418,711	424,870	311,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	200,994	183,758	219,890	188,060	193,931	248,971	259,843	321,059	243,163	225,196	2,664,948
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	265,983	289,862	284,020	243,249	224,401	2,999,613
1862	190,130	236,687	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	495,423	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	605,402	6,329,447
1865	546,410	622,555	492,276	491,297	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	28,252	25,891	38,579	32,668	29,384	37,271	56,687	45,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,906	35,326	40,706	58,704	52,984	77,112	83,089	76,784	68,863	710,225
1864	56,540	77,874	90,855	73,215	83,964	76,055	89 583	94,375	96,062	90,576	97,047	92,772	1,017,898
1865	96,112	86,626	93,503	82,186	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,201	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,596	799,841
1861	54,246	44,027	43,637	49,102	112,296	141,771	107,117	99,463	134,726	177,879	130,184	67,930	1,163,407
1862	88,908	62,907	47,010	61,759	180,218	144,915	108,721	76,163	109,661	154,369	122,272	61,833	1,168,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,188	74,283	70,740	106,689	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	100,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,861	273,722	203,492	134,972	2,068,509
1861	140,925	116,934	163,170	186,951	170,302	161,391	126,558	178,773	235,620	276,181	231,265	189,077	2,189,077
1862	163,152	163,723	157,500	103,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,529	2,647,833
1863	248,784	230,508	257,227	266,613	284,935	241,236	189,145	238,012	306,106	376,567	332,260	246,048	3,202,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	168,510	123,085	128,598	193,540	251,423	300,474	196,182	129,022	2,025,143
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,154	2 124,314
1862	230,159	159,658	151,902	175,990	186,039	174,002	172,169	216,624	295,956	322,360	307,474	258,834	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,194	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,583	265,780	263,344	346,781	408,445	408,866	405,510	376,470	3,969,019
1865	306,324	279,137	344,228	337,240	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,568	409,628	447,813	504,217	561,920	743,599	709,671	637,702	620,396	6,303,703
1860	387,126	402,530	561,078	585,141	551,700	495,943	544,494	692,282	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,798	627,051	689,688	677,073	558,743	623,138	562,076	696,175	927,086	952,960	872,985	7,996,783
1862	749,162	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,993,244
1863	920,272	790,167	867,690	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,622	1,045,401	1,167,818	11,069,363
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,460,076	1,196,435	1,167,818	1,039,902	13,230,417
1865	899,478	581,372	915,800	1 360,600	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	216,475	225,464	230,377	248,862	241,695	264,622	283,646	238,619	246,977	2,735,396
1860	163,551	171,841	257,410	248,110	263,011	278 270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,265	252,164	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,210	2,908,830
1862	192,216	217,161	244,423	255,674	283,996	274,285	388,725	414,707	448,994	463,873	468,557	454,826	4,088,837
1863	385,684	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,802	815,902	746,955	520,909	6,324,053
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	185,795	154,032	203,853	245,838	286,844	231,253	191,138	2,355,554
1861	217,262	202,071	255,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,021,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,995	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,200	487,642	5,182,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,566	914,052	7,120,466
1865	684,260	696,738	886,511	738,107	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,352	63,881	68,748	71,854	112,884	93,766	67,721	85,550	95,959	118,887	129,166	135,610	1,117,527
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	150,878	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,486	160,496	157,785	149,865	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,513	42,064	54,414	73,679	67,946	67,423	84,879	122,785	106,100	126,027	77,599	51,256	926,785
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,953	137,086	92,374	1,172,100
1862	62,235	47,142	56,006	63,582	100,845	113,578	115,214	168,219	170,380	172,970	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	162,585	105,554	116,379	120,495	151,052	134,593	111,380	1,439,798
1864	76,735	95,843	132,996	123,987	127,010	146,538	139,026	244,114	243,840	221,570	220,309	266,164	2,090,332
1865	144,000	139,171	155,733	144,001	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	533,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	700,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	790,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	592,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1565	102½
1st Mortgage	300,000	7	" "	New York.	1565	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75–'76	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $800,000	790,000	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	89½
" " $1,700,000	1,700,000	6	"	"	1883	89½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1892	
Cayuga and Susquehanna:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	800,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	106½
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1990	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	564,000	7	April & Oct.	"	1877	99½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	80
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	126
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	565,200	8	" "	" "	1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1869, '61, '62, '66)	208,060		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	99
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1893	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,616,500		March & Sept.	" "	1881	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	1				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63–'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1879	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	300,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	1			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	76
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	98
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	----	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	200,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	933,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
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Louisville and Frankfort:						
Louisville Loan	100,000	----	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	----	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	850,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1853	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	569,978	7	Feb. & Aug.	New York.	1891	89½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	------	----
1st Mortgage	1,600,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	114
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	114
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	39,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	500,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	607,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	80
2d Land Grant	650,000	----	----------	" "	------	----
Income bonds	511,000	----	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1886	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,880	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1881	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	----	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	----	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	----------	----------	------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	95
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey:						
Company's (various)	642,500	----	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63-'68	----
1st Mortgage Coupon	2,005,000	6	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	96
D'bts of former Co's outst'ding.	224,920	----	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	105
Exchanged St'ks (S. F.) B'ds	963,000	6	May & Nov.	"	1883	98
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	"	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	105
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,654,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	100
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,300	7	Jan. & July.		1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Debt to city of Baltimore	850,000	---	----	----	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	69
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,295,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	108½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1994	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	150,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	955,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	405,000	5	Jan. & July.	Philadelphia.	1907	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	105,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1850	94
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	2,480,500	6	" "	"	1886	102
" 1856, "	564,000	7	" "	"	1866	133
Bonds and mort. on Real Estate	60,529	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	132½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	64½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	91
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	50,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	60
2d Mortgage	937,500	7	" "	"	1863	15
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	229,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1886	----
3d Mortgage	518,500	7	----	----	1876	----
Six per cents	113,248	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1883	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1905	93
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1901	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1907	19
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	" Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	" New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1873	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,615,704	54.0	-------	101,102	37,806	—	----
28 Feb '59	30.5	—	----	48.1	2	2	19	*Alabama and Mississippi*	461,506	50,991	—	335,010	109,500	21,632	518,965	30.5	-------	55,791	21,852	—	----
31 May '60	109.6	—	----	57.5	11	9	102	*Ala. and Tennessee Rivers*	2,361,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	286,791	76,773	21,006	—	----
1 May, '61	469.2	15.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,866	696,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	-------	506,156	269,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	———	1,493,850	22.5	-------	220,251	104,894	----	----
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	———	422,290	23.8	46,908	65,900	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,910	154,337	—	----
31 Aug '64	51.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	———	4,280,209	72.8	458,245	1,232,307	885,219	17	21
31 Dec. '64	74.0	—	5.9	—	10	12	272	Housatonic	2,439,775	*	23,200	2,000,000	191,000	47,000	2,685,438	124.0	208,829	428,518	180,702	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	139,574	265,387	13,966	8	----
29 Feb '64	52.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	166,429	1,644,967	62.0	172,124	212,553	———	—	117½
30 Nov. '63	8.48	8.9	0.3	—	3	3	—	New Haven and Northampton	2,305,204	28,743	—	1,010,000	660,000	———	2,363,942	-------	-------	156,663	78,631	5½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	558,805	51,000	———	810,962	66.0	211,836	270,672	64,299	8	85
31 Mar. '64	61.5	1.0	63.8	—	29	75	405	New York and New Haven	4,721,382	764,877	—	3,572,800	2,000,000	———	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,581	66.4	344,463	651,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	---	---	-----	Delaware	1,552,257	-------	———	406,152	870,000	271,877	1,607,684	54.5	155,531	158,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	704,360	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	———	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	82.0	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	———	191,485	195,000	75,894	610,112	82.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	———	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	8.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	———	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	88.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	———	1,240,000	125,000	———	1,597,385	88.7	-------	418,036	285,827	8	125
-- -- '62	92.6	—	5.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	———	-------	-------	-------	-------	90.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	———	733,700	129,500	———	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	48.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	———	151,887	-------	———	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	———	4,366,800	-------	———	6,500,173	229.0	579,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	———	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	———	1,500,000	-------	12,295	1,658,976	102.5	226,241	404,618	212,676	12	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	———	669,950	249,000	———	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,534	52,374	———	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	14.2	—	18	22	201	South Western	3,770,425	*	———	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	———	built and	own'd by	State.	———	138.0	-------	832,343	464,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	650,100	4,208,200	4,054,000	———	9,896,595	281.0	1,104,197	2,770,454	1,273,518	7½	86
30 Apr. '64	240.0	996.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	———	6,571,140	6,128,031	———	14,837,839	394.0	1,968,519	3,090,211	1,360,499	8	107
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	———	3,731,316	8,336,000	226,641	13,147,136	242.0	-------	1,083,054	443,503	—	27
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	———	5,000,000	1,402,748	———	8,280,575	228.4	1,162,890	2,143,875	1,103,414	6	94½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,866,988	525,451	6,028,400	3,506,000	———	10,952,115	341.7	1,484,069	2,201,481	1,279,404	6	----
31 May, '63	174.5	8.5	14.3	—	21	22	504	Great Western	4,039,561	*	———	1,648,561	2,350,000	———	4,214,342	180.0	-------	742,097	377,476	—	65½
31 Dec. '64	454.8	202.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	———	20,808,160	13,222,000	———	32,060,110	708.3	3,386,850	6,329,447	2,465,194	8	114½
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	———	1,780,295	3,292,403	———	-------	148.0	-------	-------	-------	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-------	———	5,900,000	6,700,000	———	10,600,000	209.0	18 mos.	2,202,415	704,650	—	37
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	———	1,106,679	1,006,125	———	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,895	168,541	—	72
31 Dec. '58	86.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,899	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	———	1,372,000	997,000	———	2,975,878	84.0	384,559	771,768	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	———	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	———	819,900	640,000	———	1,588,763	132.0	-------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	283.0	-------	645,827	371,40	—	364
30 Nov. '64	72.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	———	3,063,108	73.0	370,558	1,007,979	521,254	18	154½
								IOWA.													
1 Jun. '58	76.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	———	702,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	———	516,072	580,000	369,084	-------	86.6	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	———	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,087,876	82,499	———	921,449	570,000	———	-------	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,196,000	*	———	2,700,000	4,500,000	15,000	-------	230.0	-------	-------	-------	—	36
								KENTUCKY.													
31 Oct. '58	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	———	1,582,169	2,930,000	337,532	4,375,903	111.8	-------	426,408	227,584	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	} Lexington and Frankfort	597,950	52,300	———	514,573	105,000	———	741,051	29.0	181,033	99,320	52,355	4	80
30 Jun. '63	66.1	—	----	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	———	1,663,713	95.1		222,909	120,069	3	68
30 Jun. '64	185.0	83.0	18.3	56.5	52	47	529	Louisville and Nashville	9 730,101	*	———	5,605,834	3,930,500	235,670	11,886,430	300 0	841,559	3,261,690	1,803,963	6	----
								LOUISIANA.													
31 Dec. '59	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,564,420	505,290	———	3,242,315	566,000	339,297	5,555,220	80.0	180,204	481,922	223,640	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	———	-------	2,665,000	1,160,717	-------	206.0	-------	1,232,624	555 424	—	----
31 Aug '60	53.7	—	----	135.8	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	———	1,283,016	248,909	108,434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	———	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	———	7,960,000	4,250,000	———	9,008,369	188.6	-------	340,896	-------	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,815,906	7,740,989	———	16,066,822	329.3	1,555,277	3,417,185	1,697,060	12	107½
31 Mar. '65	346.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	6,564,118	———	18,284,315	523.8	2,187,124	4,289,436	1,881,113	7	60½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	———	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	———	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	———	-------	500,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	———	-------	500,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	———	2,000,561	2,554,732	806,992	6,331,390	236.0	-------	594,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	———	798,255	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.5	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	———	1,000,000	1,400,000	———	-------	83.5	-------	260,047	121,659	—	----
								MISSOURI.													
31 Aug. '58	66.8	—	15.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	———	7,185,836	7,177,600	———	-------	206.5	579,224	1,047,567	420,026	—	85
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	804,988	———	2,459,207	4,250,000	———	-------	168.8	-------	444,480	182,895	—	----
31 Dec. '62	161.0	—	2.6	—	---	---	-----	*Platte County*	1,200,000	*	———	500,000	700,000	———	-------	52.0	-------	-------	-------	—	----
28 Feb. '65	196.0	—	14.4	37.2	24	30	420	*Pacific*	11,162,670	662,617	———	5,450,810	7,000,000	137,019	20,486,430	196.7	507,040	670,884	287,888	—	----
28 Feb. '65	77.0	—	5.9	206.0	---	---	-----	*South Western Branch*	[illegible]	116,888	———	73,018	1,800,000	———	-------	114.0	23,871	241,412	120,256	—	----
30 Sep. '64	93.5	8.6	5.5	—	16	19	510	*St. Louis and Ire Mountain*	[illegible]	844,748	———	1,911,137	1,631,000	67,621	3,798,277	98.1	291,691	734,756	88,788	—	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,854	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,145	2,990,998	109.5	189,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,800	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	109
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	555,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	296.8	1,983,769	4,481,859	3,054,653	6	110
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,202	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,061,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	2,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	.....	.....	.....	.....	—	—
30 Nov. '64	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,830,000	640,000	12,326	2,996,846	70.9	413,218	650,999	182,610	6	100
30 Nov. '64	74.8	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	757,505	1,272,600	445,392	8	115
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,154	61.8	457,640	1,117,340	393,908	9	122
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,610	93.6	638,622	1,471,985	487,864	10	122
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	851,560	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6¾	60
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	— —	2,079,944	52.4	223,318	472,321	165,932	6	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,785	264,102	3,155,000	1,667,200	237,200	5,059,400	95.0	527,236	1,040,189	400,423	8	90
30 Nov. '64	51.0	42.5	75.9	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	109½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	80,275	—	200,000	75,000	3,374	366,9[illegible]	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,455	809,862	71.0	185,647	291,618	63,019	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	105
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,823,876	334,503	—	3,609,600	452,000	451,350	4,512,960	107.3	510,010	964,030	469,932	8	105½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110
30 Nov. '64	6.1	—	—	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	43
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	43½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,297,520	—	14,986 9:9	218.0	1,430,223	2,996,854	1,178,712	10	130
30 Nov. '64	45.7	—	9.8	—	10	12	163	Worcester & Nashua (par 83⅓)	1 038,808	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	635,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	41.5	.....	470,078	125,286	7	57
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	29,904	operated	by	Concord	R. R.	33,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Coun. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	37,791	11,918	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	52.6	.....	366,846	183,718	4	77½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,244	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	154.2	.....	3,040,148	1,728,548	10	127½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,586	65,128	—	8
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,706,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	.....	293,857	108,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	443,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	2	6	17	Northern New Jersey	422,297	*	.....	156,860	204,200	77,798	438,798	21.2	.....	.....	90,618	29,5 2	—	.....
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	.....	.....	.....	.....	Warren	1,907,750	—	—	1,907,750	900,000	—	1,907,750	24.0	.....	230,886	154,908	6¼	103
31 Dec. '62	38.5	—	.....	42.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,62[illegible]	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	8	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	.....	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,068	—	—	850,000	2,395,000	1,070	3,369,068	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	510,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,684	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	43,045,234	807.0	6,916,324	13,439,643	4,594,725	8	71½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	100
30 Sep. '63	94.0	2.5	12.1	—	13	20	100	Long Island	2,305,563	622,911	—	1,862,716	782,462	—	2,928,474	100.5	242,062	360,431	62,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	250	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,899	3,606,745	9	89½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	988,884	58.2	151,198	335,626	117,460	7½	.....
30 Sep. '63	139.6	43.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,204	—	1,519,800	1,784,400	60,571	3,459,880	238.1	355,658	585,201	279,210	6¼	108
30 Sep. '63	40.9	6.7	8.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,561	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,300	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	154,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	416,321	126,123	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,994,500	171.9	.....	409,458	219,588	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	76,580	354,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06[illegible]	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	663,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cine., Hamilton and Dayton	2,962,156	499,086	113,147	2,500,000	1,634,000	—	4,996,266	202.0	.....	1,083,328	495,691	10	122
31 May, '59	131.8	—	.....	31.0	16	10	332	Cine., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,286	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,017,130	2 151,948	1,216,287	51	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	245,387	375 209	228,851	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,108,000	96.7	562,396	2,066,623	1,268,788	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,500	—	63½
31 May '64	109.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	96
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	332,485	.....	61.5	75,120	55,125	19,762	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami	226,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,862	15	140
30 Jun. '63	173.8	90.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,530	—	.....
30 Apr. '62	192.8	.....	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '59	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	22	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	107,865	3,280 887	1,495,728	11,190	5,139,662	205.9	585,594	600,162	183,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,155,156	*	—	862,571	1,290,100	127,118	2,694,694	125.0	220,717	273,202	92,283	—	—
31 Dec. 66	242.4	—	.....	—	48	15	899	Toledo & Wabash	10,080,918	*	—	5,427,050	6 063,868	—	10,243,015	250.0	1,244,259	2,060,822	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	95.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,018		
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,087	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	11½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,960	3,491,500	606,321	10,930,771	304.5	1,624,327	1,984,948	721,382	20	
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	338,560	202,009		
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	306,770	656,816	48,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,620	486,788	189,007	10	
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	165,502	55,456		
31 Oct. '64	18.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	42.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	336,280	143,472	—	20
31 Oct. '64	80.0	—	34.0	—	119	154	1,230	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	201,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Value	7,453,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,290,262	1,462,154	20	64½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	82
31 Oct. '64	150.5	—	83.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	"	"	"	"	7½	57
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,575		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	54
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,928	Pennsylvania	27,639,576	3,380,315	5,604,810	19,880,060	16,634,840	—	43,520,356	356.9	5,846,778	14,739 937	4,065,113	10	84
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norristt'n	1,139,079	282,399	—	1,354,100	315,000	—	1,673,100	24.0	253,789	443,147	207,893	8	56½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)					20
31 Oct. '64	93.0	54.0	218 8	—	216	74	12819	Philadelphia and Reading	18,998,276	5,736,480	—	20,072,323	7,271,879	—	27,344,202	512 3	1,926,309	9,289,841	4,668,150	15	45½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	624,006	477,658	10	145
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197 0	839,286	8,205,560	1,368,200	10	60
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,496	163,004	—	1.770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	9½
31 Dec. '62	468.3	—	108.5	—	151	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,320	*	—	8,181,123	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	99½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	800,000	791,597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	20.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,096	162,312	1,855,443	26.4	118,698	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,300	372,000	1,343	968,137	29.6	95,666	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,757	199,155	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	100.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	253,282	151,536	6	—
1 Jan. '59	143.2	21.8	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,006	1,145,000	345,548	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	98,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859..?	140.0	—	5.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,204	—	536,654	1,902,000	390,407	—	130.3	150,142	297,800	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	607	Memphis and Charleston	5,366,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,707	291.0	—	1,636,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,143	—	570,000	1,361,000	146,000	—	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859.....	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—
1859.....	54.7	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,516	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	357,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,963	67,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	—	—	....	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	81,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	—	70.0	102,200	282,846	196,588	—	—
— — '59	25.0	—	—	110.0	—	—	....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.6	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,583	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,709	941 045	262,837	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	(oper. by Vt. Central				8	104
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212.274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	—	—	(oper.b.Troy & Bost.				53,852	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	—	113.7	703,034	156,202	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	455,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	125.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,966	—	1,365,300	1,851,500	292,342	4,745,256	123.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.6	—	326,554	213,852	7½	—
30 Sep. '60	140.6	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,355	143.2	224,014	560,904	252,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,961	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,833	—	43.5	1,068,054	165,733	79,586	6	86
30 Sep. '59	22.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	42,925	1,639,648	80.0	—	240,446	121,055	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	92,929	4,832,929	195.0	280 968	634,081	348,130	5	75
30 Jun. '60	304.7	9.4	10.6	—	39	27	40	Virginia and Tennessee	5,904,259	338,475	2,400	3,452,813	3,265,000	571,968	10,223,271	214.9	480,103	740,439	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	229,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726.273	*	4,333	6,775,773	607,000	—	8,452,351	234.4	929,183	1,711,281	505,330	—	40
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.2	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,542	—	15
30 Jun. '63	1,096	157.0	....	78.0	294	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,880	1,649,510	14	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	6,678,939	96.1	402,670	467,256	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	6.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,558,706	—	—	4,558,706	108.0	180,421	107,640	20,000	—	—
1 July, '61	60.0	—	....	....	—	—	....	New Brunswick and Canada	1,402,748	102,258	—	1,380,000	18,100	156,000	1,709,232	60 0	—	129,455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	188,416	109,107	37,131	—	—
								NEW GRENADA.													
31 Dec, '58	48.7	—	—	—	11	29	120	Panama	5,000,000	*	615,688	5,000,000	2,875,000	—	10,795,729	48.7	—	5 057,458	1,994,994	13	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,325	7	---	45
Chicago & Alton (preferred)	2,425,200	7	7	93
Chicago & Northwestern (pref.)	2,400,000	7	5½	57½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,C14	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	92
" " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	620,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	984,700	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1856	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation.					
1st Mortgage	2,786,682	6	M. & S.	1870	96
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	----------	----	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	668,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	52
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	460,000	6	J. & J.	1878	78
Wyoming Valley.					
1 ‡ Mortgage	650,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	34½
Delaware and Hudson	100	10,000,000	10	141
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	60
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	26½
Susquehanna and Tide Water	50	2,048,200	—	8½
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 44	@ 46 —
Pig, American, No. 1		— 38	@ 40 —
Bar, Swedes, assorted sizes	(in gold)	—	@ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes		180	@190 —
Bar, English, Refined		120	@125 —
Bar, English common		110	@115 —
Scroll, English		110	@220 —
Bar, American, Common & Refined		120	@125 —
Band, English		155	@ — —
Horse Shoe		155	@160 —
Rods, English		125	@200 —
Hoop, English		160	@240 —
Nail Rod		per lb. — 10½	@ — 11½
Sheet, Russia		per lb. — 25	@ — 26
Sheet, English, Single, Double and Treble		— 7½	@ — 11
Sheet, Am., Single Double and Treble		— 7½	@ — 11
Rails, English	(gold)	per ton... 58	@ — —
Rails, American		— —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. — 19	@ — 24
English Spring	(1st & 2d qlty.)	— 12	@ — 14
English Blister	(1st & 2d qlty.)	— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 13	@ — 16
American, Cast, Hammered		— 21	@ — 22
American, Cast, Rolled		— 14	@ — 17
American Spring		— 14	@ — 16
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb. —	@ — 50
Sheathing, Yellow		—	@ — 35
Pig, Chile		—	@ — —
Bolts		—	@ — 50
Braziers'		—	@ — 50
American Ingot	(cash)	— 31	@ — 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish		— 3 30	@ 3 40
German Refined		— 3 30	@ 3 40
English		— 3 30	@ 3 40
Bar		per lb. —	@ — 12
Pipe and Sheet		—	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb. — 33	@ — 33½
Straits		— 35½	@ — 36½
English		— 32½	@ — —
Plates, Charcoal I. C		per box 12 —	@ — —
Plates, I. C. Coke		— 9 75	@ 11 50
Terne, Coke		— 9 50	@ 10 —
Terne, Charcoal		— 11 —	@ 11 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb. 6 —	@ 6 50
Clinch	(cash)	— 7 50	@ — —
Horse Shoe, Forged	(cash)	per lb. —	@ — 30
Wrought, English	(cash)	—	@ — 55
Ausable Horse, Norway Iron, Forged		—	@ — 35
Zinc Nails	(6 mos)	—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 35	@ — 36
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 71	@ — 73
Refi'd, in bd. L.S. to pr. Wh.(110@120 test)	— 82	@ — 83
Naptha, Refined, (60@63 gravity)	— 45	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending May 17.

	Th 11.	F. 12	Sat 13.	M. 15.	Tu. 16	W. 17.
American Coal Co.	72	70	69	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	95	----
California 7s	----	----	----	114½	----	114
Canton Co.	36½	36	----	37½	40	37
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	89	88	----	88	----
" " pref.	----	----	----	----	93	----
" " 1 M.	99½	----	----	----	98	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	106	107	----	----	----
" " " 8 p.c.	----	----	112	----	106½	----
Chic. & Northwest'n	28	28½	28½	28½	27½	27½
" " pref.	56	58½	57½	59½	59½	57½
" " 1st M.	----	----	86	80	----	79
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	----	----	----	----	----	----
Chicago & Rock Isl.	95	96	94½	97	98	96
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	135	----	----	134	----
Clev. and Pittsburg	65½	67½	64½	64½	67	65½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	96	----	----	----
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref. 30	41½	40½	40½	42	38½	
Del. & Hudson Canal	141	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-6	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	77	77½	----	77½	78	76
" pref.	----	----	77½	----	85	----
" 1 M. 7 p.c. '67	----	----	99½	99½	----	----
" 2 M. 7 p.c. '79	105	----	----	----	----	----
" 3 M. 7 p.c. '82	101	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	94
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	100	----
Hann. & St. Joseph.	----	----	----	30	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	102½	104½	102½	102½	103½	101½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69-100	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114½	115½	114½	115	117½	117
" Can. bd. sc.	----	----	----	----	----	----
" bonds	113	----	113½	----	114	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13	13½	----	13	13	12½
Michigan Central	107	109½	----	----	109	107½
" S F. 8p.c. '82	----	----	112	----	----	114
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	64	65	63½	63	64	61½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	99	----	97	----
" " 2 M.	90	----	90	----	----	----
Mil. and P. du Chien	39½	40	40	----	----	----
" " 1st pref.	----	----	----	92	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	18½	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	33	33	----	----	----	----
Missouri 6s	67	67	67	66	66	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	70	----	71	----	----	69
New York Central	92½	93½	91½	91½	94	90½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	105	----	105	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	96	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '78	101½	----	----	101	101	----
" " 2M. 7p.c. '84	----	----	----	----	----	----
" " 3M. 7p.c. '87	----	----	----	----	----	----
Ohio & Miss. cer.	26	27½	26½	27	27½	26
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	300	310
Panama	----	----	----	----	----	----
Penn'a Coal Co.	146	145	----	----	----	148
Phila. and Reading	95	95½	92½	95½	95½	92½
Pitts. Ft. W. & Chicago	94½	97	94½	94½	96½	95½
" " 1M. 104	----	----	100	----	----	104
" " 2M.	----	----	----	----	88	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	54	56	55½	57½	58½	55
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	62	----	64	----	64	65½
Toledo & Wabash	----	45	----	----	45	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	73½	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 17.

	Th.11.	F.12	Sat.13.	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	95	96	95⅛	95⅛	90⅛	95
U. S 5s, 10-40s, reg.	----	----	95⅛	----	----	----
U. S. 6s, 1881, reg.	110⅛	109⅞	109	109	109⅛	109⅛
U. S. 6s, 1881, cou.	110⅛	110	109⅞	109⅛	109⅛	109
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	112	112	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	99	99⅛	99
U. S. 6s, 5-20s, coupon	105	104⅞	104⅞	104⅛	104	103⅞
U. S. 6s, 5-20s, new	104⅞	104⅛	104⅜	104	103⅞	103⅛
U. S. 6s, " reg.	----	----	104⅛	103	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	131⅛	130⅛	130	131⅛	129⅞	130⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 16.

	W.10.	Th.11	F.12.	Sat.13.	M.15.	Tu.16.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	11⅞	11⅞	----	----	----	11⅞
" preferred	25	25	----	----	25	----
Camden & Amboy	128	128	128	----	128	127⅛
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	100⅛	----	----	----
" " 6s,'75	----	109⅛	----	----	----	----
" " 6s,'83	90	90	90	----	89⅛	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	100	----	----	100	----
Ches. & Del. Canal 6s '86	92	----	----	----	----	----
Del. Div. Canal	34⅛	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	40⅛	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	60⅛	60⅛	----	----	60
" 6s	----	----	----	----	96	----
Lehigh Valley R. R.	65	64⅛	----	----	----	----
" " 6s	97	97	97	97	97	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	120	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	26	----	----	24	----	24
" " 6s	----	----	----	85	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56	55	55	54⅛	----	54
" 1st m.	----	----	103⅛	----	----	----
" 2d m.	99⅛	99⅛	99	99	----	----
Penn. State, 5s	90	----	----	89	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	91⅛	91⅛	----
" " new	93⅛	93	92⅛	93	93	----
Philad., Germ. & Nor.	56⅛	----	----	----	----	----
Phila. & Reading	50	48	47⅛	46⅛	----	47⅛
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	92	----	----
Philadelphia & Erie	----	----	----	20	----	20⅛
" 6s	----	----	----	----	----	93
Philad. & Sunbury, 7s	----	----	----	95	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	28	26⅛	----	26⅛	26	25⅛
" " 6s '82	80	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	87	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	9	9	----	----	8⅛
" " 6s '78	----	50	50	----	----	----
Union Canal, pref.	----	----	----	----	1⅛	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '76	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	10⅛
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	21	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 16.

	W.10.	Th 11.	F.12.	Sat 13.	M 15.	Tu.16.
Baltimore City 6s, 1875	----	99⅛	----	99	----	100
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	102	101⅛	99⅛	100	100	100
Balt. and Ohio	110	110	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67, 99	----	----	----	----	----	----
" " " '75	----	----	----	----	----	101
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	100	----	100
Northern Central	----	46	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	115	----	114	----	----	113⅛
Boston and Providence	----	124	121⅛	----	122	----
Boston and Worcest.	126⅛	----	----	----	122	----
Cheshire, pref.	----	----	----	----	----	----
Concord	57⅛	----	56⅛	----	----	57
Connecticut River	----	----	----	101	101	100
Eastern, Mass.	98⅛	92	94	93	90	----
Eastern, N. H.	----	93	----	----	----	----
Fitchburg	----	109⅛	109⅛	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	77⅛	----	----	----
Old Colony and Fall R.	108	----	105⅛	----	----	----
Ph., Wil. & Baltimore	----	----	61⅛	----	60⅛	60⅛
Portl'd, Saco & Ports.	100	100	----	----	100	100
Vermont & Canada	----	----	106	----	104	----
Vermont & Mass.	----	----	----	----	----	----
Western	----	----	131⅛	----	----	130
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	92	----	----	92	----
Metropolitan "	----	----	----	46⅛	46	46⅛
Middlesex "	----	----	----	----	54	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	40	39	----	37	37⅞	----
Isle Royale "	----	11	10	----	10	----
National "	21⅞	----	21	----	----	----
Minnesota "	19	18	----	----	----	----
Pewabic "	39⅞	38⅛	37⅛	38	38⅛	38
Pittsburg "	----	60	----	----	----	----
Quincy "	72	71	----	----	69	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of May:

Maryland 6s	62	to	64
United States 6s, 1881	63⅛	"	63⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	72	"	74
Do., 2d mort., 1881	65	"	67
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	65	"	67
Erie shares, $100 (all paid)	50	"	51
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875	61⅛	"	61⅛
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	75	"	76
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1860	63	"	68
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	83	"	85

American Railroad Journal.

Saturday, May 20, 1865.

Stock Exchange and Money Market.

The success of the late Government loans is extraordinary, indeed without precedent in the history of loans. The amount daily subscribed to the 7-30s, and the character of the subscribers give it a peculiar interest. The following is a history of this loan:

Congress, in July, 1864, authorized the Secretary of the Treasury to borrow $400,000,000, in such form as he deemed best. Of this amount $100,000,000 was issued as ten-forties, $70,000,000 as five-twenties, and the balance, $230,000,000 as seven-thirties. On the 3d of March last, Congress authorized a further loan of $600,000,000; $70,000,000 of this was taken and added to the $230,000,000 of seven-thirties issued under act of July, 1864, to round it up to $300,000,000. This made the first series of the seven-thirty loan. This left $530,000,000 unissued of the amount authorized by the last act. The issue of $300,000,000 of it as seven-thirties was directed by the Secretary of the Treasury. The sale commenced on the 1st of April last. This was the second series of the seven-thirty loan. Its sale averaged between $8,000,000 and $9,000,000 a day. Only about $85,000,000 of it remained on the 12th day of May There was then still left at the disposal of the Secretary of the Treasury, under the act of March 3, 1865, $230,000,000.

The subscriptions on Saturday 13th inst., amounted to $40,451,950. and for the whole week were $98,384,650. In the two previous weeks the amount subscribed inclusive of voucher conversions was $145,000,000. The Secretary of the Treasury wisely acknowledging the patriotism and confidence of the people has decided to issue the balance of the loan authorized by the act of March, 1865, amounting to $230,000,000, in 7-30s, precisely similar in tenor, form and privileges to those already sold, payable three years from the 15th of July, with the reservation however of the right of paying interest in gold coin at the rate of six per cent. instead of seven and three-tenths in currency. Subscribers previous to the 15th will deduct the interest up to the last named date The deliveries of the notes are to commence on the 1st of June. This option of paying in gold is the only change in the character and privileges of this third series of the loan. Up to Tuesday last the new subscriptions have been about six millions.

Whether this option of the Government will check the popularity of the loan remains to be seen. As the public have the utmost confidence in the legal tender currency, perhaps they may prefer 7-30 in that to 6 in gold, especially as this currecy is rapidly appreciating, and is more convenient to use in commercial transactions. Capitalists are proverbially sharp witted in the investment of their funds, and we shall soon be able to see what is their opinion. It is very evident from the action of the Secretary of the Treasury in making the reservation, that he expects to see the currency so near to gold if not at par with it, as to make it an object to save the excess of 1.3 per cent. on the issue of this third series, which will be a handsome gain to the country. He shows a confidence in the future by this arrangement which is worthy of notice and doubtless will be justified by events.

We cannot help contrasting the large operations of our Secretary with those of the Chancellor of the Exchequer in England, Mr. Gladstone, whose budget is now the subject of great gratulation in that country. Introducing his statements to the attention of the House of Commons, he avowed that it was a source of great satisfaction that the expenditure of 1864–'5 was about three millions less than had been anticipated, though compared with that of 1858–'9 it was greater by about fifteen millions, and the total increase of charges on the country since the Crimean war, had been about sixty two millions of dollars. So that it is only the last year's experience which is made the particular subject of congratulation. In French finance it is the custom with the Treasury there to take an average of 5 or 7 preceding years as a basis of calculation for taxation and revenue, but in England one year seems to be enough for the

purposes of a Chancellor of the Exchequer, when he wishes to talk encouragingly. The greatest source of his satisfaction appears to arise from the increased consumption of malt and spirits, a very doubtful advantage we should think in a moral point of view. Nay, he supports his boast of financial prosperity by the calculation that the regular allowance of malt liquor to each adult male in England during the year is *six hundred quarts*. Two hundred millions of dollars per year are expended on the article called "the National drink," and as he rejoicingly adds, "there is no symptoms of a taste for it dying out." These six hundred gallons per head for each male adult reckoned in another way, is a barrel per head per annum in the gross. We confess this is a picture not so pleasant to look upon, and shows on what a curious basis the revenue of the kingdom rests. Should the people give up their beverage and have "no more cakes and ale," it is evidently doubtful whether even the interest on the National debt could be much longer paid.

This small surplus of receipts over expenditures the last year, however enabled the Chancellor to throw off here and there a few pennies on tea, something on stamps, and the income and fire insurance tax, for which there is evidently deep gratitude, but fearful of the consequences of this amazing generosity he deprecated any "invasion of his modest (and unusual) surplus."

All this appears to us to be ludicrously in contrast with the American system of finance. Although quite unused to debt and taxation we have not feared to meet both without flinching and without complaint. We have in four years actually welcomed a National debt in our great cause, of more than half that of Great Britain, have demanded taxation, have met dollars instead of pence as the imposition on most things taxable, and have not relied on our beer drinkers to help us through. The truth, is everything with us has been done on a scale entirely different from that of England. We have met the great emergency of National life or death with larger armies, larger navies, larger outgoes and larger income than would have been possible with any Nation in Europe during the last four years, and the country is not only saved, but more prosperous than ever in its internal affairs, and more confident than ever in its now tried ability and increasing resources. When will foreign critics and foreign economists understand this country? They have resembled the barbarians, who when they saw a serpent fasten on the hand of the Apostle Paul at Melita, and expected, perhaps hoped, that he would fall a victim to its fangs, were astonished to see him shake off the reptile into the fire without harm.

In our last we alluded to the fresh impulse being given to mining in our gold and silver bearing States and territories. It seems that new discoveries of value are being made in them which will materially increase their resources. Thus we find from our latest California advices that petroleum has been discovered in nearly all the counties along the coast except San Francisco, viz., in Los Angelos, Santa Barbara, Santa Cruz and Santa Clara, and as well also in the rising States of Nevada and Oregon. More than this large deposits of platinum have been discovered near Virginia City in the same State, a valuable mineral out of which the Russians have at times manufactured coin, and which is in considerable quantities imported for particular purposes in the arts, into the United States from abroad. Here we have a new element of value to reckon in our teeming resources. And what perhaps is still more interesting is the fact, that the salt deposits in Nevada are now ascertained to be inexhaustable, and it is quarried out in large blocks like ice and enters largely into the operations of the smelters of silver ore. It is also curious to note that the increase of silver as compared with gold is going on at an unexpected rate, and thus equalizing the value of the two metals, in which many political economists began to fear a dangerous inequality. The following table supports the statement, as regards the production of the Pacific Coast:

	Silver.	Gold.	Total.
1860	$80,397	$37,711,842	$37,802,539
1861	2,275,256	33,604,276	35,879,532
1862	6,247,074	31,302,804	37,549,878
1863	12,488,738	27,060,127	39,546,865
1864	15,797,585	24,332,505	40,130,090

Surely we may with unalloyed thankfulness recognize the goodness of that overruling power which is constantly opening to us such vast resources, which has so signally preserved us from so many dangers, and which offers us so many inducements to retain his protection. Truly he who brought us here will sustain us.

The news by the last arrivals from abroad in relation to our National securities continues favorable. On the 6th inst., U. S. 5-20s were quoted in London at 66, and American securities generally were in favor and demand. With the vast change effected in public opinion abroad, by our recent uninterrupted successes and the total breaking up of the Confederacy, our financial condition is more fairly appreciated. The facts are too palpable to be any longer resisted, and those like Mr. Gladstone, and we are sorry to perceive how this statesman was misled, who thought they were witnesses of the birth of a new Nation, find it only the abortive deception of false appearances. We shall have no further trouble from abroad as to our position and means. Here at home the greatest cheerfulness prevails financially. Governments are steady and in high favor. No doubt the large sums now disbursed by the Treasury in answer to the requisitions of the navy and war departments will largely go into the new loan. Gold fell on Tuesday to 129¾ notwithstanding a considerable amount has been shipped within a week past. Much of this has unquestionably gone as dividend remittances to parties who have no occasion to employ their funds here. Money continues very plenty, but will probably find full employment. The Southern trade is being rapidly re-opened, and lines of steamers are being placed everywhere on the old Coast routes. There is without doubt a vast field of enterprise offering to Northern capital, which it will with its usual foresight and activity at once occupy. We notice that the splendid large steamer, the *Guiding Star*, is to commence running to Europe, probably to inaugurate a new Atlantic line, and we wish the owners all success. Is it not time that the Navy Department should move as it has promised to do, in the plan of using our surplus steamers in the carrying of our ocean mails. We have the vessels which will otherwise be unemployed, and the seamen and officers ready and anxious for the service, which can be performed cheaply and expeditiously, thus restoring our commerce and adding in many ways to our revenue. It is very strange that the Press does not take a more lively interest in this subject.

Railway securities are looking up, the leading companies showing a large increase in their receipts the last month, with the prospect of a fine business the coming season. Indeed in all directions there is every appearance of business on a large scale, and the re-establishment of the railways in the South will of itself give large employment to numerous branches of production and industry.

The exports from this port for the week ending May 16, exclusive of specie were $2,229,028. The balance in the Sub-Treasury on Tuesday was large, to wit., $44,193,557 06.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Canal bonds 1860, 86; North Carolina 6s, 65; Louisiana 6s, 60; Connecticut 6s, 97; Illinois Coupon bonds, 95; Milwaukee and St. Paul 1st mort., 75; Norwich and Worcester R. R., 85; Wyoming Valley Coal, 40; Cary Imp., 17½; Ninth National Bank, 107; Am. Ex. Bank, 114; St. Nicholas Bank, 100; Bank of Commerce 106; Bank State of New York, 115; Importers' and Traders' Bank, 106; Metropolitan Bank, 123; Mer. Ex. Bank, 100.

Philadelphia.—Westchester 7s, 100; Reading 6s, 1843-'80, 96; Allegheny Co. coupon 5s, 73; 10th and 11th streets R. R., 45; 13th and 15th streets, 19; West Philadelphia R. R., 63; City 5s, 86; New Creek Coal, 1½; Big Mt., 3¾; Girard Bank, 49½; Mechanics' Bank, 28; Corn Ex. Bank, 57; Bank of North America, 189; Farmers' and Mechanics' Bank, 120; Bank of Kentucky, 100; Allegheny River Oil, 1; Atlas, 1½; Bruner, ⅝; Big Tank, 1¼; Bull Creek, 1; Cherry Run, 2¼; Corn Pl., 2½; Caldwell, 3⅛; Crescent, ½; Continental, 1; Curtin, 8; Densmore, 1⅜; Dalzell, 4¾; Duncard, 1; Egbert, 2⅜; Excelsior, ⅛; Eldorado, ¾; French Creek, ¾; Howe's Eddy, ⅛; Junction, 4; Jersey Well, 1½; Keystone, 1¾; Maple Shade, 15⅛; Mingo, 2⅞; McClintock, 2½; McElheny, 3¼; McCrea, 1; Noble, 2½; Olmstead, 1⅝; Oil Creek, 4; Organic, ½; Perry, 1½; Royal, 1; St. Nicholas, 2⅜; Story Farm, ⅞; Sunbury, ⅝; Sugar Dale, 2⅝; Tarr Home, 4⅜; Tionesta, ¾; Walnut Bend, 3½. The latest quotations are: City 6s, 91½@92; do., new, 93@94¾; State 5s, 89@90; do., coupon, 90@93; do., 6s, W. L., 101@101½; Phila., Wil. and Balt., 60½; Reading, 46¾@47⅞; do., 6s, 1870, 91@93; do., bonds, 97@97; Camden and Amboy, 127½@128; Penn. R. R., 53½@54; do., 1st mort., 102½@103¼; do., 2d mort., 99@99¼; Little Schuylkill R. R., 31@32½; Morris Canal, 81@87; do., pref., 115@120; do., bonds, 90@96; Wyoming Valley Canal, 59@59½; do., 6s, 90@95; Susquehanna Canal, 8¾@9; do., 6s, 48@50; Sch. Nav., 20@24; do., pref., 26¼@26¾; do., 6s, 1882, 79@79¾; Union Canal bonds, 18@20; Delaware Div. Canal 30@32; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 46¼@46½; do., 7s, 1873, 91@98; do., Chattle 5s, 65@80; Long Island R. R. 6s, 85@85; Lehigh Coal and Navigation, 59@60; North Pennsylva-

nia, 24@25; do., 6s, 85@85¼; do., 10s, 103@106; Philadelphia and Erie, 19⅞@20½; do., 6s, 92½ @98; Minehill, 56@57; Catawissa, 11½@12; do., pref., 25¼@26; Lehigh Valley, 63½@64¾; do., bonds, 96¾@97; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 74@75; Race and Vine, 7½@8; West Philadelphia, 62@64; Spruce and Pine, 20@22; Green and Coates, 30@ 35; Chestnut and Walnut, 43@44; Arch, 9@11½; Thirteenth and Fifteenth, 18@19; Girard College, 20@26; Tenth and Eleventh, 44½@46; Norristown, 56¼@56½.

Boston.—Boston and New York Air Line 6s, 46; Rutland and Burlington 1st mort., 60; do., 2d mort., 15; Vermont Central 1st mort., 73; Eastern R. R., 6s, 1874, 95; Northern (Ogdensburg) 2d mort., 23; Pittsfield and North Adams R. R., 85; Nashua and Lowell R. R., 113½; South Shore R. R., 6; Maine 6s, 1882, 93¾; Massachusetts 5s, 1894, gold, 97¾; do., 1872, 106; Connecticut 6s, 97¾; Boston 6s, 1874, 100; Portland 6s, 1870, 90½; Chicago 7s, sewerage, 1888, 99¾; Albany 6s, 1872, 99; Boston 5s, 1882, gold, 99⅞; Boston Water Power Co., 39¾; Waverly Co., 3½; Cary Imp. Co., 17½; Brookline Land Co., 2⅝; Union S. S. Co., 118; Belmont Coal, 7; Mammoth Vein Coal, 15⅛; Gilberton Coal, 51; Macomb Lead, 1½; Rocky Mt. Gold, 18½; Pittsfield Iron, 3¾; South Boston Gas, 100¼; Boston Gas, 735; Lowell Gas, 117½; Cambridge Gas, 97¼; Chelsea Gas, 90; Columbian Bank, 113; Market Bank, 99¾; Pawner's Bank, 95¼; National Bank, 99; Tremont Bank, 109; Webster Bank, 106; Traders Bank, 90; Bank of North America, 98; Shoe and Leather Dealers Bank, 122⅜; Eliot Bank, 108; Shawmut Bank, 99¾; Massachusetts Bank, 129; Bank of Redemption, 103; Revere Bank, 117¼; Old Boston Bank, 75; Merchants' Bank, 108¾; Fanuel Hall Bank 116¾; Acton Mining Co., 50c.; Albany and Boston, 22; Boston, 1⅞; Bay State, 14; Copper Falls, 18½; Dana, 1½; Huron, 42; Humboldt, 2½; Hancock, 7½; Manhattan, 2⅜; Madison, 3; North Western, 3¼; New England, 87½c.; Pontiac, 1¾; Star, 3; Superior, 5½; South Side, 2.

Baltimore.— George's Creek, 102½; Atlantic Coal, 1.05; Springfield Mining Co., 1.00; Deep River, 0.10; Gardner Hill, 0.85; Maryland, 0.50; Penn. Oil, 0.85; Laurel Cannel Coal and Oil Co., 4.50; N. W. Va. 2d mort., 94; Franklin Bank, 12¼; Union Bank, 71. The latest quotations are: Balt. and Ohio, 106@107; do., 6s, 1867, 99@100; do., 1875, 101¼@101⅞; do., 1880, 101¼@101⅞; do., 1885, 99¾@100; Northern Central, 43@ 45; do., bonds, 1885, 81@90; N. W. Va. 1st mort., 95@98; do., 2d mort., 94@98; do., 3d mort., 28@30; do., guar., 94@95; Marietta and Cincinnati 7s, 1891, 82@87; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 75@82½; do., guar., 95@ 100; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100@101; Baltimore 6s, 1870, 97@98; do., 1873, 97@101; do., 1875, 96½@99; do., 1886, 98@100; do., 1890, 100@ 101; do., coupon, 99@100; do., 5s, 1838-'70, 80@ 88; City Passenger R. R., 17½@20; Canton Co. 35@37; Gardner, 0.80@1.00; Gas Coal, 1.00@1.70; Maryland, 0.30@0.45; North State, 0.25@0.25; Springfield, 0.80@0.85; George's Creek, 101@ 102½; Santa Clara, 11@15; Balt. Chrome, 1.00 @1.70; Bare Hill, 2.00@2.50; Atlantic Coal, 1.00 @1.05; Mineral Hill, 1.00@1.20; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00 @4.50.

The Cotton Question.

Our readers will have noticed that we have frequently drawn their attention to the subject of cotton. This product of our country is a very large and valuable one, so much so as to have been made almost the entire support of the financial system of the Confederates. It had so long and so completely been supreme in foreign markets, that it was believed to exercise an Imperial influence, and to be so indispensable to the prosperity of the manufacturers of England and France, that it could control the political policy of those countries; and bring it into *rapport* with the rebellion. And if there had been no blockade, or if it had been on so weak a scale as to have permitted the exportation of the article at pleasure, there is little doubt but that the means derived from it would have procrastinated the struggle and led to the equipment of whole fleets of piratical vessels, in the easy ports of willing neutrals. But all this is changed, and the cotton which was to build up the confederacy remains to benefit the Union, and some of us from the first have always so thought and so spoken.

American cotton is the best and cheapest in the world, and costs less to transport it from the fields where it is raised, to the looms where it is woven, than that of Egypt or India, or Brazil. It therefore is about to resume its customary importance and all for our benefit as of yore.

In sevepral previous articles we have considered the probable consequences of this state of things on the financial affairs both of England and our own country, and our opinions have been sustained by those of our most experienced and reflecting men, as by those of British writers who have had the courage to look the future in the face. We have therefore not at all been surprised at the publication of a letter addressed to John Bright, Esq. by a gentleman of Boston, supposed to be Mr. Atkinson, whose speculations on this same subject have attracted deserved attention at home and abroad. With regard to the actual amount of stock in this country, remaining within reach, he says:

"The most reliable estimate which I have been able to obtain comes from an English agent of a Boston cotton house, who landed at Matamoras about six months since, travelled as a neutral through Texas and Western Louisania, down the Red river to New Orleans, and who has obtained information from the interior of Alabama and Mississippi. His estimate was that there were in the South, on the 1st of January, 1865, not less than 2,500,000 bales of baled cotton and a very large quantity of loose cotton, piled up in gin houses and sheds, certainly sufficient to make good any damage upon the baled cotton, and to give an available stock of 2½ million bales of sound cotton."

He also says that he believes "a very considerable crop of cotton has been made in every year, since the war began, in theTrans-Mississippi department;" and upon this estimate he is guiding the cotton mills under his management and control.

Next taking from the London *Economist* its estimate of the quantity on hand in England, the quantity on hand in the South, and then deducting the consumption in the North, with the probable production in this country in 1866, to wit., 800,000 bales, and he comes to the conclusion that there will be left without counting the East India production, as much as 1,500,000 bales, "a supply more than equal to the capacity of all the spindles in Europe." From these premises he infers a decline in the price and a loss to English holders of cotton of $150, to $200,000,000 in the present year. Also a further decline in the price to about 10 cts pr lb., and a crash among the cotton spinners and the holders of their fabrics.

When the news of the assassination of the President reached England, there was a slight rally in the price of about 2 cts pr lb. probably under the idea that our affairs were thereby placed in a critical condition, so much so as to prevent our entry upon a permanent condition of peace. A few days later news however would have convinced the speculators in cotton, as well as those in every other American product, that this country does not owe its greatness to any one man, or any set of men and that its institutions rest on the broad basis of popular support reverenced and maintained by the people themselves. The machinery of our Government is kept in motion by the ever flowing current of a broad and mighty stream, and no drops that fall from it in its course, affect the direction or power of its volume. It is a pyramid not resting on its apex but its base, and these are the monuments which defy time and the elements. So, those operators or manufacturers who have anticipated that the production of cotton was likely to be permanently checked in this country by reason of the rebellion or the consequences of the rebellion have gone astray in their calculations widely, and the year 1866, will see the cotton yield going on with even new force. Northern capital and free labor will be applied in a more intelligent manner than has yet been witnessed under the slave system, and where the experiment has already been made in places protected by our arms, even under the greatest disadvantages, it has been demonstrated that a crop can be made at greater profit than under the old system. We expect to see, aided by the characteristic energy of the North, the South will in a few years resume its importance as a producer of cotton and be superior in the foreign market. With increased production will come increased imports and the comforts of life will be desired and enjoyed by a large class of people who have lived hitherto in comparative indigence. The cotton product of the South has enriched the planters while the poor whites have been left in ignorance and poverty, but under the new system, their labor will not only become honorable but competative and profitable.

It will not take many years to alter the whole arrangements of Southern society and to place it on a better footing than ever. And in that light cotton which hitherto has been the badge of slavery and the symbol of oppression, will be the honorable product of free labor, and a boon to the world instead of a sorrow.

☞ A correspondent informs us that Mr. Nathan Smart, has taken the contract for the St. Stephen's Branch Railroad, and that he will commence operations in the course of ten days. The contract is based on the survey of Mr. Buck.

Journal of Railroad Law.

NEGLIGENCE.—PLAINTIFF HELD TO OBSERVANCE OF ORDINARY CARE.—ONUS OF PROVING NEGLIGENCE.—REASONABLE CARE DEFINED.—COURT NOT BOUND TO CHARGES AS REQUESTED BY PARTY ON FACTS ASSUMED TO BE TRUE, WHEN THEY ARE DISPUTED.

The recent case of McTighe against the Pennsylvania Railroad Company, on error to the Court of Common Pleas of Allegheny County, Pennsylvania, was an action brought to recover damages for an injury done to plaintiff's person by the negligence of the defendants in permitting freight cars to stand upon the public street.

The material facts of the case were these: On the day the plaintiff was injured, three or more of defendants' freight cars were permitted to stand on the defendants' track on the north side of Liberty street, in the city of Pittsburg, Pennsylvania, from a point near Wayne street, along in front of warehouses occupied respectively by Messrs. Heyl, McCargo, Galway, and others. This track runs parallel with and twenty feet distant from the curb in front of these houses. From the inner rail to the middle of the gutter the distance is seventeen and a half feet, and from there to the curb it is two and a half feet, in all twenty feet. The cars were standing there without any motive power attached for sometime before as well as after the plaintiff was injured. One of the witnesses testified that they stood there while he hauled three loads away from one of the houses abovementioned.

The plaintiff backed his dray into McCargo's, at right angles with the pavement, and after loading four or five barrels of whiskey, took his position at the left side of his horse's head, with his left hand on the bridle, his right hand on the end of the left shaft, and his back toward the cars in the street. In this position he started to pull out to the right, down the street. When he had turned about half round, he came in contact with one of the cars, and immediately thereafter was struck on the side by the end of the left shaft, just below the left arm pit, receiving then and there the injury on which the suit was founded. The defendants counsel requested the Court to charge the jury, among others, as follows:

1. That the burden of proof, in this case, is upon the plaintiff to show that he used that degree of care and prudence which was necessary to have prevented a collision with the cars; and that he must show affirmatively that no negligence on his part contributed to produce the injury.

2. That it being uncontroverted in this case that the plaintiff at the time he started his horse and dray from the pavement, was upon their left side, with his right hand on the left shaft, and his left hand holding the bridle, and his back turned towards the cars, and being so placed, he moved backwards until he came to them, and was injured, these acts in law constitute negligence, and the Court is requested so to charge the jury, and by reason thereof the plaintiff cannot recover.

3. That when an obstruction is placed in a public street, not dangerous *per se*, to persons passing along the same, and a person comes against it in the day time and receives injury, he cannot recover against the wrongdoer, without showing affirmatively that he used that amount of care which was required in the peculiar circumstances of the case, to pass by it, and that having used the same he was nevertheless damaged, and such is the law applicable to this case.

The Court below declined to charge as requested, these three propositions of defendants; which was the error assigned here by them, after a verdict and judgment for plaintiff. The opinion of the Supreme Court of that State, was delivered by

THOMPSON, J.—In Beatty *vs.* Gilmore, 4 Harris, 463, the plaintiff in error, who had been defendant below, complained of the Court for charging that the *onus* of showing the exercise of proper diligence and care was not on the plaintiff, but that the want of it lay upon the party averring it. In regard to that this court said, "it was perhaps of little consequence whether in this particular the Court was right or wrong, since the plaintiff's fall into the area was witnessed by many persons who testified to the incidents attending it, and thus enabled the jury to ascertain whether the accident was fairly ascribable to his inexcusable carelessness." Notwithstanding this, the Court however, affirmed the ruling of the Court below under the circumstances of that case.

What was said there is very applicable to the case before us. The accident occurred in the day time, and was seen by witnesses who described all the particulars of it. From these facts a jury would be able to say whether or not the plaintiff was guilty of inexcusable negligence. Nor was this all; the defendant gave all the evidence he could of negligence on the part of the plaintiff, and thus the question was fully raised, and put to the jury under instructions by the Court, that if there was negligence on part of the plaintiff which contributed to the disaster, he could not recover. We need not trouble ourselves, therefore, with the question upon whom the *onus* rested of disproving or proving negligence. I have no doubt there may be cases in which the plaintiff's case would be incomplete without proof of care: such for instance, as where a prescribed mode of doing an act was required out of which the injury sprung, or where a party should leap from a train of cars to avoid a collision, on well grounded apprehension of it; in such, and in many other cases which might be imagined, it would doubtless be necessary to cover the whole ground in chief, necessary to entitle the plaintiff, *prima facie*, to recover. But if a party omit this, where it is not necessary to aver it in the complaint and the other side do not choose to demur, or go to the jury on the want of such an element, but assume the burthen of proof, he could not non-suit the plaintiff for want of it or ask a Court to do more than to submit the question to the jury whether, from all the evidence, the plaintiff himself had been guilty of negligence or not. All this occurred, and was so dispensed in the Court below.

The assignments in error are three in number, and are rather as to what was omitted to be said by the learned judge in answer to certain points, than to what was said in his general charge, and in answer to numerous other points. We will consider the first and third assignments together. In the first the complaint is, that the Court refused to affirm that "it lay upon the plaintiff to show that he used that degree of care and prudence which was necessary to *have prevented a collision with the cars* (of the defendants,) and this he must show affirmatively; and that *no* negligence on his part contributed to produce the injury." As to the last clause of the sentence, we refer to what has been already said as to the *onus* of proving care and diligence. It is manifest that there was no error in refusing to affirm this point, because it asserted an unreasonable standard of care, viz., such as was necessary to *escape injury altogether*. If such had been affirmed to be the rule, the very act of collision would have been proof of negligence, a thing which was to be determined from the whole evidence, under proper instructions as to the duty of the plaintiff to be ordinarily careful and prudent, and the question of negligence under the circumstances on part of the defendants.

The burthen of complaint contained in the third is much the same as that of the first, viz., that the Court refused to charge that the obstruction being "in a public street and not dangerous *per se*, if a person comes against it in day time, and receives injury, he cannot recover against the wrongdoer without showing affirmatively that he used that amount of care which was required under the peculiar circumstances of the case, to pass by it, and having used the same is nevertheless damaged." Ordinary care is all the law requires of any one passing along a street or highway; and that is defined to be "such as a prudent and reasonable man under the circumstances would exercise." (4 Watts, 390.) Undoubtedly ordinary care, under one state of circumstances, might not accurately define the ordinary care necessary in others. It is a relative idea. What is ordinary care in circumstances of difficulty and danger, is a more active and acute attention to the means of safety than where no dangers are reasonably to be apprehended; so that wherever the rule, as in this case of ordinary care is administered, it has reference to the situation of the party, and the object occasioning the injury. This is always so understood by the jury. But it would be going a long way beyond this to require the plaintiff to show that he exercised that degree of care which was necessary to *pass by* the obstruction in this case. When an impediment is open and notorious, every one is bound to exercise just so much care and circumspection as upon a reasonable calculation of the chances will safely carry him by it, and if injured by something unforeseen, and not within such reasonable calculation, he is entitled to be compensated if his injury results from the negligence of others. The rule asserted would require an infinitely higher degree of vigilance than this, and the Court properly refused to assent to it.

It must not be understood that because one party may be negligent, others may be negligent also, and throw all the blame and consequences upon him. When a highway is obstructed, the passer along it is bound to the observance of ordinary care, that is, such care as a reasonably prudent man would exercise to preserve himself and property from injury; just the same degree, but heightened in intensity, as would be observed in ordinary circumstances.

The second assignment of error requires but little notice; it assumes facts which were controverted. We have often held that in such circumstances a party, in order to obtain instructions on a given hypothesis, must state the facts

hypothetically. That was not done here, and it was not error, therefore, to refuse to charge as requested.

I confess I can hardly see how a jury, carefully considering all the facts, should have come to the conclusion they did in this case; but as the law was properly administered on the trial, we have no power over the finding of the jury, and must affirm the judgment.

Judgment affirmed.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of April, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$429,001 42	$376,423 40
Passengers	277,081 32	188,398 32
Express matter	13,071 00	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	4,045 29	3,035 95
Total	$738,107 36	$588,066 00
Increase		$150,041 36

Earnings from Jan. 1, to April 30:

1865	$3,005,646 27
1864	1,947,266 51
Increase	1,058,379 76

The earnings of the Chicago and Alton Railroad for the month of April, 1865 $263,148 00
Corresponding month of previous year 162,723 00

Increase $100,425 00

The earnings of the Toledo and Wabash Railroad for the month of April, 1865 $144,001 00
Corresponding month of 1864 123,987 00

Increase $20,014 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of April, 1865, were $106,689 00
Corresponding month of previous year 140,418 00

Decrease $33,729 09

The earnings of the St. Louis, Alton and Terre Haute Railroad for April, 1865, were $169.299 00
Corresponding month of previous year 157,785 00

Increase $11,514 00

The earnings of the Chicago and Northwestern Railway for April, were:

	1864.	1865.
Passengers	$142,633 81	183,116 90
Freight	264,785 83	273,285 71
Express	4,228 40	5,734 66
Mail	5,313 63	5,622 51
Miscellaneous	4,401 37	.....
Total	$421,363 04	467,709 78
Increase (11 per cent)		$46,346 74

From June 1, 1864, to April 30, 1865, (11 months) the earnings were $6,234,479 02; against $4,214,977 30, in the corresponding period of the previous year—an increase of $2,019,501 72, or 47-92 per cent.

The earnings of the Michigan Central Railroad for the month of April, 1865, were $337,240 00
Corresponding month of previous year 338,275 00

Decrease $1,035 00

The earnings of the Erie Railway for April, 1865, were $1,472,119 94
Corresponding month of 1864 1,099,507 57

Increase $372,612 19

Railroad Earnings--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending May 7, were:

	1865.	1864.
Passengers	$2,503 59	$2,479 60
Freight	9,825 46	6,518 02
Express	162 80	104 16
Mail	296 58	296 58
Total	$12,788 43	$9,398 36

Receipts from January 1 to May 7:

1865	$160,119 48
1864	156,355 71
Increase	$3,763 77

The earnings of the Chicago and Northwestern Railway for the 1st week of May, are $115,418 54
Corresponding week of 1864 97,384 72

Increase $18,033 82

The earnings of the Grand Trunk Railway for the week ending May 6, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$40,808 00
Express, freight, mails and sundries	2,976 00
Freight and live stock	84,690 00
Total	$128,474 00
Corresponding week, 1864	108,551 00
Increase	$19,923 00

The earnings of the Michigan Central Railroad for the 1st week in May, 1865, were $74,093 48
Corresponding week of previous year 58,285 00

Decrease $15,808 48

The earnings of the Chicago and Rock Island Railroad for the first week in May, 1865, were $49,629 00
Corresponding week of previous year 37,672 00

Increase $11,957 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of May, 1865, were $79,039 00
Corresponding week of previous year. 64,167 00

Increase $14,872 00

Lake Superior and Mississippi Railroad.

An act to execute the trust created by the act of Congress entitled "An act making a grant of lands to the State of Minnesota to aid in the construction of the railroad from St. Paul to Lake Superior," approved May, 5 1864, and to grant the said lands to the Lake Superior and Mississippi Railroad Company, and to amend and continue certain acts in relation to said railroad company, was approved by the Governor on the 23d of February.

SEC. 1 transfers the land grant, amounting to ten sections per mile to the company. Section 2 provides that when the company shall have completed and equipped ten miles, and for each ten miles thereafter so completed, it shall be entitled to seven sections per mile of swamp lands; and for each completed twenty miles it shall be entitled to ten sections of Congressional lands per mile; with a proviso that the company shall not be entitled to any lands until ten miles of said road are graded and cars running thereon from the head of Lake Superior. Section 3 obliges the company to have twenty miles of their road completed by the 4th of July, 1868, and the whole line by July 4th, 1870. Section 4 requires the company to deposit with the Treasurer of the State twenty thousand dollars on or before the 1st of July next, to be forfeited if it fails to complete the road. Section 5 authorizes the company to make and negotiate its mortgage bonds. Section 6 grants the right to select the swamp lands. Section 7 requires that said company shall transport all cars, freights and passengers delivered to it for such purpose by any connecting company, and shall have the right and privilege of transporting or having transported its cars, freights and passengers over the road of any connecting company, upon the same terms as are provided in the act of Congress granting the lands. Section 8 authorizes the company to construct a telegraph along its road, and to transmit messages for the usual fees. Section 9 authorizes the present board of directors to increase their number to twelve. Any citizen of the United States may hold the office of director, and their meetings may be held in or out of the State.

Opening Communication with the South.

The Post office Department having re-opened the offices in the following places, mails are being dispatched to them: Richmond, Va.; Petersburg, Va.; Wilmington, N. C.; Charleston, S. C.; Savannah, Ga.; and Mobile, Ala. The Mississippi river mail has been re-established, and operations are afoot to organize the mail service throughout the rebel States as rapidly as measures can be devised for the purpose. Southern merchants are buying to a considerable extent in the northern cities. Farmers are resuming their agricultural pursuits in the South, in hopes of raising crops this season. Telegraphic communication has been re-opened from Cairo, Ill., to Nashville, Tenn., after a suspension of nearly a year. Simultaneously the Mobile and Ohio Railroad has been repaired to Moscow, Ky., and trains are running on it again. The work of reconstruction will doubtless soon be completed on this great railway through Kentucky and Tennessee to Corinth, Mississippi.

Long Island Railroad.

On the new branch of the Long Island Railroad, leading from Mineola to Glen Head, about two miles from Glen Cove, a station has been experimentally established between Roslyn and Glen Head, at the entrance of Robert Seaman's lane. Here the trains will stop both in going to New York and in returning.

☞ The transfer books of the Cleveland and Pittsburg Railroad Company will close on the 20th inst., and reopen on the 1st day of June next at the American National Bank, at which place they will thereafter be kept.

☞ An effort is being made to consolidate the Cumberland Valley and Franklin Railroad Companies. A meeting of the stockholders of the first named company will be held in Chambersburg on Wednesday, the 31st inst., to consider the matter.

☞ The entire length of the railroad between Vera Cruz and Mexico will be 315 miles, the highest summit level 8,300 feet above the sea, being double the height of any other railroad in the world; it will have an incline of 23 miles and a grade of 212 feet per mile, on which the curves have a radius of 500 feet. There is one bridge to built 290 feet high, besides several tunnels, &c.

☞ An arrangement has been invented in Philadelphia to prevent horse cars running over anybody. The inventor attached it to a car, and then laid down on the track, and was thrust aside without injury.

☞ The James River and Kanawha Canal has been opened to Columbia, Va.

Buffalo and Washington Railroad.

AN ACT for the consolidation of the Buffalo and Allegany Valley Railroad Company with the Buffalo and Washington Railway Company.—Passed April 14, 1865; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly do enact as follows:

SEC. 1. The Buffalo and Allegany Valley railroad company, by a vote of its directors, may consolidate with the Buffalo and Washington railroad company, by and with the consent of the directors of said last named company; and the name of the said consolidated company shall be "The Buffalo and Washington Railway Company."

SEC. 2. No suit at law or proceeding now pending, in behalf of or against the said Buffalo and Allegany Valley railroad company, shall be abated or in any manner affected by said consolidation.

SEC. 3. All debts, claims, contracts and rights of action existing against or with or belonging to either of said corporations at the time of their consolidation under this act shall be and become a debt, claim, contract and right of action against, with and belonging to the said consolidated company, and said corporation and all its rights, franchises and property, shall be subject to and be liable for the payment and fulfillment thereof, and the holders thereof shall be entitled to have, collect and enforce the same in the same manner and to the same extent and effect as if said debt, claim, contract, or right of action had been incurred or created by or with said consolidated company; and all actions and proceedings thereon or therefor may be brought and maintained against or by said consolidated company in its corporate name.

SEC. 4. This act shall take effect immediately.

☞ A dispatch from Newbern, N. C., says that the Wilmington and Weldon Railroad is now in operation. Trains are running daily on the road. Trains are also running through from Morehead City to Raleigh, Salisbury, Charlotte, Danville and Richmond. Mails will now go through to these points; also telegraphic dispatches. Gen. Schofield has extended the use of the railroads in this State to refugees, rebel soldiers and citizens of North Carolina who desire to return to their homes, which privilege they gladly accept. Union meetings are being held all over the State.

La Crosse and Milwaukee Railroad.

Gov. LEWIS has appointed STODDARD JUDD, Esq., as Receiver of the La Crosse and Milwaukee Railroad Company, under an act of 1864, providing that if the receiver, manager or superintendent of the road did not pay over twelve per cent of the gross earnings of the road as a sinking fund for the redemption of the farm mortgages, the Governor was to appoint a Receiver. Of course the legality of the act will be tested.—*Milwaukee Wis.*

James I. Shipman,
CIVIL ENGINEER, No. 35 Ann street, New York.

J. B. JAMES'
Rosendale Cement Works,
MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address
J. B. JAMES,
30 Cedar Street, New York.

THE CENTRAL NATIONAL BANK,
318 BROADWAY.
Is now paying its Second Annual Dividend of 7 per cent., free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars
3m-19 HENRY A. SMYTHE, Esq., is the President.

JAMES CURPHEY,
(Late Cashier of First National Bank,)
No. 1 Pine Street, New York.
BROKER AND DEALER IN
GOVERNMENT SECURITIES.
7-30s Supplied on the Best Terms.
U. S. 5-20s, 10-40s, Certificates of Indebtedness, &c., bought and sold at market rates.
Orders for other Stocks, Gold, &c., executed for the usual commission.

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AND MINING STOCKS
BOUGHT AND SOLD.
All business transacted on commission.
Orders respectfully solicited and promptly executed.
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We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES. STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS, IRON and BRASS CASTINGS, &c. &c.
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BRIDGE BUILDERS,
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BIRCH, MURRAY & Co.,
BANKERS,
NO. 12 WALL ST.,
NEW YORK.
3m-18
J. F. D. LANIER, President, of Winslow, Lanier & Co. C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.
PAID IN CAPITAL.....$1,000,000.
DESIGNATED DEPOSITORY of the UNITED STATES
AND AUTHORIZED AGENT OF THE TREASURY.
No. 5 NASSAU ST., Feb. 17, 1865.
This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.
Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.
The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.
The Bank is now prepared to open accounts with depositors.
Collections made through all parts of the country on the most favorable terms.
The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m-8

CHICAGO AND NORTHWESTERN RAILWAY CO., April 27, 1865.

THE ANNUAL MEETING of the Bondholders and Stockholders of the Chicago and Northwestern Railway Company for the election of a Board of Directors for the year ensuing, and for the transaction of such other business af may be brought before them, will be held at the office of the Company, in the city of Chicago, on THURSDAY, the 1st day of June, 1865, at 11 o'clock, A. M.
3t-19 JAMES R. YOUNG, Secretary.

NEW YORK, May 1, 1865.

MR. JAMES ROBB and Mr. JOHN SAUZADE have this day been admitted as partners in our firm.
WINSLOW, LANIER & CO.

The undersigned, comprising the firm of Winslow, Lanier & Co., will continue the banking business at the same place. No. 52 Wall street.
J. F. D. LANIER,
JAMES ROBB,
CHARLES LANIER,
JOHN S. SAUZADE.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, April 28, 1865.

THE COUPONS DUE MAY 1, 1865, from the SECOND MORTGAGE BONDS of the GALENA AND CHICAGO UNION RAILROAD COMPANY, and from the FUNDED COUPON BONDS of the CHICAGO AND NORTHWESTERN RAILWAY COMPANY, will be paid on and after that date on presentation at this office.
2t-18 JAMES R. YOUNG, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, May 1, 1865.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the Election of Directors, and the transaction of other business, will be held at the Office of the Company in the City of Chicago, on WEDNESDAY, the 31st day of May, 1865, at 12 o'clock noon.
The Transfer Books of the Company will be closed at the close of the business on the 20th inst., and opened on the 3d of June.
5t-16 L. A. CATLIN, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 27, 1865.

Liabilities of Railways as Carriers of Passengers.

The proposition that a railroad company is bound to carry every passenger who presents himself, is perhaps somewhat too large. Although there are some cases which go to the length of affirming this proposition, it must be taken with exceptions. There may be reasonable objections to the proposed passenger. He must be in a fit state of sobriety, health, and conduct, so as not to be obnoxious to other passengers. But although the company is not bound to carry a person who is deseased to an extent to be dangerous, or who is drunk or insane, or persons of notoriously bad repute or character, they cannot expel him, after having received his fare and admitted him as a passenger, unless he is guilty during the journey of some flagrant impropriety of conduct. (Compton *vs.* Braithwaite, 8 Jur., 875, Pendergast *vs.* Compton 8 C. and P. 45.) In like manner, if the passenger was a pickpocket, or belonged to the swell mob, he could not be expelled so long as he was not guilty of any impropriety after the journey commenced, but a passenger is bound to submit to all reasonable regulations, which are adopted for the convenience, comfort and safety of the passengers. And as passengers are bound to obey the orders and regulations of the company, unless they are oppressive or grossly unreasonable, whoever goes on board a train, under ordinary circumstance, impliedly contracts to obey such regulations, and may justly be refused a passage, if he wilfully resists or violates them. (Story on Bailments § 591.)

The refusal may be upon the ground of inability to carry.

But Chief Justice Redfield remarks that it must be an extreme case, to justify an absolute refusal to carry a passenger, since it could scarcely be supposed ever to occur that a railway, in any sense properly equipped, for the purpose of carrying passengers and freight, should not be able to meet all emergencies in some way.

But it said in an English case, where the company had issued an excursion ticket, stipulating to run trains in a given mode, that they could not excuse themselves by showing the carriages were all filled. The learned judge said, "They should have made it a condition of their contract that they would not carry unless there was room." (8 Eng. L. and Eq. R. 362.

CARRIAGES AND STATIONS MUST BE SAFE.

Railway companies, in addition to warranting their carriages being in a safe and fit condition for the journey, are also liable for the consequence of permitting the road-bed or rails and ties to be in an unsafe condition for the purpose of travel, thus where a tie was broken, or a rail split, or a bridge broke down and a passenger was injured, the judge will leave it to the jury to say whether the tie or rail or bridge had been laid or constructed and maintained with sufficient skill and care, and of reasonable proper strength and good timber, having regard to the purposes for which it was made.

They must also manage and light their several stations and depots with proper care, and are liable if any accident happen to a passenger from neglect of this duty. But in order to make them liable, it must be shown that they have left their premises in such a state as to be likely to endanger the safety of others. (Martin *vs.* Great Northern R. R. Co., and see 27 Law of C. P., 39.)

GOVERNMENT OF STATIONS.

The company has full power to regulate the government of their stations and grounds, and may exclude therefrom persons who persist in violating the regulations prescribed for their conduct, and thereby annoy passengers or interrupt the officers and servants of the company in the discharge of their duties. Thus, where the entrance of hotel runners into a railway station, to solicit the patronage of passengers, produces such an effect, they may be excluded from coming within the station; and if, after notice of a regulation to that effect, they attempt to violate it, and after notice to leave, refuse to do so, they may be forcibly expelled by the servants of the company, using no unnecessary force. But a superintendent cannot remove a person from the station and grounds of the company, merely because such person, in the judgment of the superintendent, and without proof of the fact, violated the regulations of the company or conducted himself offensively towards the superintendent. (Hall *vs.* Power 12 Met., 482.)

In The Commonwealth *vs.* Power 7 Met., 596, Justice Shaw says: "the opening of depots and platforms for the sale of tickets, for the assembling of persons going to take passage, or landing from the cars, amounts, in law, to a license to all persons *prima facie*, to enter the depot, and that such entry is not a trespass; but it is a license conditional, subject to reasonable and useful regulations, and, on non-compliance with such regulations, the license is revocable, and may be revoked either as to an individual or as to a class of individuals, by actual or constructive notice to that effect."

In the former case, it was said that if a person is removed for an alleged violation of the regulations of the company, and it is finally shown that he did not in fact violate any of such regulations, he may recover damages of the person removing him, or by whose order he was removed, notwithstanding such person acted in good faith. And in such case, it is not competent to show that the plaintiff had been guilty of former violations of other regulations of the company.

LIABILITY FOR DELAYS IN STARTING OR ARRIVAL OF TRAINS.

It is a well known rule that a common carrier is liable for any delay in the transportation of merchandise; and by analogy, it would seem that railways should be liable for not delivering pas-

engers within the stipulated time. Where time tables and advertisements are issued by companies stating that a train will start at a particular time, they thereby place themselves under a contract to start such train, and carry all persons who present themselves as passengers; and if they omit to run the train, and a person who intended to be a passenger thereby proceeds to the station for that purpose, and tenders his fare, and incurs inconvenience or other extra expense in getting to his destination, they are responsible to him for a breach of their contract. And if such time tables or advertisements be issued and continued by the company, knowing that the train will not start, this is a false representation on their part, for which they are liable to the party deceived. (Denton *vs.* Great Northern Railroad Company, 5 E. & B., 86.) And where a railway train was hired for an excursion by a society, and the tickets were sold and distributed by the society's secretary, from whom the plaintiff purchased his, it was held that these facts constituted the plaintiff a passenger. (5 Exch., 789.)

In the case of Hamlin *vs.* Great Northern Railway, 88 Eng. L. & Eq., 335, the plaintiff took passage in a train, which was advertised to go through the same night to the point of his destination, by connecting with the trains of another company. It proved on arriving at the point of connection that the other train had left. The plaintiff was compelled to stay over night, and proceeded the next morning, having to purchase a new ticket for the remainder of the route, and did not arrive till one o'clock the next day. When he took defendants' train, he paid for and took a ticket through, and by the time tables advertised in defendants' office, he should have arrived at his destination 9.30, P. M., having taken the train at 2 P. M.

The plaintiff might have accomplished his journey that night, by taking a special conveyance and hiring a boat to cross the Humber, but he slept at a hotel and proceeded the next morning by the public conveyance, but arrived too late to meet his customers according to appointment, and was obliged to hire conveyances to see some of them elsewhere, and was detained several days waiting for the market day to see others. It was held that he was only entitled to recover his hotel expenses and the railway fare the next day, and was not entitled to recover for any damage whatever in consequence of not reaching his destination, according to defendants' undertaking. This case seems to have taken rather an extreme view of the rule of damages on this subject. The very least the defendants could have expected to pay for the breach of duty should have been, it would seem, the expense of a special conveyance through that night. The rule here adopted seems to be almost equivalent to a denial of all beneficial redress in such cases. For it is scarcely to be supposed, that actions would ever be brought to recover such insignificant damages. It is quite supposable that one might suffer very serious loss in consequence of such a failure to arrive in time, and if an action is maintainable, it should not be made a terror by attaching to it a rule of damages, which will render it as expensive to the plaintiff, as to the defendants, who are solely in fault. It seems also at variance with some former decisions in the English Courts. *Martin*, Baron, who tried the case at *Nisi Prius*, seems to have placed it upon the ground, that the defendants, having no knowledge of plaintiff's business or its necessities, could not fairly be supposed to have undertaken to indemnify him against this loss. But the learned judge conceives the defendants may stand upon the terms of their contract. And if the plaintiff, instead of remaining over night, had gone forward the same night, as he might have done, and as by the contract he was entitled to do, the defendants would have been liable for the additional expenses. This may perhaps, be the more just and practicable rule, in cases where the party had ample time to proceed by express, in season for his appointments. But if, instead of doing so, he delays for the next train, and thereby suffers damage beyond what would have been necessary to defray the expense of going forward according to the contract, we see no reason why the company should not, at all events, bear that portion of the loss, which was necessarily incurred, in consequence of their breach of contract. (*See Redfield on Railways*, 343 *note*.)

We are not aware that railway companies have been, in this country, subjected to many suits of this character, but in England such suits are not uncommon. It is, however, entirely competent for the company to make a special contract by a proper notice that the company will not be responsible for the due arrival of trains. But the rule remains that a passenger is entitled to be carried from the usual place of taking up to the usual place of setting down, and the carrier cannot at any intermediate place, refuse to proceed, the undertaking to carry to the journey's end being absolute. (Dudley *vs.* Smith, 1 Campb., 167.) The company is bound to convey with reasonable expedition, and if its course of business is inconsistent with that, it is no answer to an action against it for damages arising from delay, that it carried at the ordinary rate in which it conducted its business. (Blakemore *vs.* Lancashire and Yorks Railway Company, 1 Fost. & Fin., 76.)

The most important case in this state is Weed *vs.* The Panama Railroad Company, (17 N. Y., 362.) In that case, it was proved that in August, 1854, the plaintiffs, (a husband and wife,) were passengers on a train of cars of the defendant from Obispo to Aspinwall, about thirty miles distant. The train proceeded about seven miles on the route to a place called the Barbacoas Switch where it was detained during a night, and did not reach Aspinwall until the afternoon of the day following. There were about four hundred passengers on the train, who remained in the cars during the night from inability to procure other accommodations. The weather was stormy, and the wife was taken sick in the night and experienced great suffering; and evidence was given tending to prove that in consequence of the detention, her health was greatly and permanently injured. The ground of the defence was that the detention of the train was the wilful act of the conductor, done without the authority or approval of the company.

The Court held that this was no defence.

The Court says: "the obligation of the defendant was to carry the passenger to the place of destination with all reasonable diligence and dispatch, but the conductor stopped the train on the route unreasonably, in known disregard of his duty; the defendants did not send forward as it was their duty to do, providing another conductor if that was necessary, and that was negligence of the defendants. It must be assumed in the absence of any finding or even proof to the contrary, that it was practicable for the defendants to forward the train without injurious delay."

Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers....	$643,775 04	$1,021,779 69
" freight	1,448,964 90	2,222,309 27
" mails, etc.....	51,134 84	115,801 84
	$2,143,874 78	$3,359,890 80
Expenses, viz:		
Repairs of road.....	$157,220 98	$214,907 24
" engines ..	79,661 75	137,477 95
" cars	167,197 91	177,376 61
" bridges ..	21,739 30	16,657 21
" buildings.	36,049 97	31,297 44
" fences....	6,895 06	13,725 [illegible]
Cost of iron for repairs	95,180 49	237,284 84
Fuel	102,618 86	173,743 05
Oil, waste, etc.....	18,013 46	30,679 34
Loss and damage ...	11,128 76	17,695 38
Contingent account .	66,088 84	22,062 50
Salaries of agents, etc.	64,468 96	77,953 50
Labor handl'g freight	81,738 98	117,740 88
Pay of train hands..	98,485 85	135,301 18
Station house exp...	17,751 33	35,802 06
Stationery, etc.....	10,146 79	14,902 05
Car service.....	4,557 91	.....
Exchange.....	1,127 33	1,205 65
Tools and machinery	.....	11,879 25
	$1,040,461 53	$1,467,681 79
Net earnings	$1,103,413 25	$1,891,709 01

Payments in 1864–'65.		
Interest on bonds.....	$102,532 50	
Two dividends of 8 p. c. each, and U. S. tax ..	375,040 69	
Rent of Peoria and Bureau Valley Railroad.	125,000 00	
Taxes on real estate....	54,318 20	
U. S. tax on earnings ..	64,769 68	
Legal expenses.....	5,607 92	
Extraordinary repairs..	68,190 29	
Interest on bridge bonds	40,000 00	
		835,459 27
		$1,056,249 74

In addition to which there has been expended for construction account as follows:		
For land.....	$219,365 45	
For new equipment.....	155,924 49	
		375,289 94
Balance unappropriated net earnings.		$680,959 80

Compared with the year 1863–'64, the gross earnings of 1864–'65 show an increase of $1,215,516 02; with an increase in operation expenses of $427,220 26—making the increase in net earnings $788,295 76. The increase in gross expenditures over the preceding year was $541,408 07.

The Company have retired and cancelled $16,500 of their Income Bonds during the year, and have the sum of $55,228 16 in the hands of the Trustee, principally invested in United States securities, which will be more than sufficient to retire those now outstanding.

Referring to the previous report, it will be seen that this Company made a contract with the Mississippi and Missouri Railroad Company, agreeing to advance to that Company the sum of $500,000, and at the date of the last annual report of this Company, the sum of $116,250 has been made on

that account, leaving the sum of $383,750 to be paid during this fiscal year, which has been paid, and the advance, as agreed upon, now stands at $500,000.

The Directors having provided sufficient land, and new equipment to meet the increased traffic, and paid for the same out of the earnings of the Road, and the Road and its equipment being in thorough repair, have deemed it due to their Stockholders to increase the semi-annual dividends, and accordingly declared a semi-annual dividend of 5 per cent., free of United States Government Tax (amounting to $315,789 47,) payable 10th April, 1865.

There has been expended upon the road, properly chargeable to construction, $82,552 34; of this amount, $14,362 06 is included in the items of repairs; the balance, $68,190 28, is charged to extraordinary repairs. In addition to the above there have been 1,333 feet of pile and trestle rebuilt at a cost of $7,289 26.

The new materials placed in the track during the year have been: 45,610 new ties; 500 tons new rails, purchased the previous year; 3,066 tons re-rolled rails; 75,000 lbs. spike at 8c.; 248,996 lbs. fish plates, at 8.18c.; 65,740 lbs. bolts for do., at 11.58c.; 5,936 lbs. cast chairs at 6.50c.; and 7,201 wrought chairs, at 8.97c. The value of the above materials is stated at $230,146 44. There have been laid with re-rolled rails 32.8 miles; with new rails, 5.3 miles, and 1.2 mile new side track—in all 39.3 miles. There have been 15,101 rails repaired in the company's shops, at a cost of $14,530 61. Average cost per rail, 96.22 cents.

The company have 59 engines, which are generally in good repair. Two of this number are in service of Illinois River Railroad Company. Five have been changed to coal burners, rebuilt with new copper fire boxes.

The number of miles run by locomotives with passenger trains was 347,586; with freight trains, 783,056; with wood and gravel trains, 82,012—total, 1,212,654. The average cost per mile for each locomotive, including repairs, fuel, engineers and firemen, oil, waste and tallow, is 33.11 cents, against 21.15 cents the preceding year, an increase of 11.96 cents.

The entire cost per mile of operating the road, including new work, lands, new equipments, construction repairs and taxes, is $8,979 36.

Gross earning per mile of road	$14,734 17
Net " " "	8,312 06

The proportion of expenses to earnings, including new work, lands, new equipments, etc., is 60 94 per cent. Less new works, etc., 43.58 per cent.

The whole amount of freight transported over the road during the year was 945,113,938 lbs., an increase over last year of 60,085,248 lbs. The number of loaded cars was 56,723: going west, 24,015; going east, 32,708. Tons carried one mile, 63,413,831. Average earnings per ton per mile, 3.50 cents.

The number of passengers carried over the road was 463,866, of which 461,166 were 1st class, 1,378 2d class, and 1,322 emigrant. Number of through passengers, 70,234; way do., 393,632. Number going east, 236,012; do., west, 227,854. Number carried one mile, 29,888,967. Number of soldiers, included in the above, 52,749; of these, 32,345 went east, and 20,404 west. Average rate per mile per passenger, 3.41 cents; do., not including soldiers, 4.12 cents. Rate per mile for soldiers, 2.03 cents.

The number of pounds transported over the Mississippi Bridge for the year was 300,002,716—going west, 137,687,631; east, 162,315,085. Number of loaded cars passing east, 9,913; west, 10,109—total, 20,022. Foot passengers going east, 58,371; west, 57,384—total, 115,755. Number of boats passing the draw going north, 162; south, 167; barges, going north, 125; south, 110. Total number of rafts, 296.

INCOME ACCOUNT.

Balance to credit April 1, 1864	$977,832 05
Earnings as above	3,359,390 80
	$4,337,222 85
Dividend, April 11, 1864, 3 per cent. and U. S. tax	$185,567 05
Interest on income bonds April 30	2,450 00
" mortgage " July 11	48,895 00
Rent of Peoria Br. Aug. 1	62,500 00
Dividend, Oct. 10, 3 per cent. and U. S. tax	189,478 68
Interest on income bonds Nov. 1	2,292 50
Interest on mort. bonds Jan. 10, '65	48,895 00
Rent of Peoria Br. Jan. 31	62,500 00
Interest on bridge bonds March 31	40,000 00
Extraordinary repairs for the year	68,190 28
Operating expenses	1,467,681 79
Taxes on real estate	54,318 20
U. S. tax on passenger earnings	64,769 68
Legal expenses	5,607 92
Balance March 31, 1865	2,034,081 79
	$4,337,222 85

BALANCE SHEET.

Capital stock	$6,000,000 00
Mortgage bonds	1,397,000 00
Income bonds	53,500 00
Profit, balance of income account	2,034,081 79
	$9,484,581 79
Cost of road and equipment	$7,804,922 93
Stock of fuel on hand	143,412 41
Stock of iron and materials on hand	63,847 71
Advanced Miss. and Mo. R. R.	500,000 00
One year U. S. debt certificates	21,000 00
Bills receivable	45,000 00
Cash and U. S. securities in hands of Trustee to provide for income b'ds	55,228 16
Due for military transportation	49,420 98
Due from P. O. Department	6,799 81
Due from rent of grain houses	4,409 30
Uncollected bills in Chicago	63,879 91
Cash in Chicago	18,223 79
Cash in New York	708,436 79
	$9,484,581 79

President.—CHARLES W. DURANT.

Vice President.—JOHN F. TRACY.

Directors.—T. C. Durant, F. H. Tows, D. Dows, C. W. Durant, E. W. Dunham, I. C. Sturges, Geo. T. M. Davis, H. Kennedy, C. Durant, New York; B. P. Learned, Albany; John F. Tracy, Chicago; R. A. Forsyth, Newburgh; E. Cook, Davenport, Iowa.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Superintendent.—W. L. ST. JOHN.

Waverly Land Co.

The annual meeting of the stockholders of this company was held in Boston on the 1st inst. The report of the Treasurer shows a balance of cash on hand, May 1, 1865, $1,027 85. The following officers of the company were elected for the ensuing year:—Directors, F. F. Raymond, Jacob Hittinger, R. E. Demmon, Gustavus Farley, W. A. Saunders, W. C. Durant, D. L. Demmon; Clerk and Treasurer, D. L. Demmon.

Oswego and Rome Railroad.

We learn from the Oswego *Paladium*, that "this road will be pushed rapidly forward to completion. A contract will be at once entered into for the iron, which can be procured now at a reduction of from $30 to $40 per ton below the price of material last season. The amount saved to the Company by waiting for a decline in this article, is, in the aggregate, about $150,000—a result that attests the wisdom of the directors in submitting to the delay. The work of grading, constructing bridges, culverts, &c., is all done, and the ties purchased and delivered at convenient points for laying. The iron will be forwarded by the more expeditious conveyance of steamer to Albany, and rail to Richland Station. With everything in readiness, the rails can be laid, at the rate of three-fourths of a mile per day."

☞ The N. O. True *Delta* says that the New Orleans and Jackson Railroad will soon be opened to the public. Capt. E. A. Morse is rapidly repairing the destroyed bridges at Manchac, the South Pass Bridge, 1,200 feet long, being already completed; and the one at the North Pass, 600 feet in length, will be finished in a few days. There are also about two miles of trestle work to be constructed, but after this is completed there will be nothing to do but repair the track on solid ground, which will be very rapidly done. We may expect within a week or ten days to hear that the road is in running order at least to Jackson.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Toledo Road for the month of April, 1865, were	$179,162 00
Corresponding month of previous year	156,027 00
Increase	$23,135 00

Interest and Dividends.

The Vermont and Canada Railroad Company have declared a dividend of 4 per cent. payable, less the government tax, on the 2d of June, at St Albans, Vt., and 38 Court street, Boston.

☞ The route of the proposed New York, Northern and White Plains Railroad, as laid out through Greenfield, N. Y., and Ridgefield, Brookfield and Danbury in Connecticut, has been accepted by the Railroad Commissioners. Work on the road will begin in about a month.

☞ A meeting of the friends of the Western Maryland Railroad was held in the Court Hall on Friday afternoon last. As the war is now over we hope that the people of Hagerstown and the county at large will awake to the importance of having direct railroad communication with Baltimore. It will attract men of capital and enterprise to the place and infuse a new spirit into the people and give an impetus to business which will be felt throughout every class of community.—*Hagerstown Herald.*

☞ The Legislature of Illinois, at its late session, passed an act incorporating the St. Louis, Vandalia and Terre Haute Railroad Company, and lately a meeting of the corporators was held at Vandalia, at which the whole line was represented and the initiatory steps for organization and the commencement of the work were taken. The public will bear in mind that this road is laid out on the line of the great Cumberland road, and passes through a district of country which is unsurpassed in agricultural wealth.

☞ The Turkish Government contemplates building a gigantic railway—one which is to traverse the whole of European Turkey from the Adriatic to the Black Sea, and by a branch to the Archipelago. Aviona is the starting point, Adrianople the centre, and Varna and Enos the extreme points.

Railroads of the State of New York.

Wm. B. Taylor, State Engineer and Surveyor, submitted to the Legislature, March 24, 1865, the Annual Report on Railroads of the State of New York, as prepared by S. H. Sweet, late Deputy State Engineer and Surveyor, for the fiscal year, ending Sept. 30, 1864, from which the following is taken:

The number of companies that filed their report as required by law for the year 1864	116
The number of companies organized under the General Railroad Act, which are exempt from making annual reports to this department	9
The number of roads in operation, that are required by law to make annual reports to this department	59
The number of roads in operation using horse-power, that are required by law to make annual reports	20
The number of companies organized during the year	43

ABSTRACT OF THE REPORTS OF THE RAILROAD CORPORATIONS, FOR THE YEAR ENDING SEPT. 30, 1864.

STOCK AND DEBT.

Roads Operated by Steam.

Amount of capital stock by charter and acts of the Legislature	$78,600,900 00
Amount of capital stock subscribed for	93,799,407 76
Amount of capital stock paid in by last report	79,586,535 84
Amount of capital stock now paid in	92,967,484 83
Amount of funded debt as by last report	65,715,775 19
Amount now of funded debt	64,640,431 53
Amount of floating debt as by last report	652,076 55
Amount now of floating debt	1,253,852 46
Total amount now of funded and floating debt	65,894,283 99

Roads Operated by Horse-power.

Amount of capital stock by charter and acts	$20,928,000 00
Amount of capital stock subscribed for	12,365,650 00
Amount of capital stock paid in by last report	7,967,023 00
Amount of capital stock now paid in	11,246,785 00
Amount of funded debt as by last report	2,395,850 00
Amount now of funded debt	5,165,000 00
Amount of floating debt as by last report	173,115 54
Amount now of floating debt	397,837 63
Total amount now of funded and floating debt	5,562,837 63

COST OF CONSTRUCTION AND EQUIPMENT.

Total cost of construction and equipment of roads using steam-power	$144,264,165 78
Total cost of construction and equipment of roads using horse-power	16,194,727 29

CHARACTERISTICS.

Roads Operated with Steam.

Length of roads in miles	2,821 18
Length of roads laid	2,511 28
Length of double track, including sidings	1,131 26
Length of branches laid	494 68
Length of double track on same	21 43
Length of equivalent single track	4,158 65

Roads Operated with Horse-power.

Length of roads in miles	307 84
Length of roads laid	161 13
Length of double track, including sidings	108 66
Length of branches laid	2.16
Length of double track on same	.25

BUSINESS ON THE YEAR.

ROADS OPERATED WITH STEAM.

Passenger Business.

Number of passengers, all classes, carried in cars	14,192,056
Number of miles traveled by passengers, or number of passengers carried one mile	615,925,820
Average rate of speed of ordinary trains, including stops	Miles. 20.86
Average rate of same when in motion	25.48
Average rate of speed of express passenger trains, including stops	25.44
Average rate of same when in motion	29.53
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	80.20

Freight Transportation.

Number of tons carried in freight trains	8,143,562
Total movement of freight, or number of tons carried one mile	1,013,126,964
Average rate of speed of freight trains, including stops	Miles. 11.43
Average weight of same when in motion	14.80
Average weight, in tons, of freight trains, exclusive of freight	147.50

ROADS OPERATED WITH HORSE-POWER.

Number of miles run by passenger cars	14,990,067
Number of passengers, all classes, carried in cars	83,510,850
Maintenance of way:	
Allotted to passenger transportat'n.	$3,126,352 41
Allotted to freight transportation	5,866,203 32
Other costs not allotted	580,728 76
T'l cost of maintenance of roadw'y.	$9,573,284 49
Roads operated with horse-power.	$68,790 72
Cost of operating:	
Allotted to passenger transportation	$4,075,180 57
Allotted to freight transportation	7,857,896 16
Other costs not allotted	166,866 45
Total cost of operating roads	$12,099,943 18
Roads operated by horse-power	$2,034,882 65

EARNINGS AND PAYMENTS.

EARNINGS.

Roads Operated with Steam:

From passenger business	$13,991,956 67
From freight business	26,348,334 65
From other sources	1,466,813 02
Total earnings	$41,807,104 34

Roads Operated with Horse-power:

From passenger business	$3,909,490 95
From other sources	99,287 68
Total earnings	$4,008,778 63

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads Operated with Steam:

For transportation expenses	$29,193,748 82
For interest	4,509,182 58
For dividends on stock	5,687,200 48
Amount carried to surplus fund	1,021,510 86
Total payments	$40,411,642 74

Roads Operated with Horse-power:

For transportation expenses	$3,478,379 64
For interest	204,498 83
For dividends on stock	386,288 49
For payments to surplus fund	48,385 19
Total payments	$4,117,592 15

ACCIDENTS.

Roads Operated with Steam.

Number of passengers killed	90
Number of passengers injured	117
Number of employes killed	78
Number of employes injured	31
Number of others killed	117
Number of other injured	33
Total number killed	285
Total number injured	181

Roads Operated with Horse-power.

Number of passengers killed	8
Number of passengers injured	33
Number of employes killed	3
Number of employes injured	2
Number of others killed	11
Number of others injured	25
Total number killed	22
Total number injured	60

EXPENSES OF OPERATING THE ROADS.

Name of Roads.	1860.	1864.
Alb'y & Susquehanna	$	$37,576 04
Atlantic & Gt. Western in N. Y		219,848 15
Avon, Geneseo and Mount Morris	2,132 00	7,518 88
Black River & Utica.	18,916 79	
Blossburg & Corning.	1,268 98	
Broadway Railroad of Brooklyn	36,182 22	61,265 08
Broadway & Seventh-Avenue		76,584 64
Brooklyn, Bath and Coney Island		12,889 74
Brooklyn Central and Jamaica	40,507 69	150,897 81
Brooklyn City	401,426 61	600,278 44
Brooklyn City and Newtown		77,886 82
Buffalo, N. Y. & Erie	174,254 31	359,994 16
Buffalo & State Line.	170,544 21	451,751 79
Cayuga & Susq'hanna	17,898 53	31,093 66
Central Park, North & East River		296,520 69
Coney Island & B'lyn		91,259 98
Eighth-Avenue	99,925 94	158,968 88
Elmira & Williamsp't		193,909 54
Erie Railway		3,406,014 61
Forty-second-street & Grand-street Ferry.		155,763 85
Harlem Bridge, Morrisania & Fordham		33,763 00
Hudson River	809,750 18	1,637,331 08
Long Island	101,877 34	88,970 26
New York Central	1,923,452 24	3,502,799 37
New York and Erie	1,476,743 58	
N. Y. and Flushing	7,816 58	
New York & Harlem.	369,055 19	706,863 51
N. Y. and New Haven	333,229 97	565,808 01
Ninth Avenue	31,834 39	47,851 68
Northern.	150,331 47	202,493 49
Oswego and Syracuse	29,114 59	49,753 92
Potsdam & Watert'n.	23,548 46	
Rensselaer & Saratoga	60,541 65	99,322 09
Rochester & Genesee Valley	11,564 64	
Rome, Watertown and Ogdensburg		194,245 98
Saratoga & Whitehall	52,562 11	58,405 67
Second Avenue	195,875 81	311,175 81
Sixth-Avenue	202,705 92	409,522 70
Staten Island	3,884 17	17,861 35
Syracuse, Binghamton and New York.	45,110 31	60,347 45
Third-Avenue	357,569 08	658,778 06
Troy and Boston	77,566 56	155,518 21
Troy Union	7,846 27	12,155 61
Utica & Black River.		24,948 98
Utica City		16,660 41
Van Brunt Street and Erie Basin		9,816 27
Watertown and Rome	95,579 55	
Warwick Valley		15,411 37

TOTAL EARNINGS.

Name of Roads.	1860.	1864.
Albany & Susq'hanna	$.....	$97,861 07
Atlantic & Gt. Western in New York..	.....	458,440 70
Avon, Geneseo and Mount Morris	8,551 46	23,438 08
Black River & Utica.	72,457 65	.....
Blossburg & Corning.	34,310 46	.....
Broadway Railroad of Brooklyn	43,240 41	67,593 81
Broadway & Seventh-Avenue.....	.....	95,550 78
Brooklyn, Bath and Coney Island	.....	15,831 50
Brooklyn Central and Jamaica	68,975 66	173,827 74
Brooklyn City.....	520,855 18	694,332 67
Brooklyn City and Newtown	.....	82,048 77
Buffalo, New York & Erie.....	580,000 53	1,080,231 79
Buffalo & State Line.	911,019 87	1,945,466 10
Cayuga & Susq'hanna	57,648 76	109,842 00
Central Park, North and East River ...	.....	327,013 45
Coney Island & B'lyn	.....	100,437 97
Eighth-Avenue	338,750 20	452,700 62
Elmira & Williamsp't	.....	297,381 04
Erie Railway.....	.....	12,551,480 09
Forty-second-street & Grand-street Ferry	.....	178,056 62
Harlem Bridge, Morrisania & Fordham	.....	34,660 36
Hudson and Boston .	.....	122,325 13
Hudson River	2,047,145 52	4,132,600 05
Long Island.....	343,020 75	497,298 72
New York Central...	6,957,241 01	12,997,889 83
New York and Erie..	5,180,321 70	.....
N. Y. and Flushing..	36,351 76	.....
New York & Harlem	1,142,850 87	1,860,428 70
N. Y. and New Haven	1,049,768 38	1,840,434 68
Ninth-Avenue	99,217 07	90,108 01
Northern.	458,912 05	726,343 71
Oswego and Syracuse	119,666 44	218,993 89
Potsdam & Watert'n	80,611 18	.....
Rensselaer & Saratoga	269,353 40	432,832 48
Rochester City and Brighton.....	.....	47,739 10
Rochester & Genesee Valley.....	45,687 31	38,288 76
Rome, Watertown & Ogdensburg	.....	827,615 26
Saratoga & Whitehall	175,604 48	257,035 11
Second-Avenue	263,961 73	350,718 38
Sixth-Avenue.....	369,945 40	424,305 94
Staten Island.....	15,719 92	183,860 45
Syracuse. Binghamton and New York.	227,488 65	411,378 12
Third-Avenue	610,597 17	844,701 07
Troy and Bennington	.....	25,400 00
Troy and Boston....	312,065 61	573,445 68
Utica & Black River.	.....	112,568 57
Utica City	.....	18,295 82
Van Brunt-street and Erie Basin.....	.....	10,855 93
Watertown and Rome	351,167 56	.....
Warwick Valley.....	.....	34,219 38

DEDUCTIONS FROM THE FOREGOING RESULTS.

If we exclude the city roads, we have as follows:

Average number of miles traveled by each passenger.....	43.39
Av. number of passengers in each train	85.80
Average number of miles each ton of freight was transported.....	124,41
Av. number of tons in each freight train	88,12
Aggregate movement of passenger trains is equivalent to passage over the road.....	2,867 times.
Aggregate movement of freight trains is equivalent to passage over the road.....	4,568 times.
Average number of trains passing daily over the road, about	20½
Average cost, per mile of road, for maintaining roadway.....	$3,812 12
Average cost, per mile of road, for repairs of machinery	2,459 73
Average cost, per mile of road, for operating road	4,818 23
Average cost, per mile of single track, for maintaining roadway	2,302 02
Average cost, per mile of single track, for repairs of machinery	1,485 55
Average cost, per mile of single track, for operating road.....	2,909 59
Average sum received for carrying one passenger one mile	2.27 cents.
Average sum received for transporting one ton of freight one mile....	2.60 cents.
Average number of miles travel for each passenger killed	6,843,620
Average number of miles of travel for each passenger either killed or injured.....	2,975,487
Average number of passengers carried for each one killed.	157,689

Average expense is 69.83 pr. ct. of all the earnings.

COST OF TRANSPORTATION, AND EXPENSES ON GROSS EARNINGS.

Deductions from the report of several of the principal companies, showing 1st. Average sum received per ton per mile on freight; 2d. Average cost per ton per mile for transporting freight; 3d. Per centage of transportation expenses to gross earnings.

Name of Road.	Average per ton per mile. Received for transporting. Cents.	Cost of transporting. Cents.	Per cent. of transportation expenses on gross earnings.
Buf., N. Y. and Erie..	1.87	2.07	....
Buffalo and State line.	3.29	2.10	60.45
Erie Railway	2.33	1.45	66.27
Hudson River	2.93	1.80	62.54
New York Central	2.72	2.00	71.91
N. Y. and Harlem	5.55	4.90	75.78
N. Y. and New Haven.	4.44	3.24	58.18
Northern	2.54	1.66	75.69
Oswego and Syracuse.	3.88	2.09	48.83
Rensselaer & Saratoga.	6.85	3.95	49.59
Rome, Wat. and Og...	3.28	2.67	55.32
Sara. and Whitehall...	7.00	4.34	64.57
Syra. Bing. and N. Y..	1.29	55	41.55

The following table shows the date when the several railroads of this State were opened for public travel:

	Miles op'd each year.
In 1831. The Mohawk and Hudson, 17 miles.	17
In 1832. The Saratoga and Schenectady, 22 miles, and 1 mile of the New York and Harlem	23
In 1833. 1 mile of the New York & Harlem.	1
In 1834. The Ithica and Owego, 29 miles, and 2 miles of the New York and Harlem	31
In 1835. The Rensselaer & Saratoga, 25 miles	25
In 1836. The Utica and Schenectady, 78 miles	78
In 1837. The Tonawanda, 44 miles; the Lewiston, 3 miles; 15 miles of the Long Island, and 2 miles of the New York & Harlem ..	64
In 1838. The Hudson and Berkshire.....	31
In 1839. The Syracuse and Utica, 53 miles, and 2 miles of the New York & Harlem ..	55
In 1840. None.	
In 1841. 46 miles of the New York and Erie and 5 miles of the Long Island.....	51
In 1842. The Albany and West Stockbridge, 33 miles. The Auburn and Rochester, 78 miles; the Schenectady and Troy, 21 miles; 10 miles of the Long Island, and 6 miles of the New York and Harlem	153
In 1843. The Auburn and Syracuse, 26 miles; the Attica and Buffalo, 31 miles, and 7 miles of the New York and Erie	64
In 1844. 52 miles of the Long Island, and 12 miles of the New York and Harlem	64
In 1845. The Cayuga and Susquehanna, 29 miles; the Buffalo and Niagara Falls, 23 miles; the Troy and Greenbush, 6 miles. and the Skeneateles and Jordan, 5 miles..	62
In 1846. 8 miles of the New York and Erie .	8
In 1847. 25 miles of the New York & Harlem	25
In 1848. The Saratoga and Whitehall, 40 miles; the Oswego and Syracuse, 35 miles; 140 miles of the New York and Erie, and 29 miles of the New York and Harlem....	244
In 1849. The Chemung, 17 miles; 59 miles of the New York and Erie, and 75 miles of the Hudson River.....	151
In 1850. The Northern (Ogdensburg,) 118 miles; the New York and New Haven, 14 miles; 78 miles of the New York and Erie; 18 miles of the Watertown and Rome, and 69 miles of the Hudson River.....	297
In 1851. The Canandaigua and Elmira, 47 miles; 128 miles of the New York and Erie, and 52 miles of the Watertown and Rome.	227
In 1852. The Buffalo and State line, 69 miles; the Troy and Boston, 26 miles; the Plattsburg and Montreal, 23 miles; the Sixth Avenue, 4 miles; 51 miles of the New York and Harlem; 20 miles of the Watertown and Rome; and 44 of the Buffalo, Corning and New York.....	237
In 1853. The Albany Northern, 33 miles; the Troy and Bennington, 5 miles; the Troy Union, 2 miles; the Canandaigua and Niagara Falls, 99 miles; the Buffalo and New York City, 91 miles; the Rochester, Lockport and Niagara Falls, 77 miles; the Sackett's Harbor and Ellisburgh, 18 miles, and 46 miles of the Buffalo, Corning and New York	371
In 1854. The Syracuse and Binghamton, 80 miles; the Flushing, 8 miles; the Brooklyn City, 17 miles; and the Third Avenue, 4 miles	109
In 1855. 26 miles of the Black River and Utica, and 30 miles of the Pottsdam and Watertown	56
In 1856. 9 miles of the Black River & Utica, and 24¼ miles of the Pottsdam and Watertown	33¼
In 1857. 2 miles of the Brooklyn City, and 21 miles of the Pottsdam and Watertown....	23
In 1858. 11 miles of the Buffalo, New York and Erie	11
In 1859. The Genesee Valley, 15½ miles; the Ninth Avenue, 3½, and the Broadway Railroad (Brooklyn,) 4½	23½
In 1860. The Atlantic and Great Western in York, 49 miles; the Staten Island, 13 miles; 4 miles of the Brooklyn Central and Jamaica; 5 miles of the Brooklyn City, and one mile of the Ninth Avenue	72
In 1861. 4 miles of Brooklyn City, and 5 miles of the Warwick Valley	9
In 1862. Coney Island and Brooklyn, 10½ miles; 5 miles of the Brooklyn City and Newtown; 17½ miles of the Rome, Watertown and Ogdensburg, and 5 miles of the Warwick Valley.....	38
In 1863. Albany and Susquehanna, 35 miles; Brooklyn, Bath and Coney Island, 4 miles; Forty-second street and Grand street ferry, 7 miles; Rochester City and Brighton, 6½ miles; Utica City, 2; Van Brunt street and Erie Basin, 1½ miles	56
In 1864. Albany and Susquehanna, 1 mile; Broadway and Seventh Avenue, 8 miles; Brooklyn, Bath and Coney Island, 2½ miles; Central Park, North and East River, 19 miles; Forty-second street and Grand street Ferry, 1 mile; Long Island, 5½ miles; Harlem Bridge, Morrisania and Fordham, 5 miles; Troy and Cohoes, 3½ miles; Utica City, 2 miles.....	47½

☞ The Orange and Alexandria Railroad is being rapidly put in running order. The Bull Run bridge has been completed, and the trains will, it is said, in a very few days run regularly to Warrenton Junction. The Virginia Central Road is also being repaired as rapidly as possible, and in a short time railroad affairs will be in *statu quo ante bellum.*—*Alexandria Journal.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	....	35c
Acton Vale....Ca	50,000	5	....	5c
Adventure ....L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	23
Algomah .... "	20,000	....	2	2½
Alliance ....Ca.	200,000	2½	....	....
Allouez ....L. S.	20,000	....	1	3
American ....Ca.	200,000	2½	....	....
Amygdaloid ....L. S.	20,000	....	....	25
Annapolis....Md.	500,000	10	....	....
Arizona....Ariz. T.	10,000	100	....	....
Ascot ....Ca.	20,000	20	....	....
Astor ....L. S.	20,000	....	1	6½
Atlas .... "	20,000	....	1	4½
Aztec .... "	20,000	....	1	4
Balt. and N. C....N. C.	2,000	5	....	45c
Bare Hill .... "	....	....	....	215c
Bay State....L. S.	20,000	....	3½	12
Beaver .... "	20,000	....	1	....
Bedford ....Ca.	125,000	5	....	50c
Black River .... "	200,000	2½	....	10c
Bohemian....L. S.	20,000	....	7½	10½
Bolton ....Ca.	200,000	5	....	1½
Boston ....L. S.	20,000	....	5*	2
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn....L. S.	20,000	....	2	....
Brome ....Ca.	100,000	5	....	2
Cabot ....L. S.	20,000	....	....	½
Caledonia .... "	20,000	....	....	6
Cambridge .... "	20,000	....	5	20c
Canada ....Vt.	100,000	4	90c	90c
Carp Lake....L. S.	20,000	....	....	1½
Cascade .... "	20,000	....	....	....
Central .... "	20,000	....	....	42½
Champlain ....Ca.	200,000	1½	....	15c
Chatham .... "	200,000	2	....	....
Chaudiere .... "	100,000	1	....	50c
Chester .... "	200,000	1	....	12c
Cheticamp	30,000	5	....	1½
Chippewa ....L. S.	20,000	....	....	....
Cleveland....Ca	100,000	5	....	....
Cliff....L. S	20,000	....	....	....
Clifton .... "	20,000	....	....	1
Collin .... "	20,000	....	½	....
Columbian .... "	20,000	....	4½	9
Consolidated .... "	20,000	....	5	5c
Copper Falls .... "	20,000	....	24½	15
Copper Harbor .... "	20,000	....	1	....
Copper Hill .... "	200,000	1	....	240c
Copperas Hill .... "	50,000	10	....	....
Cornwall ....Vt.	100,000	2	....	25c
Dacotah....L. S	20,000	....	....	5
Dana .... "	20,000	....	3½	1½
Deep River....N. C.	.....	5	....	10c
Delaware ....L. S.	20,000	....	....	15
Derby .... "	20,000	....	....	1½
Devon .... "	20,000	....	1	4½
Dorchester .... "	20,000	....	6	7
Douglas .... "	20,000	....	....	....
Dover ....Ca.	200,000	....	1	3½
Dudley ....L. S.	20,000	....	....	3
Dunham....Ca.	200,000	2	....	25c
Durham .... "	200,000	5	....	25c
Eagle River....L. S.	20,000	....	3½	3
El Dorado (Silver) "	20,000	....	....	....
Escot ....Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ....L. S.	20,000	....	....	12½
Eureka .... "	20,000	....	....	....
Everett .... "	20,000	....	5*	....
Evergreen Bluff .. "	20,000	....	....	12
Flint Steel .... "	20,000	....	....	13
Forest City .... "	20,000	....	3	1
Forest Shepherd .. "	20,000	....	6	....
Franklin ....L. S.	20,000	....	6½	36
French Creek.... Pa.	100,000	5	....	80c
Gardner City ....L. S.	20,000	....	....	....
Gardner Hill .... "	20,000	....	5	35c
Girard .... "	20,000	....	....	6
Glade .... "	20,000	....	1	....
Glencoe ....Ca.	200,000	1	....	10c
Globe ....L. S.	20,000	....	1	....
Grand Portage .... "	20,000	....	1	40
Grand Trunk....Ca.	100,000	5	....	60c
Great Western....L. S.	20,000	....	2	1½
Green Mountain....Vt.	20,000	10	....	4½
Guilford ....L. S.	20,000	....	5	55c
Hamilton .... "	20,000	....	....	1
Hancock .... "	20,000	....	6	6
Hanover .... "	20,000	....	½	1½
Hartford .... "	20,000	25	12½	....
Hazzard .... "	20,000	....	....	....
Highland .... "	20,000	....	7	5½
Hilton .... "	20,000	....	....	1½
Hope .... "	20,000	....	½	1½
Hudson .... "	20,000	....	....	2
Hulbert .... "	20,000	....	....	4
Humboldt .... "	20,000	....	2	2½
Hungarian .... "	20,000	....	1	1½
Huron	20,000	....	16	43
Indiana .... "	20,000	....	....	6
Inverness .... "	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale .... L.	20,000	5	16	91

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	....	....	....
Keweenaw .... "	20,000	....	....	4
Kickapoo .... "	20,000	....	1	....
King Phillip .... "	20,000	....	2	....
Knowlton .... "	20,000	....	1	6
Lafayette....Ca.	200,000	1	....	1½
Lake .... "	200,000	1	....	14c
Lawrence ....L. S.	20,000	....	....	....
Lennoxville ....Ca.	100,000	5	....	50c
Logan .... "	100,000	3	....	2
Lyster .... "	200,000	2	....	....
Madison....L. S.	20,000	....	1	3
Malden .... "	20,000	....	1	....
Mandan .... "	20,000	....	2½	45c
Manhattan .... "	20,000	....	2½	2½
Marquette .... "	20,000	....	¾	....
Maryland ....Md.	.....	5	....	40c
Mass ....L. S.	20,000	....	....	....
Massachusetts .... "	20,000	....	....	....
Mendota .... "	20,000	....	....	4
Merrimac .... "	20,000	....	....	4
Meteor .... "	20,000	....	....	....
Mesnard .... "	20,000	....	5½	2½
Michigan .... "	20,000	....	....	....
Middlesex .... "	20,000	....	....	....
Mineral Hill	.....	....	....	1½
Minnesota....L. S.	20,000	....	3½	18½
Mississquoi....Ca.	150,000	2	....	1½
Montezuma ....N. Mex.	300,000	5	—	....
Morrison....L. S.	20,000	....	....	....
Nashua .... "	20,000	....	....	....
National .... "	20,000	....	5½	20
Native .... "	20,000	....	3	62½
Naumkeag .... "	20,000	....	1	3
Nelson....Ca.	200,000	1	....	10c
Nequaket....L. S.	20,000	....	1	2
Nevada (Silver) .. "	20,000	....	....	....
New England .... "	20,000	....	2	75c
Newton ....Ca.	200,000	1	....	8c
New York ....L. S.	20,000	....	....	½
N. Y. & Passaic....N. J.	100,000	5	....	....
North Cliff ....L. S.	20,000	....	4	5
North Silver Lake "	20,000	....	....	....
North State .... "	20,000	....	3	25c
North Sutton....Ca.	100,000	5	....	1
North Western....L. S.	20,000	....	7½	3½
Norwich .... "	20,000	....	....	4
Ogima .... "	20,000	....	....	5½
Ontonagon .... "	20,000	....	....	2
Ottawa ....Ca.	200,000	1	....	23c
Pacific ....L. S.	20,000	....	....	....
Pennsylvania .... "	20,000	25	2½	10
Petherick .... "	20,000	....	2½	6½
Pewabic .... "	20,000	....	3½	37
Phila. & Boston.. "	20,000	....	15	2
Phœnix .... "	20,000	....	....	20
Pittsburg & Boston "	20,000	....	5½	60
Pontiac .... "	20,000	....	3½	1½
Prince of Wales ....Ca.	200,000	....	....	....
Providence....L. S.	20,000	....	....	½
Quincy .... "	20,000	....	10	62
Reid Hill ....Ca.	200,000	1	....	....
Reliance ....L. S.	20,000	....	....	7½
Richford .... "	60,000	5	....	....
Ridge .... L. S.	20,000	....	....	....
Rockland .... "	20,000	....	5	6
Roscoe ....Ca.	200,000	1	....	....
Rudisell .... "	.....	....	....	80c
St. Clair....L. S.	20,000	....	3	4
St. Flavien ....Ca.	100,000	5	....	....
St. Francis .... "	100,000	5	....	....
St. Mary's (L. & M.)L.S.	20,000	....	5½	1½
Salem .... "	20,000	....	1	....
Sharon Consol .... "	20,000	....	....	3
Sheldon .... "	20,000	....	....	16
Silver Creek .... "	20,000	....	1	....
Silver Hill .... "	20,000	....	....	80c
Silver Lake .... "	20,000	....	....	....
Silver Valley .... "	20,000	....	....	10c
Southampton....Ca.	100,000	5	....	....
South Bedford .... "	200,000	2	....	20c
South Side....L. S.	20,000	....	3	1½
Springfield.... Md.	.....	5	....	80c
Stadecona ....Ca.	100,000	5	....	....
Star....L. S.	20,000	....	....	7½
Stark....Vt.	100,000	2	....	2½
Strafford....	30,000	10	....	50c
Superior ....L. S.	20,000	....	4	5½
Sussex .... "	20,000	....	....	....
Sutton....Ca.	100,000	5	....	85
Toltec....L. S.	20,000	....	20	1½
Tremont .... "	20,000	....	5*	2
Union (L. & M.) .. "	20,000	....	....	....
Vernon .... "	25,000	10	....	....
Victoria....L. S.	20,000	....	1½	....
Vulcan .... "	20,000	....	....	....
Washington....	20,000	....	....	....
Waterloo....Ca.	100,000	3	4*	15c
Waukegan....L. S.	20,000	....	....	....
West Minnesota.. "	20,000	....	....	1
Wickham....Ca.	200,000	5	2½	....
Wickopee.... "	100,000	5	....	20c
Winthrop....L. S.	20,000	....	3½	5½
Wyandotte.... "	20,000	....	....	3

IRON, COAL, ETC., STOCKS.

Companies	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	....	3
East River	6,000	50	....	....
George's C'k C. & I.Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin....Mc.	3,000	100	....	....
Lake Superior....L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant.... Pa.	10,000	50	....	....
Teal Lake....L. S.	.....	....	....	2
Tyson	20,000	10	....	8½
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	....	8½
Bucks County....Pa.	....	....	....	½
Canada ....Ca.	50,000	5	....	2½
Clute	.....	....	....	½
Crystal Lake....	.....	....	....	....
Erie	.....	....	....	21
Gay's River....	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone....Pa.	.....	....	....	1½
Lancaster.... "	.....	....	....	....
Macomb ....N. Y.	100,000	5	....	1½
Mineral Point....	100,000	5	....	½
Mount Hope ....N. Y.	80,000	5	2½	....
National....	200,000	1	....	....
New Jersey ....N. J.	12,000	100	....	110
N. Y. & Boston...N. Y.	100,000	5	....	2½
Oswegatchie ....Ca.	100,000	5	....	1
Placentia Bay....N. F.	.....	....	....	½
Ramsay ....Ca.	20,000	25	....	....
Rossie .... "	100,000	5	....	....
Shawangunk .... N. Y.	100,000	5	....	....
Sussex ....N. J.	.....	....	....	40c
Union	100,000	5	....	57c.
Wallkill ....N. Y.	.....	....	....	25c
COAL & ANTHRACITE:				
American ....Pa.	37,500	25	....	62½
Ashburton .... "	50,000	50	....	13½
Atlantic & G. C ..Md.	.....	....	....	95c
Baltimore .... "	.....	100	....	2
Bear Valley.... "	40,000	12½	....	19
Beaver Meadow ....Pa.	100,000	50	....	....
Belmont .... "	10,000	50	....	7
Big Mountain ....Pa.	.....	....	....	8½
Blackhall ....N. S.	8,000	25	....	....
Boston & Picton.. "	100,000	5	....	....
Bridgeport ....Pa.	30,000	10	....	....
Broad Mountain ..: "	30,000	10	....	....
Butler	.....	....	....	10
Cape Briton....N. S.	200,000	2½	....	....
Carbondale....Pa.	.....	....	....	8
Central .... "	.....	....	....	47
Clinton .... "	.....	....	....	½
Coal Brook	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.)Md.	50,000	100	....	42½
Daniel Webster	5,000	100	....	....
East Mahanoy....Pa.	.....	....	....	....
Everhart	20,000	25	....	....
Franklin ....Pa.	5,000	100	....	50
Fulton.... "	60,000	5	....	4½
Gilbertson	5,000	100	....	51
George's Creek....Pa.	10,000	....	....	102½
Grand Tunnel	4,000	100	....	55
Green Mountain....Pa.	.....	....	....	1
Hampton & Balt...Md.	.....	....	....	91
Hazleton ....Pa.	32,300	50	....	65
Henry Clay....	3,000	100	....	....
International ....N. S.	20,000	50	....	....
Lawrence ....Pa.	2,000	100	—	6½
Locust Mountain .. "	.....	....	....	29½
Loxberry .... "	4,000	100	....	40½
Macan .... "	2,000	100	....	....
Mahanoy .... "	1,000	20	....	....
Metropolitan .... "	.....	100	....	....
Middle Coal Fields.. "	.....	....	....	9
Milford	2,500	50	....	....
Mill Creek....Pa.	.....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ....R. I.	5,000	10	....	....
New Creek....Pa.	.....	....	....	½
North. & Luzerne ..	.....	....	....	....
Penn.... "	100,000	50	....	142
Penn. Cannel .... "	6,000	50	....	....
Picton .... "	4,000	100	....	....
Pine Knot....Pa.	4,000	50	....	....
Port Hood....	4,000	100	....	....
Potomac ....Md.	40,000	10	....	8½
Powell ....Pa.	.....	....	....	....
Preston .... "	.....	....	....	18
Princess Alex....N. S.	5,000	100	....	....
Ridgeway....	.....	....	....	....
St. Clair....Pa.	5,000	100	....	12
Schuylkill Valley.. "	20,000	10	....	7½
Shawmut	6,000	50	....	....
Short Mountain ....Pa.	16,000	50	....	35½
Stafford....	.....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ....Pa.	.....	....	....	....
Summit .... "	40,000	20	....	....
Susq. Coal & C. Mt. "	.....	....	....	4½
Tamaqua .... "	.....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley...Pa.	22,700	50	....	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	....	....
Acadia (G.)....N. S.	100,000	3	....	....
Albion (G.) .... "	100,000	3	....	....
Alpine (G.) ....Col.	150,000	10	....	....
Alps (G.) .... "	100,000	5	....	....
American .... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	.....	....	....	....
Am. Pioneer....A. T.	.....	....	....	....
Arizona (Silver) .. "	.....	....	....	....
Atlantic (G.)....N. S.	100,000	2	....	2
At. & Pac. (G. & S.)Nev.	50,000	10	....	33
Bay State (G.) .... Col.	200,000	5	....	....
Beacon (G.) ....N. S.	200,000	2	....	....
Benton (G.)....Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) .... "	10,000	50	....	105
Briggs (G.) .... "	10,000	100	....	....
Bullion (G.) .... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.)....Ca.	200,000	2	....	50c
Central (G.)....Col.	50,000	20	....	17½
Chaudiere (G.) ... Ca.	100,000	5	....	90c
Chebucto ....N. S.	100,000	5	....	65c
Colonial (G.)....Ca.	100,000	2½	....	25c
Colorado (G.) ....Col.	50,000	10	....	1
Consol. Greg'y (G.)Col.	50,000	100	....	25
Copalinshe (G.).... "	200,000	20	....	....
Corisannie (G.).... "	100,000	10	....	6
Corydon (G.) .... "	100,000	25	....	1
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	....	....
El Dorado (G.)....Nev.	100,000	5	....	....
Empire (S.).... "	.....	....	....	....
Empress (S.).... "	.....	....	....	....
Eureka (G.)....Cal.	.....	....	....	....
Excelsior (G.)....Col.	50,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)....Col.	100,000	5	....	....
Gilbert River (G.)...Ca.	100,000	5	....	1
Gilpin (G.) ....Col.	100,000	5	....	1½
Gold .... "	100,000	5	....	5½
Gold Field....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River....	100,000	3	....	....
Gould & Curry(G.S.)N.	.....	....	....	....
Gunnell (G.)....Col.	300,000	10	....	1½
Halifax (G.)....N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	.....	....	....	....
Holman (G.) ....Col.	150,000	2	....	....
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	....	55c
Isabella (G.) ....Col.	.....	....	....	....
Kennebec (G.)....Ca.	100,000	5	....	....
Kent (G.) ....N. S.	200,000	1	....	....
Lake (G.) ....Col.	.....	....	....	....
Lake Major....N. S.	12,000	50	....	....
Libertad (G. & S.)Mex	.....	....	....	....
Manhattan (G.)....Col.	100,000	10	....	....
Mariposa (G.) ... Cal.	100,000	100	....	12
Massachusetts (G.)..Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ....N. S.	50,000	10	....	....
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) ...Col.	250,000	5	....	....
Mt. Vista (G. & S.)Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) .... "	100,000	10	....	....
N. Y. & N. S. (G.) N.S.	100,000	5	....	15c
Nova Scotia (S.).. "	100,000	2	....	2½
Oldham (G.) .... "	100,000	2	....	....
Otate (S.) .... Mex.	.....	....	....	....
Palma (S.).... "	.....	....	....	....
Peck (G.) .... N. S.	100,000	5	....	....
Peninsular (S.)..L.Cal.	.....	....	....	....
Picacho (S.) ....A. T.	50,000	50	....	....
Pontiac (G.) ....Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ...Col	40,000	25	....	6
Quicksilver ....Cal.	40,000	25	....	54½
Renfrew (G.) ....Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)....Col.	.....	....	....	18½
Sacramento (—)....Nev.	.....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)....Cal.	.....	....	....	....
Santa Rita....Ariz. T.	.....	....	....	....
Scottie (S.)....Ariz. T.	.....	....	....	....
Sherbrooke (G.) N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	.....	....	....	....
Silver Hill (S.) ....Nev.	.....	....	....	....
Sonora (S.)....Ariz. T.	.....	....	....	....
Southam (G.) ....N. S.	100,000	5	....	....
Stafford (G.)....Ca.	100,000	5	....	2½
Star (G.) ....Col.	100,000	25	....	....
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	....	....
Victoria (G.) .... "	100,000	2	....	....
Waverly (G.) .... "	50,000	10	....	....
Windsor (G.) ....Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	50
30 Nov. '64	4.52	—	179	29	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.45	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,107	8	....	88½
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,216	200,000	73,100	66 222	20,807			....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	341	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	47
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	458,945	400,000	31,000	104,617	170,234	—	3	....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	81,533	28,510	1,309	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	....	—
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47½
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,289	—	—	....	—
30 Nov. '64	11.00	—	59	6	--	Worcester	88,357	75,800	—	53,668	25,453	—	—	....	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	5.5	—	11	3	—	Hartford and Wethersfield	200.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	29	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	83	Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	—	....	45
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	56	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,462	7,581	3	....	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	16.00	14.00	—	23	1	Central Park, N. & E. Riv. (N. Y.)	994,655	447,073	550,000	.....	19,794	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,256	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.25	—	—	—	91	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	—	70	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	—
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris's & Ford'm	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	19.00	—	—	—	34	Ninth Avenue (N. Y.)	447,598	796,300	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '63	7.50	3.40	—	—	18	Rochester City & Brighton	.....	81,500	66,000	5.000	7,686	3 977	—	....	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	—	40	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,000	99,227	16	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	16.50	—	—	—	117	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	2.06	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	—
						NEW JERSEY.									
31 Dec. '62	6.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	—
31 Dec. '62	5.05	2.50	—	6	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	—
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	6.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	41½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,918	100,000	57,900	19,957	100,381	20,036	8	....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	10½
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	754,281	490,580	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,634	—	....	55
31 Oct. '64	8.40	—	120	23	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,496	20	....	30
31 Oct. '64	11.00	—	—	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	17½
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	--	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct. '64	10.37	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	—
31 Oct. '64	4.61	—	71	12	0	Pittsburg and Birmingham	65,355	43,000	22,000	5,368	58,006	15,984	4	....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	309,000	180,000	125,000	—	95,336	1,418	—	....	12
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130.000	100,000	30,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65.108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	754
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114.368	120,000	—	—	41.269	9,418	5	....	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	21
31 Oct. '64	7.65	1.51	201	35	8	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	25	45
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,379	249,100	100,000	10,000	220,672	16,233	7½	....	62
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	3.63	—	—	—	--	Pendleton & S. st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	—	....	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	—	....	—
30 Nov. '62	3.33	—	—	—	--	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	....	—
30 Nov. '62	4.45	—	—	—	--	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	—	....	—
30 Nov '62	10.20	—	—	—	—	St Louis	295,604	298,604	.....	.....	.....	.....	—	....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	301,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	.....
Malden & Melrose bonds	51,762	--	.....	.....	.....
Real Estate	4,000	.....	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1906	99
2d Mortgage	50,600	7	J. & J.	1869	99
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.		6			
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	.....	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 31,'65	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered..	$9,415,250	6	Jan. & July.	1867	112
Loan of March 31, 1848.....registered	8,909,242	6	" "	1868	110
" " " ..... coupon		6	" "	1868	110½
Texas Indemnity, of Sep. 9, 1850.....coupon..	1,507,000	5	" "	1865	225
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	107
" " " " ... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	109
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ...registered	234,146,400	6	" "	1881	109
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s).....registered	510,758,900	6	May & Nov.	1882	103½
" " " (5-20s)..... coupon		6	" "	1882	103½
Loan of March 3, 1864, (10-40s)...registered	112,770,100	5	Mar. & Sept.	1904	95½
" " " " .....coupon		5	" "	1904	95
Loan of March 3, 1864 (5-20s) ....registered	85,789,000	6	May & Nov.	1884	....
" " " " .....coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861.....coupon	615,250	7.3	April & Oct.	1864	....
" of Mar. 3, 1864.....coupon	300,812,800	7.3	Feb. & Aug.	1867	....
Debt Certificates	171,790,000	6	At maturity.	.... ..	99½
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	.....	....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	....
" " " " " of '64	141,477,650	6	"	1867	....
United States Notes (greenbacks).....	433,160,569				
Fractional currency.....	24,254,094				
STATE LOANS.					
Alabama—State bonds .....coupon	2,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. Fk)...coupon	899,000	6	No int'est	1868	....
" — " " (B'k of State).. "	610,000	6	paid for	1868	....
" — " " ( ).. "	38,000	5	many y'rs	1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	112
" " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" " " " ..... "		6	" "	'81-'82	97
" " " " ..... "	1,000,000	6	" "	1882	....
Florida—State bonds.....	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" " " (R. R. & Bk) .. "	2,073,750	6	" "	'64-'89	70
" " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'68-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	95
—Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	891,000	..	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,787	5	" "	.....	....
" " Deferred stock..... "	1,243,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1866	....
" " " (war loan)..... "	800,000	7	" "	'81-'82	....
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" " " " ..... "	54,000	7	May & Nov.	1878	....
" " " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" " " ..... "		5	" "	'81-'91	....
" " " ..... "		5	" "	'91-'98	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " ..... "	67,500	6	" "	'91-'96	93
" " " (war loan) . "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc).....coupon	516,130	6	.....	d'm'd.	50
" — " (R. R. etc).... "	3,902,008	6	.....	'67-'99	....
" " " (banks)..... "	5,398,533	6	.....	.....	....
" " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	93½
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	....
" " (st'k'g conv.)... "	209,870	5		1865	....
" " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" " " (st'k'g conv.)... "	2,490,569	5		'89-'90	103
" " " (dollar)..... Inscribed	500,000	5		1890	....
" " " (")..... "	10,000	4½		1885	....
" " " (")..... "	767,660	5	Chiefly	'42-'58	....
" " " (")..... "	299,408	5	quarterly.	1880	....
" " " (")..... "	148,711	5		'89-'90	103
" " " (")..... "	153,889	6		pleas.	....
" " " (")..... "	3,000,000	6		1870	107
" " " (")..... "	35,000	6		1885	....
" " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" " " " (T. & G.R.R.)... "	503,380	6	" "	'88 '90	....
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" ").. "	500,000	5	" "	1893	125½
" " " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" " " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" " " " (Cons. St'k st'd.) "	150,000	6	" "	1870	....
" " " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" " " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " scrip.....	94,000	5	Jan. & July.	1874	....
" " "	200,000	6	" "	'64-'66	....
" " "	247,000	6	June & Dec.	'68-'72	....
" "	63,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" " —Bounty Fund Loan.... "	600,000	5	" "	'77-'78	98
" " —Coast Defence Loan.... "	500,000	5	May & Nov	1893	98
" " —Back Bay Loan ..... "	1,000,000	5	" "	1883	98
Michigan—Renewal Loan .....coupon	168,000	5	" "	1890	....
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan.....(" ") "	100,000	6	" "	1879	....
" —Redemption l'n (" ") "	587,000	7	" "	18-6	100
Minnesota—State bonds .....coupon	2,000,000	8	" "	'68-'83	....
" — " " (Indian war). "	250,000	8	Jan. & July.	1867	102
" — " " (Railroads).... "	100,000	7	" "	1871	....
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1883	....
Missouri—Bank Stock Loan of 1857.....	2,000,000	6	.....	'41-'71	....
" — " " " "	63,000	5½	Jan. & July.	1863	....
" —Capitol Loan of 1857.....	199,000	6	" "	1863	65
" —Renewal Loan of 1853.....	100,000	6	April & Oct	1863	....
" —R. R. Loans: Pacific R. R....coupon	40,000	6	Jan. & July.	1863	....
" — " " S.W. Branch.. "	200,000	6	" "	1883	....
" — " " H. & St. Joseph "	7,000,000	6	" "	'72-'88	69
" — " " N. Missouri .. "	4,600,000	6	" "	'87-'89	....
" — " " Iron Mountain "	3,000,000	6	" "	'73-'87	75
" — " " C. & Fulton .. "	4,350,000	6	" "	'72-'87	....
" — " " Platte Co. .... "	3,501,000	8	" "	'78-'89	....
" —Revenue bonds ..... "	650,000	8	" "	'87-'89	....
" —State Defense warrants	700,000	6	" "	1889	....
New Hampshire—State bonds.....coupon	431,000	9	June & Dec.	'64-'66	....
" " —Notes	535,100	6	Feb. & Aug.	1876	92
New Jersey—State stock .....registered	200,000	6	.....	.....	....
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	....
" " — " " (" "). "	531,520	6	" "	'65-'71	....
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	....
" " — " " Deficiency Loans...	561,500	5	Jan. & July.	pleas.	....
" " " " " " ...	348,107	5	" "	pleas.	....
" " " " " " ...	900,000	8	" "	1875	....
" " " " " " ...	442,961	5	May & Nov.	1858	107
" " " " " " ...	1,189,781	6	Jan. & July	pleas.	....
" " " " " " ...	1,200,000	6	" "	'68-'78	119
" " " " " " ...	700,000	7	" "	1870	112
" " " " Comptroller's b'nds	25,898	5	.....	d'm'd.	....
" " " " " " ...	11,050	5½	.....	d'm'd.	....
" " " " " " ...	14,230	8	.....	d'm'd.	....
" " " " Railroad Loans.....	421,000	6	Jan. & July.	'65-'67	....
" " " " " "	287,700	4½	J., A., J., & O.	1864	....
" " " " " "	68,000	5	Feb. & Aug.	1876	....
" " " " " "	25,000	5½	J., A., J., & O.	1865	....
" " " " " "	320,000	5½	Jan. & July.	1865	....
" " " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " " " " "	15,889,025	6	" "	64-'76	117
" " " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	65
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ")	1,016,000	5	" "	1865	95
" — " " (" ")	379,866	6	" "	1868	....
" — " " (" ")	2,183,532	6	" "	1870	100
" — " " (" ")	1,600,000	6	" "	1875	101
" — " " (" ")	4,095,309	6	" "	1881	100½
" — " " (" ")	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan)..... .....coupon	1,500	....	" "	1866	....
" — " " (" ")..... "	279,313	....	" "	1868	....
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.... ..	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	89
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	....
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	....
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	"	" "	1904	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	89
" —State bonds..... .....coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	....
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	61½
" — " (Internal Impr.) "	2,063,606	6	.....	Var.	40
" — " (railroads) ... "	12,799,000	6	.....	Var.	65
" — " (capitol) ..... "	608,000	5	.....	1890	62½
" — " (Hermitage) . "	45,000	6	.....	1890	64
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	55,000	6	.....	'62-'63	....
" " " (" ") ..... "	751,000	6	.....	1870	105½
Virginia—Inscribed certificates (civil).....	404,000	6	Jan. & July	1870	....
" " " " (railroad) ...	18,264,642	5	Various.	Var.	....
" —State bonds (railroad) .....coupon	12,624,500	6	Jan. & July.	'83-'92	67
" — " " (sterling)..... "	1,865,000	6	" "	'85-'93	....
West Virginia—No information	.....	5	" "	1892	....
Wisconsin—State bonds (civil) .....coupon	100,000	.....	.....	.....	....
" — " " (war) ..... "	200,000	6	April & Oct.	'67 '68	100
" — " " (domestic) ... "	100,000	6	Jan. & July.	1867	....
" — " " (") ... "	1,100,000	6	" "	1877	....
		6	" "	78-'88	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	367,566	3,709,970
1865	364,755	383,147	449,815	406,680	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	65,995	86,211	76,426	81,453	108,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,006	128,191	132,589	118,409	115,201	111,955	1,225,661
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	163,294	1,678,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,579	307,503	252,015	2,770,484
1865	261,903	252,683	288,189	263,149	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,899	92,873	76,457	1,161,003
1861	83,030	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,160	185,013	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	186,172	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	230,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	409,554	521,059	432,054	519,306	655,364	708,714	705,496	845,943	5,891,021
1865	635,675	481,165	506,290	467,710	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,237
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,578	64,603	94,405	82,467	82,400	889,498
1861	85,229	76,918	85,683	90,324	65,802	63,127	52,269	60,285	84,640	88,528	88,401	105,253	966,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,264	164,576	1,167,544
1863	145,916	146,839	165,780	121,278	103,607	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	164,058	176,105	203,329	158,077	129,000	100,000	113,515	154,245	182,110	183,649	184,514	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,236,424
1861	404,507	391,932	458,580	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,192
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	965,539	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	808,341	886,039	1,240,626	1,472,120	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,900	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	208,343	167,560	139,751	155 808	122,683	114,504	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,042	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	434,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,750	263,049	273,726	506,495	361,600	340,900	340,738	607,552	4,274,556
1865	525,936	418,711	424,870	311,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,198	2,664,849
1861	221,844	279,268	229,334	192,054	199,488	177,829	189,250	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	256,246	260,282	261,079	352,786	414,543	410,336	372,593	589,463	3,445,827
1863	299,944	271,085	275,843	369,224	324,687	407,992	343,929	511,305	478,576	496,483	437,679	424,531	4,571,029
1864	327,900	416,588	459,762	442,797	406,872	510,100	423,578	640,179	799,236	681,391	657,141	605,402	6,329,447
1865	546,410	522,556	592,276	491,297	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56.687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	56,540	77,874	90,855	73,215	83,964	75,055	89 553	94 376	96,062	90,576	97,047	92,772	1,017,866
1865	98,112	86,626	93,503	82,186	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	57,429	60,229	139,761	163,515	99,900	44,895	799,841
1861	54,246	44,027	48,637	49,102	117,266	141,771	107,117	90,463	134,726	177,879	180,184	67,920	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,569	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,256	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,551	273,722	203,492	134,972	2,098,596
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,699	276,181	231,265	189,077	2,159,077
1862	163,152	158,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,918	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,224	189,145	238,012	308,106	375,587	332,260	248,048	3,302,541
1864	256,600	304,445	338,454	330,651	367,126	315 258	278,891	358,862	402,219	407,107	445,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,065	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,971	172,614	145,560	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216.624	295,955	322,369	307,474	256,634	2,650,702
1863	242,073	245,858	236,432	238,495	256,755	208,221	193,328	215,449	306,165	375,488	339,794	306,186	3,168,080
1864	252,435	278,848	348,802	339,276	271,553	265,730	263,244	346,781	408,445	408,586	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	657,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,793	627,051	639,688	677,073	568,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,993,244
1863	920,272	790,167	867,290	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,363
1864	921,831	936,587	1,059,024	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	681,372	915,600	1 360,000	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	288,640	286,619	245.977	2,735,398
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,082	3,315,591
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	253,996	264,285	388,725	414,707	445,994	463,873	466,557	454,820	4,066,851
1863	385,684	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,965	626,009	6,824,082
1864	436,742	632,786	617,021	669,394	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,881	165,195	154,032	205,858	245,938	286,344	231,253	191,188	2,335,154
1861	217,262	202,071	285,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,966	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,510
1863	337,350	356,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487.642	5,132,954
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,446	914,052	7,120,466
1865	684,260	696,738	885,511	738,107	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,681	68,745	71,854	112,384	93,766	67,721	85,859	95,909	118,887	129,166	135,610	1,117,697
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162.921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,764	925,723
1861	69,639	47,043	62,451	76,274	79,278	80,074	93,464	138,722	142,527	162,858	137,036	92,574	1,172,100
1862	82,235	47,142	66,006	83,582	105,545	113,578	115,214	168,219	170,380	172,870	147,543	139,628	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,846	161,062	134,560	111,339	1,439,796
1864	79,735	95,543	132,896	123,987	127,010	146,538	135,626	244,114	243,840	221,570	220,209	205,154	2,000,222
1865	144,000	139,171	155,753	144,001	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1939	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850.	700,000	6	Jan. & July.	"	1890	100½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	363,000	7	Jan. & July.	New York.	1906	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1895	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1865	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	90
" " $800,000	790,600	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	89½
" " $1,700,000	1,700,000	6	"	"	1883	89½
" " $2,500,000	867,000	6	"	"	1889	99
Consolid. Mort. Loan $5,000,000						100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'7	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	186	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	186 4	94½
2d Mortgage	800,000	7	June & Dec	New York.	18 65	101
3d Mortgage (S. F.)	950,000	7	" "	" "	18 85	55
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1 876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York	1883	106½
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort	o.M. 1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New Y	ork. 1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	"	1868	
" " " Plain	65,000	8	March & Sept.	"	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New	York. 1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	99½
Income Bonds	1,100,000	7	May & Nov.	"	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	"	1874	
1st " " (M. & C.)		8	Jan. & July.	"	18	
2d " "		8	" "	"	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	70
Bonds issued for coupons of do.	766,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1884	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,069,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1884	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	99
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	700,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a yr after 64	500,000	5	Ja. Ap. Ju. Oc.		'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	550,000	7			1891	
Free Land, 2d Mortgage	300,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,961,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1899	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,066,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	5†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	8		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	55
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	500,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,975	7	Feb. & Aug.	New York.	1891	89½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,240,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	94
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	632,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1886	96
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1901	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	490,000	8		" "		
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	194
1st Land Grant	2,740,000	7		" "		80
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	8				
Tennessee State Loan	674,860	6			var.	
Alabama State Loan	389,410	5				
Income	1,608,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	550,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	242,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1873	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1890	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	94
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,898,000	7	Feb. & Aug.	" "	1876	105
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1882	96
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	109
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	101
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	94½
New York and Harlem:						102
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	"		101
3d Mortgage	980,300	7	Jan. & July.		1867	100
New York and New Haven:						97
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1886	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	107½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	98½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	90
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	21
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo,):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	69
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,263,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	6	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1869-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'69)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	166,000	6	Jan. & July	"	1871	90
" 1843, "	1,625,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	564,000	6	" "	"	1886	102
" 1856, "	60,000	7	" "	"	1886	133
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	132½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	91
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (ser es L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,600	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	50
2d Mortgage	937,500	7	" "	"	1863	11½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	6	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	800,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	16½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	82
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	29
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	90
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,?86	*	—	877,953	503,500	105,255	1,516,704	54.0	-----	101,102	37,806	—	----
28 Feb '59	50 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-----	207,026	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-----	-----	-----	-----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-----	-----	-----	-----	-----	-----	1,402,858	595,370	—	----
29 Feb. '60	85.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	-----	505,156	260,299	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	558,877	*	—	251,524	446,000	10,725	511,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-----	220,251	104,551	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,956	36,666	5	----
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902 356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	164,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	5.0	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	113,968	8	----
29 Feb '64	64.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,558	—	—	117½
30 Nov. '63	5.45	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	710 962	66 0	211 886	270,672	84,200	5	85
31 Mar. '64	61.3	1.0	62.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,419	1 424,772	720,462	12	120
30 Nov. '64	59.4	7.0	5.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,288,531	56.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,446	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-----	-----	—	-----	-----	-----	-----	-----	-----	-----	-----	—	----
30 Apr. '60	32.0	—	1.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-----	-----	—	-----	-----	-----	-----	-----	-----	-----	-----	—	----
-- -- '62	100.0	3.9	10.0	153.6	---	---	-----	*Pensacola and Georgia*	-----	-----	—	-----	-----	-----	-----	29.4	-----	-----	-----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,339	*	—	1,250,000	126,000	—	1,597,385	86.7	-----	418,036	265,527	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-----	-----	—	-----	-----	-----	-----	30.0	-----	-----	-----	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733.700	129,500	—	-----	53.0	-----	168,985	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-----	-----	-----	81.0	-----	-----	-----	—	----
30 Nov. '60	191.0	—	----	—	53	82	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	579 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123.343	232.0	-----	1,159,198	525,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162.534	—	669,950	249,000	—	1,026 868	50.0	-----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-----	-----	-----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770.425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-----	-----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	-----	832 843	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9.896,598	281.0	1,104,197	2.770,454	1,273 518	7½	84½
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6.571,140	6,128 031	—	14.837,539	394.0	1,955,519	3 090,211	1,350,499	8	106½
1 Apr. '60	242.0	—	29.0	38	23	705		Chicago and Northwestern	12,325,849	510,983	—	3,731,316	8,335,000	226,641	13,147.13-	242.0	-----	1 083.054	448,503	—	25½
31 Mar. '65	181.8	—	----	—	50	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000.000	1,450 500	—	9.484, 82	228.4	1.212 654	3,?59.391	1,891,709	6	99½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,606,000	—	10,952,116	341.7	1 484,06-	2,201,481	1,279.40-	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214.342	190.0	-----	742,097	377,476	—	68½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13.2-2 000	—	36,080,110	708.3	3,386,850	6,329,447	2,463,194	8	116½
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870.586	*	—	1.780.295	3,292,403	—	-----	148.0	-----	-----	-----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-----	—	3,900.000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	37
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-----	1,106,679	1,006,125	-----	-----	108.0	-----	-----	-----	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2.233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	-----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274.081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	-----	442,596	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,899,900	1,362,284	140,689	3,458,108	110.0	-----	448,558	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	397,532	—	----
1 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1.549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,359	527,863	268,156	—	----
31 Mar. '64	96.0	46.0	3.0	—	17	10	233	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	-----	315,172	117,941	6	100
-- -- '58	258.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	-----	645,827	371.40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,879	1,900,150	88,000	—	3,063,108	73 0	370,545	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	-----	-----	-----	—	----
31 Dec. '59	96.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	-----	86 0	7 mo's.	85,228	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300.000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	88.5	—	----	101.3	4	1	84	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	870,000	—	-----	88.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,?60,000	4,600,000	15,000	-----	230.0	-----	-----	-----	—	35
								KENTUCKY.													
31 Oct. '59	83.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,875,993	111.8	-----	426,408	227,534	—	----
30 Jun. '63	22.0	—	----	—	}			} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	99,520	53,355	4	80
30 Jun. '63	65.1	—	----	—	13	5	150	} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222.909	120.069	3	96
30 Jun. '64	185.0	88.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,963	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	204.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-----	-----	2,665,000	1,150,717	206.0	-----	1,232,624	565 484	—	----
31 Aug '60	53.7	—	----	135.8	--	--	----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,989	108.434	1,710,819	53.7	-----	-----	-----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-----	9,008,389	188.0	-----	340,898	-----	—	----
31 May '64	284.5	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	8,8 5,906	7,74?,989	-----	15,066,822	329.3	1,566.2?7	3,417,1-5	1,697,060	12	109
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,135	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,496	1,881,113	7	60½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-----	1,550,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-----	—	—	-----	575,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-----	—	—	-----	600,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-----	—	—	-----	400,000	-----	-----	-----	-----	-----	-----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,202	—	2,000,961	2,554,732	895,992	6,231,899	256.0	-----	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	150,018	—	798,286	456,949	276,060	1,974,444	69.7	-----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-----	-----	83.2	-----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	86.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	-----	206.8	579,224	1.047,567	420,026	—	30
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	-----	-----	168.8	-----	444,460	182,995	—	----
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-----	-----	52.0	-----	-----	-----	—	----
28 Feb. '63	196.0	—	14.4	87.3	4	30	420	*Pacific*	11,162,679	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.1	507,040	679,856	237,308	—	----
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 86	116,883	—	71,513	4,500,000	-----	-----	114.0	96,571	241,482	128,836	—	----
30 Sep. '62	86.6	3.6	8.2	—	16	18	219	*St. Louis and Iro Mountain*	[illegible] 193	344,168	—	1,971,127	3,501,000	57,961	5,996,277	90.1	222,621	243,226	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n i
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,600	*	—	151,833	444,638	205,554	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	119,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,935	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	322,082	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,553	188,121	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	59,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	106
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,050,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,586	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,061,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,363	—	—	—	—	—	—
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	473,215	650,999	182,610	8	100
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,968,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,808	9	121½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	122
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,208	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	92
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,852	309,341	8	106
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	232,883	30,275	—	200,000	75,000	3,374	366,613	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,455	809,562	71.0	185,647	291,618	63,019	8	113½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,800	36.7	54,272	220,820	43,527	7	105
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,500	2,048,537	86.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	234,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper. by B. & L. Co.)		17,500	—	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend. to the Commonwealth.)	ered		—	—	—	48
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,527	342,297	134,363	—	42
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	130
30 Nov. '64	45.7	—	8.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	57
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,409	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	77
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	600,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	127½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	8
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	669,626	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,615	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,789,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,542	—	—
31 Dec 63	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,208,553	1,250,000	143,606	2,597,161	—	(2 mos.	10,588	24,243	—	65
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,895	154,905	6½	103
31 Dec. '62	88.0	—	.....	45	—	—	—	West Jersey	821,984	*	—	581,800	212,500	31,743	821,984	—	82,956	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	8	6	38	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,858	1,257,037	—	—	—	—	—	—
31 Dec. '63	48.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	43.9	—	329,222	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	615,590	1,134,256	317,218	5	108½
30 Sep. '63	88.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	835,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,234	807.0	6,916,324	13,429,643	4,594,725	8	73½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,624	148.0	1,084,836	3,581,718	1,844,287	7	99½
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,390	3,506,745	9	91½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,065	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,392	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	82,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	23	27	343	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	555,868	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,561	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	231,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	154,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,757,503	*	—	1,545,225	400,000	276,372	2,419,401	94.5	.....	103,953	35,572	—	.....
— —	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	321,059	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,932	717,000	—	2,042,067	60.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,982,156	499,086	113,147	2,500,000	1,634,000	—	4,996,266	202.0	.....	1,083,328	498,691	10	128
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	125.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	525,286	1,035,580	6,000,000	510,000	—	7,237,513	191.2	1,012 130	2 151,948	1,216,257	21	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	228,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,600,000	1,503,000	—	5,108,000	96.7	562,396	2,066,623	1,268,786	28	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,094	*	—	3,832,712	4,224,695	94,229	8,251,646	203.5	.....	1,436,317	552,900	—	63½
31 May '64	105.3	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	96
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	869,675	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	760,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	69
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,180	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,462,217	2,905,000	.....	.....	142.0	.....	703,219	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,180	492,979	437,113	2,981,287	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	458	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,563,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,922	119,032	—	.....
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	32	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,498,728	11,190	5,139,662	206.9	388,894	600.162	183,747	—	82
31 Dec. '63	118.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,235,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,288	—	—
31 Dec 64	242.4	—	.....	—	43	19	989	Toledo & Wabash	10,090,918	*	—	3,427,050	6 653,568	—	10,243,015	250.0	1,244,858	2,060,322	945,492	2½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	816,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	15
31 Oct. '64	118.0		57.0		77	29	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,827	1,984,948	721,782	20	
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,860	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	61½
31 Oct '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,462,154	20	62
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	30½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	")	7½	57
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	348,401		25
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,630,576	3,385,315	5,604,810	19,860,060	16,644,840		43,520,356	356.9	5,846,778	14,759,057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norriset'n	1,139,079	282,399		1,354,100	315,500		1,673,100	24.0	253,739	425,147	207,893	8	56½
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5,013,054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)					20½
30 Nov. '64	15.2	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		37.716,253	509 5	3,328,229	9,269,341	4,308,150	15	47
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	224,006	477,668	10	145½
31 Oct. '64	96.0		31.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,667,300	692,000		9,349,300	197 0	839,288	3,205 560	1,365,300	10	60
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101 569		9½
31 Dec. '64	468.3		108.5		157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*		8,181,126	12,657,000		23,942,670	468.3	3,940,773	7 1 0,466	3 019,067	10	94
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,778	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	20.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,855,443	26.4	118,668	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	965,137	29.6	95,666	288,338	211,317	8	48
								RHODE ISLAND.													
31 Aug. '63	50.0		2 0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256 500			62.0	297,700	421,757	199,155	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	824,161		1,429,008	1,145,000	345,546		164.5		841,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,067,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,267	*		1,289,678	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	154,254		536,554	1,902,000	390,407		139.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	2.9	9	5	242	Memphis and Ohio	2,259,267	141,144		670,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000					1,499,636	701,943	7	
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.8		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,389		47.4	54,175	83,129	44,666		
1859	54.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		54.2	30,065	23,808	13,892		
30 Nov. '63	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,246			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		275-000	240,000	171,566		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,646	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '64	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	90.7	139,877	308,850	167,430		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	1,097,000			1,097,000			1,206,663	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	805,269	941 045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	104
30 Jun. '63	28.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,586	25.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,063,500	*		332,000	700,000			ope	r.b.Troy	& Boat.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex.; Loudoun & Hampshire	1,492,194	42,000		1,408,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,561	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.5		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		10
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,068,655	2,517,500	590,056		167.7	270,846	450.427	222.214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	6,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	505,364	282,328		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,966,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.5	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,058	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25.000		55.0					
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '64	191.0	42.5	28.3		41	28	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,330		57
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,095,328	5,692,471	142.3	486,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*		11,750,000	188,000		11,938.000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		18
30 Jun. '63	1,096	137.0		78.0	204	130	2,899	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210.348	1.096		4.368,510	1,184 855		
31 July, 63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		28,084,180	357.0		3,011,860	1,649,510	14	
31 Dec. '64	94.5	1.6			18	20	317	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108 0	160,421	107,640	20,006		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,280,000	13,100	136,000	1,779,232	60 0		132,555	36,670		
								NOVA SCOTIA.													
Dec. '63	61.5	30.5			20	18	166	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	27,181		
								NEW GRANADA.													
31 Dec. '63	48.7				11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000		10,763,728	48.7		5 027,438	2,328,924	18	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,160,000	7	—	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	94
Chicago & Northwestern (pref.)	2,400,000	7	5½	56½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	40½
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,163	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	92
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,235,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	984,700	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	90½
Six per cent. Loan	2,482,274	6	A. & O.	1884	----
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	---- 9...	------	97
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	76½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	53
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley. 1 t Mortgage	660,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	30
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	25½
" " (preferred)	50	2,722,607	---	27
Susquehanna and Tide Water	50	2,048,280	---	9
Union	----	----------	---	----
Union (preferred)	50	2,750,000	---	1½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 40 —	@ 45 —
Pig, American, No. 1		— 36 —	@ 37 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes		175 —	@180 —
Bar, English, Refined		115 —	@120 —
Bar, English, common		105 —	@110 —
Scroll, English		160 —	@210 —
Bar, American, Common & Refined		115 —	@120 —
Band, English		145 —	@ — —
Horse Shoe		150 —	@155 —
Rods, English		117 50	@195 —
Hoop, English		150 —	@230 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 25	@ — 26
Sheet, English, Single, Double and Treble		— 7½	@ — 10
Sheet, Am., Single Double and Treble		— 7½	@ — 10
Rails, English	(gold) per ton	58 —	@ — —
Rails, American		— —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 19	@ — 24
English Spring	(1st & 2d qlty.)	— 12	@ — 14
English Blister	(1st & 2d qlty.)	— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 13	@ — 16
American, Cast, Hammered		— 21	@ — 22
American, Cast, Rolled		— 14	@ — 17
American Spring		— 14	@ — 16
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— —	@ — 45
Sheathing, Yellow		— 30	@ — 31
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot	(cash)	— 31	@ — 32½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		8 —	@ 8 25
German Refined		8 —	@ 8 25
Eng lish		8 —	@ 8 25
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 23½	@ — 23½
Straits		— 27½	@ — 27½
English		— —	@ — 28
Plates, Charcoal I. C	per box	12 25	@ 13 —
Plates, I. C. Coke		9 75	@ 11 50
Terne, Coke		9 50	@ 10 —
Terne, Charcoal		11 —	@ 11 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash) per 100 lb.	5 75	@ 6 —
Clinch	(cash)	7 —	@ 7 50
Horse Shoe, Forged	(cash) per lb.	— —	@ — 30
Wrought English	(cash)	— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails	(6 mos)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— —	@ — 35
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 68	@ — 69
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 48	@ — 50
Naptha, Refined (60@63 gravity)		— 48	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th 18.	F. 19.	Sat 20.	M. 22.	Tu. 23	W. 24.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	112
Canton Co.	----	35½	37½	36	----	35½	36½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	88	----	----	----	----	----
" " pref.	----	----	94	----	----	----
" " 1 M.	----	----	----	----	98	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	107	107	----	106½
" " " 8 p.c.	----	----	----	----	----	----
Ohio, & Northwest'n	27	28	27½	27	26½	26½
" " pref.	58½	58½	58	57½	56½	57½
" " 1st M.	79	80	80	----	79	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	95	94½	94½	94½	94½	96½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	130	----	120	----	----	130
Clev. and Pittsburg	64	64½	63½	63½	62½	64½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	97	----	----
" " 3 M.	----	----	----	90	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	96	----	96	----	95	96
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	38½	37½	38½	38	37½	39½
Del. & Hudson Canal	----	----	----	133	----	135
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-8	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	72	72½	72	73	72½	74
" pref.	85	82	----	----	83	83
" 1 M. 7 p.c. '67	----	----	----	100	99½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	102½
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	94	----	93½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	94½
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	30	----	30	30	----	30
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	100½	100½	101	101	----	100½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	105	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	95	----
Illinois Central	----	118½	119½	117	116½	117½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	13½	13	13	12½	----
Michigan Central	----	----	107	----	108	----
" S.F. 8 p.c. '82	114	----	114	113	----	112
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	60½	61½	60½	60½	59½	60½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	98
" " 3 M.	----	----	----	----	----	----
Mil. and P. du Chien	87	----	87	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	66	68	----	----	----	----
" 1ss. to H. & St. J. R.	----	76	75	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	90	90	89½	90½	91	92
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	105	105	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	25½	25½	25½	25½	25	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	142	----
Phila. and Reading	92½	93½	93½	93	92½	94
Pitts. Ft. W. & Chicago	93½	93½	93½	93½	93½	94½
" " 1M.	----	102½	----	----	----	102
" " 2M.	----	----	----	----	----	91
" " 3M.	----	82	----	----	82	----
Quicksilver Mining Co.	54½	55½	54½	54½	54	54
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	64	64	----	65	----
Toledo & Wabash	----	45	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	93	----	91
" " 2M.	74	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94⅛	94⅛	----	95	94⅞	95
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109	109	----	108⅞	108⅞	----
U. S. 6s, 1881, coup.	----	----	109	109	108⅞	109
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ₰y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	111	----	----	111	----	112
U. S. 6s, 1868, reg.	----	----	110	----	----	110
U. S. 6s, 1868, coup.	109	108⅜	----	----	----	110⅛
U. S. 6s, 1 year certif.	99⅛	99⅛	----	----	99⅛	----
U. S. 6s, 5-20s, coupon	103⅛	103⅛	105⅞	103⅞	102⅞	103⅜
U. S. 6s, 5-20s, new	103⅛	103⅛	103⅜	103⅜	103⅛	103⅜
U. S.6s, " reg.	102⅜	102⅜	103	103⅜	----	103⅜
7.30 Notes, 1st series.	----	----	----	----	99⅞	99⅞
" " 2d series.	----	----	----	----	----	99⅞
American Gold	130⅛	131⅛	130⅛	131⅛	132⅛	134⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 23.

	W.17.	Th.18	F.19.	Sat.20.	M.22.	Tu.23.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	12	----
" preferred	25⅛	25⅛	25⅛	----	----	25
Camden & Amboy	128	128	----	127⅛	127⅛	127⅛
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	89⅛	89⅛	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	99⅛	----	----	----	----	----
Ches. & Del. Canal os '86	91	----	----	----	----	----
Del. Div. Canal	----	----	----	30	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	----	90⅛	----	----	----
Lehigh Valley R. R.	64	----	----	----	----	62
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	31	30⅛	----	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	25	----
" " 6s.	----	----	----	86	85⅛	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	45	----	----
Pennsylvania R. R.	53⅛	54	54	54⅛	55	55⅛
" 1st m.	102⅛	102⅛	----	----	----	102⅛
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	89	----	88	88	89
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	91⅛	91⅛	----	----	91⅛	----
" " new	93⅛	93⅛	94⅛	94⅛	94⅛	94⅛
Philad., Germ. & Nor.	56⅛	----	----	----	----	----
Phila. & Reading	45⅞	46⅛	47⅛	46⅞	46⅝	46⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	20⅛
" " 6s.	93	----	93	----	----	93
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	26⅛	----	----	27⅛	27	----
" " 6s '82	----	----	----	----	----	70⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	9	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	18	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Arch street, (Horse)	10⅛	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	8	----	9⅛	12
2d and 3d streets, "	75	----	----	----	76⅛	----
Spruce & Pine, "	21	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Baltimore City 6s, 1875.	100	100	----	----	100	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	97⅛	----	----	----
" " 1890.	100	100⅛	100	----	100⅛	100⅛
Balt. and Ohio	----	----	106	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	101	----	100⅛	----	----	----
" " '80.	----	----	100⅛	----	----	100
" " '85.	100	99⅞	99⅞	99⅞	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	----	----	90	----	----	----
" " " 95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Boston and Lowell	----	----	100	----	----	----
Boston and Maine	113	----	----	----	----	----
Boston and Providence	----	----	122	122	----	----
Boston and Worcest.	122	----	----	122	121⅛	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	58	57
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	92	----	----	----	----	----
Eastern, N. H.	----	----	----	95	----	----
Fitchburg	107⅛	107	106	106	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	77	77	----	----	----	77
Old Colony and Fall R.	104⅛	104⅛	----	----	----	104
Ph., Wil. & Baltimore	60⅛	60⅛	60	60	----	----
Portl'd, Saco & Ports.	100	----	----	----	100	----
Vermont & Canada	105	----	105⅛	----	----	100
Vermont & Mass.	----	42	----	43	----	42
Western	130	130	130	----	----	130
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	92	----	92	----	----
Metropolitan "	46⅛	----	45	----	47	47
Middlesex "	----	----	50⅛	50	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	37⅛	37	37⅛	36	----	----
Isle Royale "	9⅛	----	----	----	9⅞	----
National "	----	20	----	20	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	37⅛	37⅛	37	37	----	----
Pittsburg "	60	----	----	----	----	----
Quincy "	66	----	66	----	62	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th of May:

Maryland 6s	62	to	64
United States 6s, 1881	64	"	64⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	40	"	40
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	74	"	76
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	55⅛	"	56
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875	61⅛	"	61⅛
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	76⅛	"	77
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	----	"	----
New York Central 6s, S. F., 1883	53	"	56
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, May 27, 1865.

Stock Exchange and Money Market.

We occasionally observe a real or pretended alarm among some of our financial editors as to the probability of a *stringent* Money Market. All these fears originate in the interest of the Stock Market, and are raised for a purpose. Even Mr. McCulloch is complimented on his careful regard for the market, for his great desire to prevent this stringency, and the promptness with which he disburses the money he receives, in discharge of the public indebtedness. All this is simply ridiculous. Mr. McCulloch is a thoroughly practical and conscientious financier, the first man in fifty years who at the head of the Treasury has really understood the real character of his trust, the real office of money, the real purpose of the Department, and the real duty it imposes upon its head. His able management of the State Bank of Indiana during the crisis of a specie suspension, when other State and local institutions tumbled all about him, was but a type of what he will yet accomplish in his present position. It is not out of regard to the Money Market or the stock operators of this city that he disburses so freely. He does not sympathise with bulls or bears, with longs or shorts, but has an honest desire to pay the creditors of the Government, to liquidate and discharge all outstanding claims, and to get a good balance sheet as soon as possible. Mr. McCulloch has said that until he was Secretary of the Treasury he was never dunned for a bill in his life. And he is not likely to be much longer in a position to be dunned by any one as he is paying off as rapidly as possible every demand on the Treasury. A Secretary always occupies an unpleasant position in one respect, he cannot prevent expenditure. The calls from the navy and war departments for the last year have been enormous. Considerations of economy are often lost sight of there, under the emergencies which are continually pressing upon them, and very often imaginary as the event proves. No matter for that, the requisitions are made, and the Secretary has to find the money, run the gauntlet of public animadversion on his loans, and to feel the responsibility of popular criticism.

There is every appearance of a permanent improvement in Railway securities, and that there is good reason for it, is evident from the increased monthly earnings of the principal roads. Our readers would do well to look at our table of earnings for the last few months. With scarcely an exception the amounts of receipts have largely increased, and now as expenses must decline, as currency appreciates, or in other words as labor and materials are getting cheaper every day, the profits of these companies must now go on increasing rapidly, and place them in a permanently prosperous condition.

We have noticed several heavy charges of late in various publications with regard to combinations in some leading railway stocks, to depress them for example to 46, and then raise them again to upwards of 70. Gross deception and corrupt management are charged upon certain individuals connected with these companies, and if these charges are untrue they should be repelled. Men of wealth who use their vast means to rob the public, are but rogues after all, and though they may meet with an outward show of respect, are really execrated by the people. Persons holding Erie for example, should see they have an honest management, and they need have no further fear about their investment. Nothing but absolute knavery and gross mismanagement can break down such a grand line as that, which with its feeder the Atlantic and Great Western brings the great west by the shortest route to this city.

The stringency in the Money Market so frequently deplored as approaching, is not likely to occur, in fact it is impossible, when our paper currency is still reckoned altogether at 900 millions, when large balances no longer required for military contracts must rest awhile until new employment is found for them, and while the yield of our gold and silver mines is on the increase. So far from this, it is the opinion of many reflecting persons that the rate of interest is likely to fall per-

manently to a low figure, say 3 and 4 per cent., and keep there as it does on the continent. Again we must remember that our banking system is already a most extensive one, and to make money, banks must be active; the power of expansion most of our institutions not only fully understand but eagerly exercise.

The following is an official statement of the number and circulation of the banks now in operation under the National system, and we do not perceive any signs of a stringency here:

States.	Banks.	Total circulation.
Maine	42	$3,091,660
New Hampshire	25	1,497,000
Vermont	17	1,865,700
Massachusetts	176	31,513,730
Rhode Island	21	1,317,950
Connecticut	48	6,848,500
New York	172	19,461,750
New Jersey	25	2,736,720
Pennsylvania	182	25,100,590
Maryland	7	1,427,500
Delaware	3	287,500
District of Columbia	6	748,400
Virginia	2	181,500
West Virginia	4	263,000
Ohio	125	10,545,570
Indiana	60	5,048,430
Illinois	64	5,285,260
Michigan	22	1,201,000
Wisconsin	27	1,017,000
Iowa	32	1,302,400
Minnesota	8	951,250
Kansas	1	49,000
Missouri	7	825,830
Kentucky	8	555,200
Tennessee	4	360,640
Louisiana	1	180,000
Nebraska Territory	1	27,000
Mississippi	1	
Colorado Territory	1	
Total	1,092	
Opened and wound up	3	
Total in active operat'n.	1,089	$123,690,080

When similar institutions are established in the Southern States we shall have a further considerable increase in the circulation. There has been quite a difference of opinion in regard to the recent decision of the Secretary of the Treasury as to the third issue of the 7-30s. It has been said it was not worth while to have suddenly checked the popular current, which had set in so grandly; that the saving of interest resulting from the option was not so much of an object, as the entire and certain relief of the Treasury from the further want of money, and that it was not advisable to incur the risk of disappointment for a possible advantage. Eminent and most loyal financiers, men of the type of T. W. Olcott and others like him, doubted the expediency of the measure. But there are always two sides of a question. Mr. McCulloch is perfectly competent to give reasons for the faith that is in him, and we have not the least doubt as to what would be and what really is the explanation of his late decision. We will even venture to put into his mouth what would most probably be his reply to any one who should ask him for his reasons.

"The worst that can be said in regard to this option is, that it makes the notes equivalent to an 8-23 gold bearing 6 per cent. bond. At the present time when the war is near a satisfactory conclusion, and the credit of the Government is so firmly established, I shall be greatly disappointed if I shall be unable to borrow two hundred millions of dollars on a 6 per cent. gold bearing security. I have really no apprehension with regard to such a security. And as it will require some little time for parties who have loaded themselves with the 7-30s to distribute their surplus, heavy and rapid subscriptions to the new series were not expected. I anticipated the present stagnation which would have occurred no matter on what terms I might have offered the present series. Happily the Treasury is in a condition to wait. I even do not desire that the new series should be rapidly disposed of, I have no immediate use for the money." This is undoubtedly the view Mr. McCulloch would take of the subject, and this his strong position, and should we be correct in our supposition, it will be seen that he is fully justified in the course he has taken. With an overflowing Treasury, everybody paid, and the army soon to be from his abundant means, there was no good reason for rushing two hundred millions more on the public before they had digested their last hasty meal. More than this, these two hundred millions would have been unavoidably left for a long time unused in the National Bank depositaries, and would have gone out as loans on interest on call, or on short dates to swell the profits of these institutions, while the Government would have had to pay interest for funds it could not use. Certainly in this light Mr. McCulloch has shown himself the wiser man and the best manager after all. It is quite a blow to cut off a 7-30 interest, no doubt, from the grasp of the capitalists who like that style of investment, but they have already made enormously out of the public funds, that they must be content with less profits in this direction for the present, or else hold on contentedly for a rise in the premium, which will soon be at hand, or turn their attention to other securities which have been somewhat thrown in the shade by the Nationals. Now that we have come out splendidly from the late contest these are unquestionably to assume hereafter the place of first favorites with all who seek permanent and undisturbed income.

The simplicity and certainty of government loans make them always desirable. When the interest is once agreed on, it is paid. All banks, railways, and other local and private companies and institutions are liable to abuse, mismanagement, defalcation, disorder and losses, no matter what rate of interest or dividends they propose to pay, or for a time may pay. There is an uncertainty ever attending them. Corruption, extravagance, ignorance, want of skill is continually detected in their management, and their history is rarely without the record of sudden disasters, but a Government Stock, when the Government itself is sound, is almost beyond the reach of accident. Most certainly it has always been so with our own, and no one doubts that it will be so again.

Upwards of two millions of specie have been exported the last week. As our imports have for some time been at a low figure, we attribute this export to the single cause of its being for dividends on the securities held abroad, and this shipment will but confirm the confidence of our faithful foreign friends on the continent who were not afraid of us, when the British Press maligned our cause, depreciated our resources, and denied our solvency. When they pocket our shining eagles, they will have palpable evidence that not a feather in their wings has been plucked.

The opening of the Southern ports to trade by proclamation is announced. We do not yet fully appreciate the importance of this measure. It will bring out of the South every surplus pound of cotton, rice, sugar and tobacco, in exchange for the necessaries of life, which we shall send it, and especially agricultural implements, railway equipments and furniture. We also look to a pretty active demand for negro labor based on wages, for the negroes are not coming north, for climatic reasons. And they are now every where warned by their northern friends, by Government agents and officers, and as we see by Chief Justice Chase at one of the great gatherings of these persons, that if they do not work they must starve. We think they will soon understand this generally and act accordingly. Wherever they have done so, as along the Southern coasts where they have been occupying land for their own account they have been doing well and accumulating money. They also are showing an eager disposition to learn to read and write, and after a time they may be qualified to enjoy the elective franchise.

Between the 1st and 19th inst., 52 merchant vessels have cleared from this city for Southern ports, with valuable cargoes, and if the blockade runners could make money with their occasionally successful trips, we do not see why our shippers may not with a legitimate trade.

Foreign exchange has advanced, our exports having been light of late, and our canal receipts not yet being regular. As the crops every where are reported to be unprecedented in character, we shall have freights in abundance before the year is closed.

Money is plentiful. Gold has advanced a trifle, but should it be attempted to put it up again, Mr. McCulloch has only to cancel a few millions of greenbacks, and the operators will be foiled, and they had better take this probability into their calculations. They have no more confederate money to work with, no more disasters to help them, they must be careful or they will be swept by the board.

The exports for the week ending May 28d were $1,953,356 exclusive of specie. The balance in the Sub-Treasury on Tuesday was $47,602,467.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 95; Louisiana 6s, 60; Missouri 6s, 65; N. Y. State 5s, 1874, 90; North Carolina 6s, 65; Mariposa 1st mort., 47; Con. Coal Co. of Md., 45; Atlantic M. S. S. Co., 150; Cary Imp., 18; Bank State of New York, 112; 1st National Bank, 208; Continental Bank, 98; Merchants' Bank, 111; Bank of Commonwealth, 100; Shoe and Leather Bank, 100; Bank of Commerce, 105; Mer. Ex. Bank, 100, Am. Ex. Bank, 115; Corn. Ex. Bank, 106.

Philadelphia.—Allegheny Co. coupon 5s, 72; Long Island R. R. 6s, 85; Huntingdon and Broad Top 1st mort., 90; do., 2d mort., 80; Union Passenger R. R., 20; Hestonville R. R., 15@17¼; West Philadelphia, 62; 13th and 15th streets, 19; 2d and 3d streets R. R. mort., 99; New Creek Coal, ¾; Locust Mt., 29¾; Hazleton, 65; Lehigh Zinc, 30; Mechanics' Bank, 28; Farmers' and Mechanics' Bank, 117; Corn Ex. Bank, 58; Consolidation Bank, 37; Manuf. Bank, 29½; Girard Bank, 50⅜; Atlas Oil, 1¾; Allegheny and Tide-

oute, 1⅛; Bull Creek, ¾; Bruner, ⅝; Big Tank, 1¾; Cherry Run, 2⅜; Corn Pl., 2¾; Caldwell, 3⅛; Crescent, ⅝; Duncard, 1⅛; Densmore, 1½; Dalzell, 4⅛; Eldorado, ⅝; Excelsior, ½; Egbert, 2½; Franklin, 1¾; Hibbard, ⅝; Hyde Farm, 2¾; Jersey Well, 1⅞; Junction, 3¾; Keystone, 2½; Logan, ¾; Maple Shade, 18; McClintock, 2¾; Mingo, 2⅜; McCrea, 1¼; Mineral, 1; McElheny, 3⅜; Noble, 3⅛; Newton, 1⅜; Oil Creek and C. R., 2¾; Phila. and Oil Creek, ⅞; Perry, 1; Royal, 1¼; St. Nicholas, 2½; Story Farm, 1; Sherman, ¾; Tarr Home, 5¼; Tionesta, ⅞; Upper Island, 1⅜; Union, 44; Winslow, ⅞; Wm. Penn., 1¾; Walnut Island, 1¼. The latest quotations are: City 6s, 91½@92; do., new, 94⅜@94½; State 5s, 88@88½; do., coupon, 88@89; do., 6s, W. L., 101@101⅛; Phila., Wil. and Balt., 60; Reading, 46⅞@47; do., 6s, 1870, 91½@93; do., bonds, 95@96; Camden and Amboy, 126¾@127; Penn. R. R., 55½@56; do., 1st mort., 102½@102¾; do., 2d mort., 98½@99; Little Schuylkill R. R., 31¾@35; Morris Canal, 81@87½; do., pref., 110@120; do., bonds, 89@96; Wyoming Valley Canal, 59@59½; do., 6s, 90@95; Susquehanna Canal, 8@8¾; do., 6s, 48@49¾; Sch. Nav., 20@24¾; do., pref., 27@28; do., 6s, 1882, 78@78; Union Canal bonds, 18@20; Delaware Div. Canal 28@30; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 46½@46½; do., 7s, 1873, 90@96¼; do., Chattle 5s, 65@80; Long Island R. R. 6s, 80@88; Lehigh Coal and Navigation, 50¾@51⅛; North Pennsylvania, 24@25; do., 6s, 85@86; do., 10s, 105@106; Philadelphia and Erie, 20@21; do., 6s, 92@93; Minehill, 54@57; Catawissa, 12½@13; do., pref., 25@25½; Lehigh Valley, 60@63; do., bonds, 90@96¾; Fifth and Sixth streets, (horse,) 40@46; Second and Third, 77@77; Race and Vine, 10@13; West Philadelphia, 63@64; Spruce and Pine, 20@22½; Green and Coates, 30@35; Chestnut and Walnut, 40@50; Arch, 15@16; Thirteenth and Fifteenth, 19@21; Girard College, 23@26; Tenth and Eleventh, 44½@46; Norristown, 56@56½.

Boston.—Boston and New York Air Line 6s, 1870, 43½; Rutland and Burlington 1st mort., 59; do., 2d mort., 13½; Vermont Central, 1; do., 1st mort., 74; do., 2d mort., 16½; Northern (Ogdensburg) 1st mort., 94; 2d mort., 21; Boston and Lowell R. R., 6s, 97⅞; Danvers R. R., 6s, guar., 95; Maine 6s, 1876, 104½; New Hampshire 6s, 1877, 92½; Massachusetts 5s, 1880, 94; do., 1894, 95; Rhode Island 6s, 1882, 95; Portland 6s, 1890, 90; Bangor 6s, 1876, 90½; Boston 5s, 1882, 99½; do., 6s, 1874, 100; Augusta 6s, 1870, 90; Hallowell 6s, 1870, 89½; Cary Imp. Co., 16½; Boston Water Power Co., 89½; Union S. S. Co., 118¾; Waverly Co., 4; Franklin Coal, 43½; Belmont Coal, 6; Short Mt. Coal, 22; Bear Valley, etc., Coal, 15¼; Mammoth Vein Coal, 15½; Rocky Mt. Gold, 18; Macomb Lead, 1¾; Cambridge Gas, 97½; Suffolk Bank, 116; Webster Bank, 106; National Bank, 90; State Bank, 70¼; Tremont Bank, 105; Eliot Bank, 107¾; Eagle Bank, 115; Bank of the Republic, 106; Second National Bank, 124; Market Bank, 100; First National Bank, 120; Acton Mining Co., 35c.; Albany and Boston, 23; Bay State, 12; Boston, 2; Copper Falls, 15; Hancock, 6; Huron, 43; Manhattan, 2¾; Mesnard, 2½; New England, 75c.; Native, 62½c.; Pontiac, 1⅝; Star, 2¾; South Side, 1¾; Toltec, 1½; Wickham, 20c.

Baltimore.—Maryland Mining Co., 0.40; Springfield, 0.80; Copper Hill, 1.40; Silver Valley, 0.10; Atlantic Coal, 0.95; Maryland Anthracite, 23; Santa Clara, 12; George's Creek, 102½; Laurel Cannel Coal and Oil Co., 4.40; Penn. Oil, 0.75; Citizens Bank, 12½; Union Bank, 72. The latest quotations are: Balt. and Ohio, 106@115; do., 6s, 1867, 99@100; do., 1875, 100@101⅞; do., 1880, 100@100; do., 1885, 99¾@100; Northern Central, 44@50; do., bonds, 1885, 86@90½; N. W. Va. 1st mort., 95@100; do., 2d mort., 93@96; do., 3d mort., 23@30; do., guar., 93@95; Marietta and Cincinnati 7s, 1891, 83¾@85; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 75@82½; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100@101; Baltimore 6s, 1870, 97½@98; do., 1873, 97@101; do., 1875, 99@100; do., 1886, 98@100; do., 1890, 100@100½; do., coupon, 99@100; do., 5s, 1838–'70, 80@88; City Passenger R. R., 17½@19; Canton Co. 35@35; Gardner, 0.80@0.95; Gas Coal, 1.00@1.60; Maryland, 0.40@0.45; North State, 0.25@0.25; Springfield, 0.80@0.85; George's Creek, 102@101; Santa Clara, 11⅛@15; Balt. Chrome, 1.50@1.75; Bare Hill, 2.00@2.50; Atlantic Coal, 0.90@0.95; Mineral Hill, 1.00@1.20; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.30@4.45.

Third National Bank.

The capital of this Bank is now one million of dollars, and by a recent arrangement, Messrs. WINSLOW, LANIER & Co., Messrs. CULVER, PENN & Co., and their friends, have become its proprietors. These houses are well known for their large pecuniary means and financial experience. They have adopted the plan of allowing 4 per cent. on deposits of banks and bankers, rendering accounts monthly. This is a new feature in the system of banks with subscribed capital, and is a desirable one for those who keep accounts as depositors, and do not use all their balances rapidly. This bank is a Government agent, and does a general collecting business.

Langdon Rolling Mill Company.

This company, established close to the city on Spuyten Duyvil Creek, is now prepared to furnish new iron rails for our railways, and re-roll those that are worn. Its proximity to New York must give it great advantages, and is a convenience to dealers in the way of easy transportation by water and rails.

☞ MR. H. J. MESSENGER, advertises that Government and Railway securities are to be had on favorable terms at his Banking House, 139 Broadway. He receives subscriptions to the 7-30s, allows 4 per cent on balances, that may be checked for at sight, and receives accounts generally from individuals and banks. Mr. Messenger is a gentleman well known and highly esteemed.

☞ We would call the attention of our readers to the card of W. R. TRAVERS & Co., Stock and Bond commission brokers, 19 William street, who have associated with them JOHN D. PRINCE, and are prepared to execute all orders with promptness and good judgment.

The American Bell Company.

This company with a capital of $50,000 is engaged in the manufacture of the celebrated steel composition bells, in all varieties and weights and adapted to churches, academies, factories, steamboats, railroad engines and stations, plantations and farms. The rotary clapper is also applied by them to these bells if required, by which fracture is entirely prevented. We have read their pamphlet on the subject, and from its explanations it is evident they are intelligent manufacturers and may defy competition. Their work is superior, the tone brilliant and the price moderate.

☞ ALEXANDER MCALISTER, for many years cashier of the Quinnipiack Bank of New Haven, Conn., has resigned his financial post, and has entered into the manufacturing and Railroad supply business, under the firm of RADLEY, MCALISTER & Co., at 162 Greenwich street, N. Y., having purchased the interest of E. R. Bennet.

☞ The double track on the Camden and Amboy Railroad has been completed from Camden as far as Burlington, and has been in use for some time. The road is graded to White Hill, just below Burlington, and it is thought that before the close of summer, the double track will be completed from Jamesburg to South Amboy. The new road from Jamesburg to Dean's Pond will be finished and in running order by the 1st of August.

East India Railways.

Our readers must have been aware from what we have heretofore published on the subject, that the East India Railway system is one projected and being carried out on a magnificent scale, and is making the East Indies the most valuable of all the British possessions. A work has recently been published by Mr. James Graham of Glasgow, which gives the best and most intelligible account of these railways, of any within our knowledge. The following is a synopsis of the entire system taken from his work. It is now twenty years since the first East India Railways were proposed, but only fourteen years since their construction was undertaken. The East India and Great Indian Peninsula was projected in 1845, and commenced in 1850 on the latter line between Bombay and Callian. In 1851 the Engineers of the Raneegunge Branch of the former broke ground. The works proceeded slowly until 1858, and the reason for this was the impediments occasioned by Government supervision at home and in India over the lines in which it had given a guarantee, the natural difficulties of construction, the Sepoy mutiny and other causes. After 1858 the works proceeded more rapidly, and in 1864 there were 2,867¾ miles open to traffic, against 436 in 1859.

The Government of India gave its support to two descriptions of lines, trunks and feeders, and this consisted of a qualified guarantee of interest upon capital and a direct annual subsidy, both for a certain term of years. The companies enjoying the guarantee are the East Indian, Great Indian, Madras, Bombay, Baroda and Central India, Scinde, Punjaub, Delhi, Eastern Bengal, Great Southern of India, Calcutta, South Eastern and the Indus flotilla. These are all trunk lines. The companies subsidized are the Indian Branch and the East Indian tramway, both of which supply feeders to the main lines.

The principle on which the Government guarantee is granted, for 99 years from date of the contract is rather involved, but is based on the amount of profit at which a line is worked. If the net profits do not exceed the amount of guaranteed interest, the Government pays the latter, debiting the company with the sum less the amount of net profits handed over, this balance being expected to be recovered from the company out of future profits.

If the line earns more than the guaranteed interest, then the surplus is divided between the Government and the company, and the balance goes to the credit of the company for future emergencies.

When the whole amount of the paid guaranteed interest is liquidated by the company, then the whole amount of future profits go to the company, and these are not intended ever to go beyond 10 per cent. and may be so restricted. If the company works its line at a loss, the Government deducts the net loss from the amount required to pay the guaranteed rate, and the shareholders receive proportionably less dividend. If a company gets tired of its contract, on six months' notice it may surrender its line to the Government if in good working order, which will repay all authorized sums expended subject to deduction of unsatisfied claims against revenue, which will of course include any outstanding balance of dividends paid in advance and simple interest thereon.

On the other hand, the Government may at any time within six months after 25 years from the date of the contract, or within six months after 50 years from the same time become owners of the line. The price in either case will be the mean value of the stock or shares for three years, previous to the 25 or 50 years as the case may be.

The Government also reserves the right in case of the failure of the guaranteed railway to raise the amount of authorized capital, to terminate the interest of the company refunding the capital left, after deducting for outstanding debts and liabilities.

At the expiration of 99 years from the date of each contract, if the line is neither bought by the Government or relinquished by the company, the line reverts to the former, but the rolling stock is paid for at a valuation.

If the Government becomes a purchaser instead of paying the gross price, it may pay by annuity running to the end of the 99 years.

These East India Railways are free from parliamentary expenses, get their right of way cheap, and are facilitated by banking facilities, but on the other hand are subject to the disadvantage of having home supervision, subjected to the cost of the sea transportation of materials from Europe, and the heavy expense of working with European employees in a hot climate. They have generally been constructed within the estimates. The traffic is increasing, but to prove entirely remunerative enough to reimburse the guarantees, double tracks will generally be required at the cost of from 10 to 15,000 dollars per mile.

On the lesser and lighter lines an annual subsidy has latterly been granted, equal to about 2½ per cent., for 20 years.

Some parts of this financial system might possibly be well adopted in our new States which will require assistance in the construction of future lines.

Railroad Earnings.--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending May 14, were:

	1865.	1864.
Passengers	$2,418 23	$2,244 75
Freight	8,107 28	7,106 55
Express	162 80	104 16
Mail	296 58	296 58
Total	$10,984 89	$9,752 04

Receipts from January 1 to May 14:

1865	$171,104 87
1864	166,107 75
Increase	$4,996 62

The earnings of the Chicago and Northwestern Railway for the 2d week of May, are $125,934 81
Corresponding week of 1864 94,600 50

Increase $31,334 31

The earnings of the Grand Trunk Railway for the week ending May 13, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$87,870 00
Express, freight, mails and sundries	4,086 00
Freight and live stock	85,527 00
Total	$127,483 00
Corresponding week, 1864	104,652 00
Increase	$22,781 00

The earnings of the Michigan Central Railroad for the 2d week in May, 1865, were $84,702 22
Corresponding week of previous year 63,016 07

Decrease $21,686 15

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of May, 1865, were $76,308 00
Corresponding week of previous year. 57,832 00

Increase $18,476 00

The earnings of the Chicago and Rock Island Railroad for the second week in May, 1865, were $49,987 00
Corresponding week of previous year 38,835 00

Increase $11,152 00

The earnings of the Toledo and Wabash Railroad Company for the first half of May, 1865, were $66,676 00
Corresponding week of previous year. 50,954 00

Increase $15,722 00

Financial Condition of the State of Missouri.

It is well understood that previous to the war the State of Missouri had before it a brilliant future with a single exception of the great drawback—slavery. This kept the character of labor down, when free and intelligent labor was so necessary to develope its agricultural, mineral and commercial resources. The City of St. Louis most eligibly situated and commanding the river trade of the vast interior bade fair to become one of the very largest cities in the Union, for it concentrated enterprise, capital and *opportunity*. On the outbreak of the rebellion Missouri was so fully appreciated as an important State, and the key of the great West, that the most desperate efforts were made to drag it into the Confederacy and hold it there. It has therefore until quite lately been the scene of much bloodshed and violence, and the finances and business of the State have been thrown into complete disorder and confusion. The payment of interest on the public debt has therefore been suspended ever since 1861, and it has now become the duty of her people to repair their financial misfortunes, and upon this they have vigorously entered. A new constitution has been passed which contains the most stringent clauses in relation to the State debt, and it will doubtless be adopted. We deem the following provisions of this new constitution of such importance as to be put on record:

Sec. 13. The credit of the State shall not be given or loaned in aid of any person, association or corporation; nor shall the State hereafter become a stockholder in any corporation or association, except for the purpose of securing loans heretofore extended to certain railroad corporations by the State.

Sec. 15. The General Assembly shall have no power, for any purpose whatever, to release the lien held by the State upon any railroad.

Sec. 16. No property, real or personal, shall be exempt from taxation, except such as may be exclusively for public schools, and such as may belong to the United States, to this State, to counties, or to municipal corporations within this State.

At the convention assembled to frame this constitution, ordinances were passed in relation to railroads, in the following words:

Sec. 1. There shall be levied and collected from the Pacific Railroad, the North Missouri Railroad Company, and the St. Louis and Iron Mountain Railroad Company, an annual tax of 10 per centum of all their gross receipts for the transportation of freight and passengers (not including amount received from, and taxes paid to the United States) from the 1st of October, 1866, to the 1st of October, 1868, and fifteen per centum thereafter, which tax shall be assessed and collected in the county of St. Louis, in the same manner as other taxes are assessed and collected, and shall be appropriated by the General Assembly to the payment of the principal and interest now due, or hereafter to become due, upon the bonds of the State, and the bonds guaranteed by the State, issued to the aforesaid railroad companies.

Sec. 2. A like tax of fifteen per centum shall be assessed and collected from the Hannibal and St. Joseph Railroad Company, and from the Platte County Railroad Company, whenever default is made by said companies, or either of them, in the payment of the interest or principal of the bonds of the State, or the bonds guaranteed by the State, issued to said companies, respectively, which tax shall be assessed and collected in such manner as the General Assembly may by law direct, and shall be applied for the payment of principal and interest of said bonds as the same may become due and payable.

Sec. 3. The tax in this ordinance specified shall be collected from each company hereinbefore named only for the payment of the principal and interest on the bonds, for the payment of which such company shall be liable, and whenever such bonds and interest shall have been fully paid, no further tax shall be collected from such company; but nothing shall be received by the State in discharge of any amounts due upon said bonds except cash or other bonds or obligations of this State.

Sec. 4. Should either of said companies refuse or neglect to pay such tax, as herein required, and the interest or principal of any of said bonds or any part thereof remain due and unpaid, the General Assembly shall provide, by law, for the sale of the railroad and other property, and the franchises of the company that shall be thus in default, under the lien reserved to the State, and shall appropriate the proceeds of such sale to the payment of the amount remaining due and unpaid from said company.

SEC. 5. Whenever the State shall become the purchaser of any railroad or any other property or the franchises, sold as hereinbefore provided for, the General Assembly shall provide, by law, in what manner the same shall be sold, for the payment of the indebtedness of the railroad company in default; but no railroad or other property or franchises purchased by the State shall be restored to any such company, until it shall have first paid in money, or in Missouri State Bonds, or in bonds guaranteed by this State, all interest due from said company; and all interest thereafter accruing shall be paid semi-annually, in advance; and no sale or other disposition of any such railroad or other property, or the franchises, shall be made without reserving a lien upon all the property and franchises thus sold or disposed of, for all sums remaining unpaid; and all payments therefor shall be made in money, or in the bonds or other obligations of this State.

It was also declared by the 6th section of the same ordinance that the

"General Assembly shall provide, by law, for the payment of all State indebtedness not herein before provided for; and for this purpose a tax of one quarter of one per centum on real estate, and other property and effects subjected to taxation, shall be assessed and collected, and shall be appropriated for the payment of all such indebtedness that may have matured, and the surplus, if any, shall be set apart as a sinking fund for the payment of the obligations of the State that may hereafter become due, and for no other purpose whatever."

It will thus be perceived that with commendable zeal, the people of Missouri have determined on thorough taxation to discharge their obligations. Church property hitherto exempted to conciliate certain powerful religious interests, and worth $35,000,000 will now have to pay its share of taxes, and 20,500,000 acres of land belonging to private owners have also hitherto escaped taxation. No doubt a vast portion of property has been thus left untouched. With regard to the plan proposed for obtaining revenue from the railways, we learn that the finance committee recommend that the railroads of the State be allowed to increase their fare to five cents per mile, or 20 per cent., and be required to pay the State, a tax of 16 2-3 per cent. on the gross earnings, from all sources. The railway companies owe the State, for bonds loaned to them on a mortgage upon their roads, about $23,000,000, and some $5,000,000 of interest thereon. The proceeds of the proposed tax of one-sixth of their gross earnings are to be allowed and applied as *payments* on the debt due by the railroad companies to the State. This tax alone will soon yield a sufficient sum, it is believed by the finance committee, to meet the interest on the State debt. The unpaid interest on the bonds amounted to 25½ per cent. on the first day of this month. This it is proposed to convert into principal, to bear the same rate of interest as the original bonds. Others of the States whose interest payments have been suspended during the war will, in time, it is presumed be taking similar measures for the restoration of their credit.

The obligations and debts of the State are in one form classed as follows:

1. The direct Public Debt, as follows:

Bank of Missouri Bonds	$402,000
Union Military Bonds	1,771,080
Defence Warrants	244.279
Militia service due	1,000,000
Loan to Gov. Gamble	150,000
Total	$3,998,300

Covered by	
Claim on United States Government	$4,000,000
Bank stocks worth	1,200,000
Total	$5,200,000

NOTE.—The claim on the Federal Government was fully recognized by the last Congress in the Deficiency Bill, but the bill, covering numerous other appropriations, failed by the disagreement of the two Houses at the last moment *not* on this particular item.

2. The Railway Debt, already provided for by the companies to which the State Bonds were issued:

Hannibal and St. Joseph	$3,000,000
Platte County	700,000
Total	$3,700,000

3. The Railway Debt in default since 1861, of two classes, the first provided for by the ordinance of the Convention taxing gross earnings from October, 1866, *ten per cent.*, until October, 1868, and thereafter *fifteen per cent.*, to pay the arrearages of interest and further secure the principal. The second is provided for by a specific tax of one-fourth of one per cent. a year on the $480,000,000 of the taxables of the State of every class, *without exception*, equal to $1,200,000 a year.

1..Pacific road, main line	$7,000,000
1..North Missouri	5,000,000
1..Iron Mountain	3,000,000
Provided for by ordinance	$15,000,000
2..Pacific S. W. Branch Bonds	*4,500,000
2..Cairo and Fulton	500,000
Together	$20,000,000
Arrearages of interest on all	5,008,240
By ordinance and direct taxation	$25,008,240

* Indorsed by the State.

In another form the indebtedness of the State appears as follows, to provide for the payment of which the recommendations of the finance committee were adopted:

Bonds issued for State purposes	$602,000
State bonds issued to railroads (including guaranteed bonds)	23,701,000
Revenue bonds, issued in 1861 (nine per cent.), now due	431,000
Interest due on bonds issued to railroads (January 1, 1865,)	5,008,240
Money borrowed by Governor Gamble to purchase arms	150,000
Amount of defence warrants outstanding December 1, 1864	244,279
Amount of Union military bonds outstanding December 1, 1864	1,771,030
Amount due militia for active service estimated by Governor Hall	1,000,000
Total	$32,907,549

The general debt of the State, after deducting $28,709,240, the principal and interest of the railway debt, is only $4,198,309, which includes the following items, less interest as these are now due:

Balance of bonds due issued for State purposes	$402,000
Revenue bonds issued in 1861	431,000
Money borrowed by Governor Gamble.	150,000
Defence warrants	244,279
Union military bonds	1,771,030
Due militia for active service (estimated)	1,000,000
Total	$3,998,309

The following are the principal provisions of the new Constitution of the State of Missouri, which is to be voted upon on the 6th of June:

1. The constitution, in its first sentence, recognizes our dependence as a people upon Almighty God, the Sovereign Ruler of nations for our State Government, our liberties, and our connection with the American Union.

2. Declares Missouri a Free State forever.

3. Establishes the equality of all men before the war.

4. Prohibits legislation interfering with the personal rights of men on account of their color.

5. Asserts that all government, of right, originated from the people, is founded upon their will only, and is instituted solely for the good of the whole.

6. Affirms that the people of Missouri are a part of the American nation.

7. Declares that Missouri shall ever remain a member of the American Union.

8. Asserts the paramount allegiance of every citizen of Missouri to the Constitution and Government of the United States.

9. Excludes from the ballot-box and from office, traitors, rebels, rebel sympathizers, guerrilla marauders, bushwhackers, and their aiders and abettors.

10. In like manner, excludes Knights of the Golden Circle, Sons of Liberty, and O. A. K.'s.

11. In like manner, excludes those who fled the State to escape the draft.

12. In like manner, excludes those who enrolled themselves as disloyal, or as Southern sympathizers, to avoid militia duty.

13. Provides for an efficient registration of voters, thereby securing the exclusion of illegal votes.

14. Removes the rule requiring treason to be proved by at least two witnesses, and leaves it to be proved as any other crime.

15. Invites immigration from Europe, by extending the elective franchise to those persons of foreign birth, who have, more than one year before an election, declared their intention, according to law, to become citizens of the United States.

16. Forbids private, local and special legislation, which for thirty years has cursed this State, and brings the State under a uniform system of general law.

17. Prohibits lotteries.

18. Forbids the Legislature making compensation for emancipated slaves.

19. Forbids the Legislature removing the county seat of any county, unless, at a general election, two-thirds of the voters of the county vote for it.

20. Shortens the term of office of the Governor and other State officers at the seat of Government, (after the present term,) to two years.

21. Establishes intermediate appellate courts between the Circuit Courts and the Supreme Court, without increased expense to the State.

22. Stops the creation of corporations by special acts, with enormous and dangerous powers, and require all corporations to be formed under general laws.

23. Prohibits the creation, renewal, or extension of the charter of any bank of issue.

24. Protects the interests of the people by imposing upon stockholders individual liability for the debts of corporations; and so insures a more honest and faithful management of those institutions.

25. Secures an efficient system of common schools for the free education of the children of the State.

26. Restores to the rank and file of the militia the privilege of choosing their own company and regimental officers.

27. Removes the injustice to the masses of the people, of enormous exemptions of property from taxation.

28. Forbids the loan of the credit of the State to any company or corporation.

29. Prohibits the Legislature authorizing any county, city or town to become a stockholder in, or to loan its credit to, any company or corporation, unless with the assent of two-thirds of the qualified voters.

30. Forbids the release of the State's lien upon any railroad.

31. Gives increased facilities for its own amend-

ment, and allows the people a direct vote upon every amendment proposed.

32. Provides for calling a convention to revise and amend the constitution, whenever the people, being authorized by law to vote upon the question, shall vote in favor of it, *and not otherwise.*

☞ The company chartered at the last session of the Legislature, with the title of the Perkiomen Railroad Company, has been organized by the election of the following officers:—Hon. A. D. Markley, President; D. M. Casselberry, Secretary; A. B. Longaker, Treasurer.

☞ The land grant to the State of Minnesota, of the 3d March, 1857, provided for the construction of three main line railroads and two branch roads. Under this grant there has been certified to the State for railroad purposes 1,608,599 acres of public lands.

☞ The Saint Andrews *Standard* says:—"The contract for building the St. Stephen Branch Railway was signed on Monday. W. M. Buck, Esq., has been appointed Engineer of the road."

☞ A dispatch dated San Francisco, May 23, states that a large force of laborers is at work on the line of the Western Pacific Railroad, which is the connecting link of the California and Pacific Railroad between Sacramento and San Francisco.

☞ The Central Pacific Railroad Company announce that they have received the instalment of government bonds on the first thirty-one miles of their road, amounting to nearly a million and a quarter of dollars.

☞ The New York Central Railroad Company are constructing an embankment of earth to take the place of the bridge or trestle work on the Niagara Falls division of their road from Smith street, Rochester, to the Erie Canal.

James I. Shipman,
CIVIL ENGINEER, No. 35 Ann street, New York.

Stone, Quigley & Burton
WOOD, IRON, AND SUSPENSION
BRIDGE BUILDERS,
424 Walnut St., Philadelphia.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., New York, May 17, 1865.

THE BOARD OF DIRECTORS has this day declared A SEMI-ANNUAL DIVIDEND for the six months ending June 1, 1865, of THREE AND ONE-HALF PER CENT. on the Preferred Stock of this Company, payable (less the Government tax) at this office on and after the 20th day of JUNE next to all holders as shown by the Company's books at the close of business on the 10th day of June.

The books for the transfer of Preferred Stock for the above dividend will be closed on the afternoon of the 10th, and will reopen on the morning of the 21st of June.

The books for the transfer of both the common and preferred stocks for the Annual Meeting to be held in Chicago on the 1st of June next, will be closed on the afternoon of the 20th of May, and reopen on the morning of the 3d of June.

By order of the Board of Directors.
4t-21 JAMES R. YOUNG, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, May 1, 1865.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company for the Election of Directors, and the transaction of other business, will be held at the Office of the Company in the City of Chicago, on WEDNESDAY, the 31st day of May, 1865, at 12 o'clock noon.

The Transfer Books of the Company will be closed at the close of the business on the 20th inst., and opened on the 3d of June.

5t-18 L. A. CATLIN, Secretary.

H. J. MESSENGER,
BANKER,
AND DEALER IN GOVERNMENT SECURITIES,
NO. 139 BROADWAY,
WILL RECEIVE SUBSCRIPTIONS FOR THE
NEW 7 3-10 NOTES,
And allow ¼ Commission to Banks and Bankers.

☞ ALL DENOMINATIONS OF THESE NOTES ON HAND FOR IMMEDIATE DELIVERY.
ACCOUNTS OF BANKS, BANKERS, AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS.
Four per cent. interest allowed on Deposits subject to check at sight.
Government and Railway Securities Bought and Sold on Commission at the Stock Board.

W. R. Travers & Co.,
STOCK AND BOND
COMMISSION BROKERS,
19 WILLIAM ST.
WILLIAM R. TRAVERS. JOHN D. PRINCE.

C. W. BETTS. E. H. DENSLOW.
BETTS & DENSLOW,
Bankers & Stock Brokers,
No. 2 NEW STREET,
One door from Wall street, NEW YORK.

Gold, Government, State and Railroad Securities bought and sold on Commission, at the **NEW YORK STOCK EXCHANGE.**

Langdon Rolling Mill Co.,
AT SPUYTEN DUYVIL, N. Y.,
OFFICE: 141 BROADWAY, NEW YORK.
New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.
J. LANGDON, President.

The American Bell Comp'y
HAVE REMOVED TO
No. 32 LIBERTY STREET,
Below Nassau Street, New York.

HAVE ON HAND
CHURCH, ACADEMY, AND FACTORY BELLS OF EVERY VARIETY.
Also, STEAMBOAT, SHIP, FARM, and PLANTATION BELLS at prices within the reach of all classes requiring a good and cheap Bell.

CHICAGO AND NORTHWESTERN RAILWAY CO., April 27, 1865.

THE ANNUAL MEETING of the Bondholders and Stockholders of the Chicago and Northwestern Railway Company for the election of a Board of Directors for the year ensuing, and for the transaction of such other business af may be brought before them, will be held at the office of the Company, in the city of Chicago, on THURSDAY, the 1st day of June, 1865, at 11 o'clock, A. M.
3t-19 JAMES R. YOUNG, Secretary.

J. B. JAMES'
Rosendale Cement Works,
MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address
J. B. JAMES,
20 Cedar Street, New York.

J. F. D. LANIER, Pres't., of Winslow, Lanier & Co. J. V. CULVER, Vice-Pres't. of Culver, Penn & Co.
PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITARY of the UNITED STATES AND AUTHORISED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.
C. N. JORDAN, Cashier.

Washington Iron Works,
NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF
RAILROAD CARS.
PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.
HOMER RAMSDELL, President.
GEO. M. CLAPP, Treasurer.
JOS. BELKNAP, Superintendent.
Address
Washington Iron Works,
Newburgh, N. Y.

ESTABLISHED A.D. 1846.
Chas. Washburn & Son,
WORCESTER, MASS.
MANUFACTURERS OF
IRON WIRE
OF EVERY DESCRIPTION.
RIVET AND WIRE RODS,
Bar Iron & Blooms Rolled to order.
CHARLES WASHBURN. CHARLES F WASHBURN.
Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,
318 BROADWAY,
Is now paying its Second Annual Dividend of 7 per cent., free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.
3m-19 HENRY A. SMYTHE, Esq., is the President.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 22.] SATURDAY, JUNE 3, 1865. [WHOLE No. 1,520, VOL. XXXVIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 3, 1865.

Payment of the Public Debt.—American Finance.

It has been thoroughly proved by our staticians and political economists, that the public debt of this country, even if it should finally amount to three thousand millions, will not only be paid, but that if our population, resources and gains should increase in the same ratio the next decade that they have done during the last, the burthen will be comparatively a light one. At various times we have also shown this to be absolutely certain on those conditions by the figures themselves. We have also shown that on the ordinary course of events a large diminution of the public debt will occur from the surplus revenue on the present basis of taxation in the loyal States alone, and also that this surplus can be largely increased by the amount which will come in from the Southern States in the ordinary way, and especially if an excise duty be laid upon cotton of even a few cents per lb. We have also expressed the opinion that the funded debt which will have a permanent form will be much less than three thousand millions, inasmuch as nearly five hundred millions exist in the shape of legal tender, which will inevitably fall into the Treasury in the shape of taxes within a few years, and if there be the expected surplus they can be canceled. Be this as it may, there appears to be a growing disposition in the public not to await any slow process of redemption, but to take hold of the National indebtedness in a vigorous way, and after an American fashion end it.

Some months since we alluded to this project, which first saw the light in New England, where it was discussed with considerable animation and brought forth propositions from its friends of the most liberal character. One gentleman in Boston offered to subscribe $200,000, and others followed promptly with large sums. The Philadelphia papers advocated the plan with spirit, and this JOURNAL gave it its encouragement. The London *Times* Money Editor, always unfriendly to our financial system, commented on it with some surprise if not alarm. It has since however, been evidently in a dormant condition, until the *Herald* revived it and to the astonishment of every one not only advocated it, but announced an actual subscription as pledged by a few persons to the extent of $550,000. We could add that a friend and subscriber of the JOURNAL offered a few days after its comments on the subject to give for himself and a friend $20,000 to this object; another gentlemen of high official position has said he will give one-third of his estate whatever it shall prove to be. And if this spirit generally extends, there is no telling what may come out of it. On Thursday morning last subscriptions to the extent of 298 shares had been pledged, amounting to $2,980,000. The proposition as it is advocated in the *Herald* is that 150,000 persons shall be found who shall average $20,000 each, and that where parties are not rich enough to give this sum individually, they shal combine to make it up and call it a share. And so the matter now stands. Of course it seems hardly probable that so grand a scheme can succeed, and yet it is quite possible. It is not more difficult than the war has been, it does not require more sacrifices than the war has required, it is not beyond the means, nor opposed to the wishes or interests of the country. Its accomplishment would be one of the greatest triumphs which the world has ever witnessed, and would raise this Nation to the highest pinnacle of grandeur and glory. Nor would it be much of a sacrifice on the part of those who are able to subscribe liberally to do so, nor even for those in moderate circumstances to contribute. The amount of taxation which the rich will have to meet for many years, might well be anticipated by a smaller sum now, and there are many of those who think so. The estate which pays, or the manufactory which pays from $20 to $100,000 a year, and will have to pay it for many years to come would make a good operation by compromising for a moderate portion of that sum to be paid within a reasonable time.

It would even be a good thing for parties able to do so to give half their incomes at once to exonerate their estates in future. The real question to be determined is how many persons in the United States are able to give $20,000 each. At the office of the Internal Revenue at Washington this question could be easily determined, and the fact ascertained one way or the other would settle the policy of the attempt definitively. We therefore propose that some such competent persons as Lorin Blodget or Dr. Elder should undertake the inquiry and let the public know as soon as possible, how many hundred thousand persons there are in the country, who might be reasonably supposed able to give $20,000 each, or what other sum, and when we know this, and know it satisfactorily, an united and patriotic effort might thenceforth be made with very good hopes of success.

Dalton and Jacksonville Railroad.

Already we perceive that enterprise is beginning to look southward for new fields of operation. There is almost a continuous route from this city to New Orleans, with the exception of a short gap between Dalton and Jacksonville, which but for the war would have long since been filled up. The route is as follows: by the way of Philadelphia, Baltimore, Washington, Gordonsville, Lynchburg, Bristol, Knoxville, Dalton, Rome, Jacksonville, Selma, Meridian and Jackson, Miss. We understand that a large majority of the stockholders in the original company are Northern men. We publish a letter from GEO. WADSWORTH, C. E., formerly engaged in the work, which gives so full an account of it that it is unnecessary for us to extend our own remarks:

For the American Railroad Journal.

New York and the Gulf Cities.

Now that the war is over and the reconstruction of railroads in the South fairly commenced, it is important that New York should be connected with the Gulf Cities by the shortest and most practicable route. It may not be generally known to the business men of the northern cities, that with the old roads repaired, an *all-rail* communication may be had with Mobile and New Orleans nearly on a direct line, by the grading of 57 miles of very light road bed, and the laying of 101 miles of track in Georgia and Alabama. The work referred to is from Dalton to Rome, 40 miles, (of which 16 miles has been graded,) and from Rome to Blue Mountain, (10 miles south of Jacksonville,) 61 miles, of which 28 has been prepared for the superstructure. This work was in good progress before the war commenced, but was suspended. The Alabama portion was resumed under a Confederate appropriation, it being deemed of military importance, but was abandoned without accomplishing very much. The heaviest part of the work was done in 1859–'60, and the remaining 57 miles, which will be made chiefly from side excavations, are light embankments. The route abounds in timber, (or did before the havoc of war,) and everything convenient for rapid construction. The gradients of this road are easy and the alignment is excellent. The track laying southward from Dalton and Rome may be commenced simultaneously so soon as the cross ties and iron are delivered, and men enough may be put on the work to complete it in a few months of a favorable season.

From New York to New Orleans by Lynchburg, Dalton and Jacksonville, the distance is 1,455 miles, while by Chattanooga and the Memphis and Charleston Railroad, the next shortest route, it is 1,495. A saving of 40 miles.

From New York to Mobile by the Dalton and Jacksonville, it is 1,311 miles. (By Richmond, Augusta and Montgomery, 1,385—74 miles saved.) This distance will still be reduced by 90 miles on the completion of the Selma and Gulf Railroad, making the whole way but 1,220 miles, and the shortest line that can be had between the two cities.

The Dalton and Jacksonville road connects Selma, which is the head of low water navigation of the Alabama River, and will be a focal point of the Southern railroads, with Chattanooga and Knoxville, and thus with the whole chain of Tennessee and Virginia Railroads. These connecting roads are first class roads and have of themselves all been good paying investments, and with this last link completed, their business must be greatly increased, for they will become great *through carriers* and able to compete successfully with all other lines.

Here then we have a *great diagonal route* passing through the interior of the Southern States with its ramifications reaching into all parts of the Union. Its ultimate extensions will be eastward to the Gulf of St. Lawrence, and westward to the Pacific. Thus encompassing the continent with its iron bands, and becoming the great highway of Nations, and an axis of the world's commerce.

Geo. Wadsworth, C. E.

May 25th, 1865.

Michigan.—Its Debt and Resources.

The debt of the state at this time is $3,541,149, having been increased during the war $1,122,000. The revenues derived from direct and specific taxes show a rapid increase in wealth:

In 1842 the tax of 2 mills produced			$58,296 07
In 1852	"	2 55-100 "	110,000 00
In 1865	"	2 73-100 "	470,000 79

while the specific taxes increased from $3,852 in 1842 to $160,510 in 1864.

In 1840, the population	was		212,267
In 1850,	"		397,965
In 1864,	"		803,714
The production in 1840 of		wheat, bush.	2,157,108
"	"	wool, lbs.	153,375
"	"	hay, in tons	130,805
"	"	sheep	99,518
"	"	cattle	185,190

In the census taken by the state in June, 1864, the following reports were made:

Raised in 1864, of	wheat in bush.		9,687,627
"	"	wool, lbs.	7,294,934
Made	"	lumber, feet	684,646,636
Raised	"	hay, tons	843,346
"	"	number of sheep	2,053,863
"	"	of neat cattle	503,669

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1863 and 1864, were as follows:

	1863.	1864.
From passengers	$1,834,133 75	$2,423,088 83
" freight	527,985 10	598,631 97
" express	91,576 98	98,537 62
" rents	15,022 05	15,398 70
" mail	39,750 06	39,712 06
" miscellaneous	31,780 38	30,130 56
	$2,540,248 32	$3,205,500 20
Add earnings of New Castle and Frenchtown line	34,009 81	51,605 01
Total for both roads	$2,574,258 13	$3,357,105 21
Add gain in operating Delaware Railroad		46,976 18
	$2,574,258 13	$3,304,081 39
Expenses, viz:		
Repairs of road	$178,733 75	$215,214 66
" bridges	13,508 61	36,964 67
" engines	56,374 14	119,162 62
" cars	95,409 54	168,995 53
" buildings	21,673 55	47,354 36
Passenger department	112,881 80	187,817 29
Freight "	102,166 76	145,851 26
Susq. Ferry	31,097 07	37,363 33
Wood and coal	123,475 30	178,221 89
Oil, waste, etc	22,126 22	35,115 60
Taxes and insurance	62,783 30	75,221 38
Salaries, etc.	35,119 48	51,144 15
Tools and machinery	9,654 73	22,352 46
Swichmen, watchmen, etc.	20,208 40	32,546 21
Telegraph	10,877 99	19,036 80
Rents and repairs	7,963 57	11,097 38
Law	6,633 82	6,961 05
Loss and damage	18,238 32	46,754 90
Miscellaneous	27,635 19	30,743 82
Operating N. C. and F. line, including tax and bonus to State of Delaware & New Castle Co	27,948 55	28,269 18
New work	471,046 01	432,177 23
Add loss in operating Delaware Railroad	5,637 33	
	$1,461,193 48	$1,928,365 77
Loss refunded by U. S. Government	13,808 12	
	$1,447,385 31	$1,928,365 77
Earnings less exp	$1,126,872 82	$1,375,715 62
Interest on bonded debt, ground rents, etc., less interest received	84,606 40	32,288 69
Balance	$1,042,266 42	$1,343,431 93
Dividends April and October, 1864		805,440 04
Leaving		$537,991 89
Balance to credit of revenue Nov. 1, 1863		1,313,052 59
		$1,851,044 48
In addition to the above named expenditures, there has been disbursed during the year on account of—		
Susquehanna Bridge	$226,410 37	
Second track	456,102 06	
		682,512 43
Leaving balance to credit of revenue October 31, 1864		$1,168,532 05

The details of the new work above alluded to are as follows:

New track	$14,193 62
" fences	1,844 37
" locomotives	101,646 80
" passenger cars	62,681 88
" freight "	147,566 91
" stations, buildings, etc.	97,709 93
Real estate purchased	6,533 72
	$432,177 23

The new equipment added to the stock consisted of 8 locomotives, 13 passenger and 230 freight cars. Twenty-six and a quarter miles of second track had been laid, and the Susquehanna Bridge had been prosecuted without intermission. Five of the most difficult of the thirteen piers required had been completed, and the foundations of the sixth were in a state of considerable forwardness. The masonry of the eastern abutment had been brought almost to the level of the bridge seat, and considerable progress had been made upon the foundations of abutment at the western shore. A large part of the material for the remainder of the masonry, together with the iron for the pier casings had been prepared and ready for use at the resumption of work in the spring. The piers yet to be built will rest on a foundation of ledge, where the deepest water is but 26 feet, but little less than half that of those completed last year. The Delaware Railroad has earned $52,613 51 more than in any preceding year, and has produced a net profit to this company of $46,976 18, besides $100,000 estimated as the value of its joint traffic. The New Castle Improvement has been completed.

The company have 49 locomotives (8 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads;) 68 first class and 4 second class passenger cars; 2 refreshment, 2 hospital, 18 baggage and mail, 7 platform cars for crates, 1 paymaster's, 1 special, and 6 express cars—making in passenger department, 109; in freight department, 948; in road department, 88—total, 1,145.

The number of miles run by engines with passenger trains was 456,446; with freight trains, 282,892; with gravel and other trains, 41,299—total, 780,587; of which 653,040 were run by coal burning, and 127,497 by wood burning engines.

Number of passengers carried, 1,351,416; of which 332,783 were through, and 1,018,633 way.

Number carried one mile, 63,560,832; of which 32,612,734 were through, and 30,948,098 way. Number carried north, 34,014,661; do., south, 29,546,171.

Tons of freight carried, 240,298; of which 107,606 were through, and 132,692 way. Of the through freight, 25,235 tons were moved northward, and 82,371 southward. Of the way freight, 51,537 tons were moved northward, and 81,155 southward. The total tonnage northward was 76,772; do., southward, 163,526. Number of tons carried one mile northwardly, 4,749,308; do., southwardly, 11,668,942—total, 16,418,250.

CONDENSED BALANCE SHEET.

Railroad, November 1, 1863		$7,262,851 15
Add value of new stock created Sept. 21, 1864, issued to stockholders, Oct. 1, 1864, 15,726 shares at $50	$786,300 00	
U. S. tax on same	41,384 20	
		827,684 20
		$8,090,535 35
Port Deposit Branch		110,914 70
Terminus on the Delaware		76,400 06
Stock owned by the company		744,425 00
Real estate for the use of the road.		84,645 21
		$9,106,920 32
Assets:		
Real estate, valued at	$205,650 00	
Mortgage loan held by the company	121,085 63	
Stocks, etc., at cost	477,576 32	
Agents' balances	19,703 64	
Sundry accounts	144,701 01	
Due from other roads	181,564 69	
Transp. of troops, etc	195,044 78	
Post office department	15,209 99	
Bills receivable	1,697 13	
Wood, coal and materials on hand, including wood lands	158,581 73	
Cash and cash items	325,625 48	
		1,846,440 40
Advances to other roads leased by this company		37,249 31
Improvements at New Castle, Del.		123,903 81
		$11,114,513 84
Capital stock		$6,250,000 00
Issued October 1, 1864		786,300 00
Mortgage loan converted		1,621,000 00
		$8,657,300 00
Mort. loan—original issue.	$2,600,000	
Less redeemed and cancelled	$167,000	
Converted	1,621,000	
	1,788,000	
		812,000 00
Ground rents		20,000 00
		$9,489,300 00
Current liabilities:		
Dividends unclaimed	$4,856 00	
Interest "	1,213 80	
Real estate, waiting order of Court	16,375 00	
Sundry accounts	382,732 70	
Interest account	18,225 76	
Delaware R. R. lease	30,920 76	
Treasurer N. C. & F. R. R.	2,357 77	
		456,681 79
Balance to credit of revenue Nov. 1, 1864		1,168,532 05
		$11,114,513 84

☞ The great tunnel on the Pittsburg and Steubenville Railroad, two thousand feet long, is just finished. Trains will be running in a few weeks.

Southern Penn. and Connellsville R. R.

The Engineers on the eastern end of this road are now making the necessary surveys between Chambersburg and Bedford. They have completed their labors between the latter place and the summit of the Allegheny mountain. It will take at least two months to complete the survey to Chambersburg, and until this is finished it is not expected that anything will be done in the way of putting the road under contract. We had thought, in all probability, the short distance between this point and Mount Dallas, would have been put under contract immediately upon the opening up of Spring, but the Company have determined otherwise. It must be evident to the Company that Bedford, until the completion of the work, will be one of the most important points along the road. The completion of the Bedford railroad, by this Company, at an early moment, would remove all the doubts of those who have persistently asserted that the road would never be put under contract, and that the Pennsylvania Railroad only desire to occupy the route to exclude any other enterprising company which might desire to build a great rival road.

The Pittsburg and Connellsville Railroad Company have made "slight objections" to the building of this proposed enterprise, the merits of which will be argued before the Hon. Judge Grier on the 20th of June next, in the Circuit Court of the United States, to be convened at Williamsport.—*Bedford Inquirer.*

Central Pacific Railroad.

While the work of wharf building, etc., is progressing satisfactorily at this end of the Pacific Railroad, that of grading and track-laying is advancing rapidly in the mountains. The bridge at Newcastle Gap, about a thousand feet long and sixty feet high, has been completed several weeks, and another, of nearly equal dimensions, a few miles further on, is now finished. At what is known as "the big fill," some three hundred and fifty men, with thirty carts and thirty-five wagons, are at work, and the embankment is nearly completed. This embankment is a thousand feet long and fifty-three feet deep in the centre. It is nearly completed, and in a few days the men will be sent "to the front" to commence operations at a new locality. The Bloomer cut, twelve hundred feet long and sixty-three feet deep, completed several weeks since, presents two walls composed almost entirely of cobble stones, as solidly embedded in cement as though they had been placed there by the hammer and trowel of the mason. The grading from Newcastle to Clipper Gap, a distance of twelve miles, is so nearly completed that there will be no impediment in the way of the track-layers. The iron is laid about a mile and a half beyond Newcastle, and will extend to Auburn station within ten days. By or before the 15th of June it will reach Clipper Gap. This point is located forty-three miles from Sacramento. It is the intention of the company to lay out a town at that locality by the time the cars reach it. Beyond that point three or four camps of workmen are located, who are employed at the deepest cuts and the heaviest fills. One of these is stationed at "Wild Cat Summit," a region of country where one would expect to find wild cats much more numerous than locomotives, and wild Indians in lieu of civilized Chinamen. The company has now employed about two thousand hands, two-thirds of whom are Chinamen. Many of the men use wheelbarrows, where they can be employed to advantage, while at other points some two hundred horses and carts and about fifty double teams are kept busy. One difficulty is experienced by the company, which could scarcely have been anticipated—that of scarcity of material for building the road. A glance at the towering hills would lead the observer to a different conclusion, but at many points where high and long embankments are required the soil is but from one to two feet deep, and is difficult to obtain. Consequently many acres are scraped over and much of the earth has to be hauled a long distance. In several instances costly bridges have been built where embankments would have been prepared had earth been abundant and easy of access. At the upper end of the line workmen are engaged in cutting red fir to be used for bridges and tresle-work. This wood, sawed by mills now nearly completed, will be used for railroad ties after the supply from Mendocino, now on hand, is exhausted. Recently several lodes of valuable lime stone have been discovered, and Holmes & Co. have made arrangements for building kilns along the line of the road for supplying the San Francisco market. The managers of the road feel confident that they will run their first engine to Illinoistown (ten miles beyond Clipper Gap) by the first of October next. It is now certain that "faith can remove mountains," and especially, if properly backed up by Sacramento energy and gold coin, by blasting powder and the pick and shovel, by hundreds of horses and thousands of workmen, as is the case in the present instance. Therefore as the necessary iron lays on the levee and the ties are piled up at Roseville to extend to Illinoistown, we conclude that the promise will be fulfilled.—*Sacramento Union, May 1.*

Long Island Railroad.

The earnings of this road for the year ending March 31, 1865, were $570,922 67; and the expenses $221,764 66—leaving net profits, $349,158 01. The road is represented by the following securities: bonds, $919,000; stock, $2,987,000—total $3,906,000. The financial statement of the company for the year ending March 31, 1865, was as follows:

Cash on hand April 1, 1864		$95,927 57
Receipts from passengers		386,206 61
" freight		183,531 86
" mails		8,424 81
" miscellaneous		26,759 39
		$666,850 24
Expenses operating road		$221,764 66
New machine shops, &c		4,204 79
New cars, engines, &c		44,831 05
Taxes, local and government		18,342 55
Interest		45,088 87
Old claims		200 00
Dividends		225,000 00
Cash balance		107,418 32
		$666,850 24

Oil City Horse Railroad.

Oil City is fast becoming famous for the energy and spirit of its citizens. A horse railroad between that city and Plummer is now in process of construction, and will be finished at an early day. One hundred cars and an equal number of trains have been ordered, and ere long wading in the mud will be remembered among the "things that were."—*Pittsburg Chronicle.*

Racine and Mississippi Railroad.

We learn from G. A. Thomson, General Manager of the Racine and Mississippi Railroad, that this road will be extended from Savanna to Rock Island by the 1st of October—thus bringing the valuable coal fields of Illinois into direct communication with Southern Wisconsin. The distance is 52 miles, 26 miles of which are already completed. When Milwaukee finishes its line to Burlington, we shall have a direct road, of 200 miles to the valuable coal fields of Illinois. Cheap coal would be of immense value to the future growth of Milwaukee. In view of the extension of the Racine road to Rock Island, the completion of the short line to Burlington, assumes an importance to every interest in our city—not inferior to that of any other line ever projected from Milwaukee. We further learn that there is no probability of the Racine road being sold to the Chicago and Northwestern. The latter has as large a load as it can carry. The decline in price of iron will enable the Racine road to complete its extension of 26 miles at a cost not exceeding $18,000 per mile.—*Milwaukee, Wis.*, May 20.

Journal of Railroad Law.

MEASURE OF DAMAGES FOR LAND TAKEN BY RAILROAD COMPANY.—PROPER SUBJECTS OF COMPENSATION.—VIEWER, WHEN A COMPETENT WITNESS ON TRIAL IN COURT.

The late matter of Dorlan against The East Brandywine and Waynesburg Railroad Company, on error to the Common Pleas of Chester County, Pennsylvania, was an appeal from the assessment of damages made by a jury appointed on the petition of the defendants, to appraise the damages occasioned by the construction of their road through the lands of the plaintiff.

The issue was framed upon a declaration in trespass, filed by Mr. Dorlan as plaintiff, and a plea of—not guilty, filed by the railroad company as defendants.

Damages were claimed for the land taken by the company, and for an alleged injury done to plaintiff's farm, buildings, paper-mills, and water-power, by the construction of the defendant's railroad.

Under the ruling of the court below, there was a verdict and judgment in favor of the plaintiff for one thousand dollars.

A writ of error was then sued out by the plaintiff, who assigned for error among others which will sufficiently appear in the opinion of the court, the following matters, viz:

7. In admitting the following testimony on the part of defendants: "It was proposed to ask the witness, if the company offered to plaintiff to make a siding and stopping place on his premises. This was objected to, because it was a mere offer, not accepted by them, and no security for its performance."

8. In admitting in evidence the draft exhibited to the witnesses, for the purpose of showing that the road was located as originally projected at the time spoken of by two of the witnesses, and proved by them. The reception of this draft was objected to as forming part of the same kind of evidence objected to when they were offered.

10. In charging the jury, among another charge which sufficiently appears in the opinion, as follows: "The plaintiff has called various witnesses engaged in the paper-making business, to show the value of this power in that particular branch of trade, by increasing the machinery. That we do not consider a true test of the damage done. It is rather speculative and fanciful. Perhaps by the time new works were built, or the present enlarged, the business would so far change that a heavy loss would follow its pursuit. The true criterion for your guidance is the actual market value of the unoccupied power for ordinary purposes. What will it bring in the market to grind flour, saw boards, weave and spin or full cloth, drive a tilt-hammer, make paper, or for any other purpose to which such power is ordinarily applied."

11. In charging the jury as follows: "The plaintiff's witnesses in fixing their estimates of damages, predicate much on the danger to the property from fire. This we instruct you is a wrong *datum*, and no damage can be allowed from such supposed danger."

12. In charging the jury as follows: "There has been a further claim for damages, which has entered largely into the estimates of many of the witnesses, formed on the inconvenience of passing from the house to the mill, the spring, and other portions of the property, across the track of the railroad, and the detention and danger from passing trains. We are of the opinion, and instruct you as we did a jury in Patton *vs.* N. C. R. R. Co., already cited, that this is *damnum absque injuria*, for which nothing is to be paid or demanded. If this is improper or unlawful detention, an action will lie for the injury. If none other than that which arises from a careful use of the road, the party put to inconvenience must bear it for the general public good."

13. In charging the jury as follows: The danger to children and other members of the household, in passing over the railroad, and to trains on the farm, horses hitched in the vicinity of the house and mill being frightened by passing trains, constitute another item of claim for damages, and has been estimated by some of the plaintiff's witnesses.

"This does not come within the objects for which the company is bound to pay damages. The supposed injury or inconvenience is imaginary and speculative. A great public improvement is neither to be prevented nor impeded, lest some passing train might be frightened or horse carelessly left by the owner in the vicinity of a highway, should break his bridle."

14. In charging the jury as follows: "You will perceive, after going through all the items of claim, that the estimates of many of the witnesses furnish no proper data by which you can assess the damages. They are predicated on false premises, and embrace much for which nothing can be allowed. You must make your calculations on those matters which we have instructed you are admissible, and leave out all others."

The other facts appear in the opinion of the Supreme Court of that State, which was delivered by

STRONG, J.—The exceptions urged here all relate to the matters proper to be considered in estimating the damages sustained.

From the evidence it appears, that upon the plaintiff's land there is a water power, partly improved, by which his mills are driven. It is the Marsh creek. Across this creek, at some distance above its point of discharge into the Brandywine, a dam has been erected from which the water has been conveyed by a race to the mills. When the railroad was located all the power was not used by the plaintiff, and some of the witnesses testify that since the construction of the road it cannot be, because the race has been contracted and rendered incapable of being widened. It is not alleged that it is now insufficient to convey all the water that he can use at his present mills, but that the power is greater than his use, and that it has been diminished by the works of the defendants, and partially rendered incapable of being used hereafter. For all injury done to this unused water-power, the plaintiff was allowed to recover compensation. But the plaintiff complains that he was not allowed to show how the unused water-power was injured. He proposed to prove by a witness, that by shortening the race, the power at the mill could be increased, and he offered to ask the witness what increase of power would be gained by having the race reduced to one-third its present length. This the court overruled, and correctly. The proposition, as explained when it was made, contemplated a contingent alteration of the creek by the erection of a new dam further down the stream than the site of the present one. It could have referred to nothing else. It was not, however, any unused water-power on Marsh creek below the present dam of which the witness had spoken, and which was asserted to have been injured. There is no proof in the case that there was any such, or if there was, that it had been damaged by the railroad. The damage was altogether to the power gathered by the present dam, and to the race leading the water from that. To the ascertainment of this, or to its measurement, an injury into the extent of the power that might be gained by erecting a new dam further down the creek, and by constructing a new and shorter race from it to the mill, was altogether irrelevant. And clearly it was inadmissible, as a basis for an additional dam. It was theoretical and speculative; a fanciful attempt to ascertain what would be the extent of the power, if certain supposed alterations were made, and if a considerable sum of money were devoted to its improvement. This disposes of the 1st and 2d assignments of error.

The next relates to the admission of evidence that the defendants had offered to restore a spring, re-build the spring-house, and blow out part of a rock which impeded the path to the spring, so as to remove the inconvenience of access to it, which the construction of the road had caused, and that the offer was declined by the plaintiff. It is an exception of very little importance. Even if the evidence should not have been admitted, which we do not say it was harmless, especially as controlled by the court in the charge to the jury. They were told that notwithstanding the offer, as the work was never done by the company, the injury complained of was a proper subject of compensation.

The next three assignments relate to the examination of Isaac S. Miller, a witness called by the defendants. He was one of the original viewers chosen to assess the damages, and he had examined the property after the road had been located, and partially if not entirely graded, and after the alterations had been made in the race. It had been pointed out to him where the road was to be made, and this had been done when the plaintiff and the officers of the road were present. After he had stated these facts, the plaintiff objected to his testifying what was pointed out to him as to where the road was to run and the line was to be constructed, and objected also to his testifying how the premises were damaged, before he had been cross-examined respecting the mode in which his opinion was formed; the object of the proposed cross-examination being "to show that he had formed his opinion as a juror to assess damages, and had embodied it in a report after hearing evidence." It is sufficient to say of these assignments, that the proposed cross-examination was out of time. That the witness had been a viewer was no reason for rejecting his testimony, especially as he was cautioned that he must speak from his own knowledge, and not give any opinion founded upon the testimony he had heard as a viewer. That the road was not completed when his examination was made, might detach from the value of his opinions, but it furnished no reason for excluding them. There was no pretence that the location of the road had been changed after

it was pointed out to the witness in the presence of the parties.

The 7th and 8th assignments are very important, and they require no more than the remarks that they are not sustained.

The remaining exceptions are to the charge. We do not propose to discuss them at length. We think the instruction given to the jury was in every particular accurate. They were told that the injury to surplus water-power not now in use, was a legal ground of claim, not by fixing on it a fanciful or speculative value, derived from the supposed advantage of the plaintiff's enlarging his present business by building a new dam, widening races, erecting new paper-mills, or enlarging the machinery so as to increase the business, but the actual market value of the power. Its market value for any useful purpose to drive any kind of machinery which it was capable of driving, not what could be done with it if used in some supposed way, or after imagined improvements had been made. All this was in strict accordance with the rules for the assessment of such damages which have always been held by this court. Every other portion of the charge to which exception has been taken, is fully vindicated by the principles laid down in Patton *vs.* The Northern Central Railroad Company, 9'Casey, 426.

Judgment affirmed.

Western Maryland R. R.

We have received the reports made by Joseph H. Gitt, Esq., and his co-laborer, Mr. Faul, of the different routes for the extension of the Western Maryland Railroad from Union Bridge, the present terminus, to Hagerstown, Washington county. All the routes examined are difficult, owing to the mountains, ridges and hills which have to be crossed, but the surveyors have finally agreed upon a location. The whole distance, as projected, from Union Bridge to Hagerstown, is 43¾ miles. The road will run a little north of west from Union Bridge, along the line of Pipe Creek to Mechanicstown, in Frederick county, crossing the Monocacy River upon a substantial structure. Near Mechanicstown, the route strikes off in a more northerly direction to Sabillaville, and thence generally in a southwest course to Hagerstown, winding around the spurs of the Catoctin and South Mountains. Hagerstown will be entered on the south side, near the pike leading to Williamsport, and Antietam Creek will be crossed near Cook & Stonebraker's paper mill. The whole cost, exclusive of the right of way, was estimated, when the report was made, at $1,250,-432; but it is probable that the cheapening of labor and materials, which is likely to ensue, will considerably reduce this estimate. The projected line runs through one of the best producing sections of the State. Large portions of Carroll, Frederick and Washington counties, and of southern Pennsylvania, heretofore isolated, will be brought in close relations with the commercial entrepot of this State, and in addition to this advantage for a market, considerable enhancement in the value of lands might naturally be expected to ensue. The enterprise is one which, upon various considerations, seems worthy of the support of all the interests involved.—*Baltimore Sun.*

☞ We are reliably informed that Mr. Livesey, who represents British capitalists, is on his way back from England, having completed arrangements to accept the proposals of the Nova Scotian Government for extension of railways from Windsor to Annapolis, and from Truro to the New Brunswick frontier; and from thence to the New Brunswick line, by way of Dorchester, under the subsidy act of our Legislature. The work is to be commenced immediately, and pushed on with despatch.—*St. John News.*

Scale in Boilers.

As Incrustation is the sole cause of the destruction of boilers, we do not see why owners do not employ some means to obviate the evil. The thickness of an eggshell between the water and the iron compels the use of 15 per cent. more fuel to generate steam; and as a crust, one-fourth to one-half inch is no uncommon occurrence, the immense waste of fuel, and the more rapid burning of the iron, are readily seen. Repairs and the fuel wasted, might both be saved if the boilers were kept clean, as iron cannot burn with water next it whatever may be the outside temperature. Boilers using pure water have been run over thirty years without one dollar of repairs; hence will be seen the advantages and necessity of preventing scale. The item of stopping works "to scale boiler" is no inconsiderable amount; the apparent loss of the day is trifling, but in large establishments, where large capital is idle; the men off on a frolic, not to turn up when wanted, should induce every mill-owner to save this lost day, which need occur but once in six or twelve months if no scale formed. Boilers in New York are cleaned but once a year, the water being pure enough to incur no risk of burning from incrustation formed in that time; boilers elsewhere could be run as long if kept free from scale. We, therefore, urge that some means be adopted to prevent scale, and as the powder invented by Mr. Winans, has proved a reliable and uninjurious article for this purpose during the last ten years, and so many recommend it, we are confident it will save time and money where scale exists.—*Scientific American, March* 18, 1865.

We copy the above, it being particularly applicable to Managers of Locomotives. Many hundreds of dollars would be saved in repairs alone, if this article of Mr. Winans, so long used and so favorably known, were more constantly employed. At an expense of 10 cents a day, 300 to 500 dollars in repairs, and as much more in fuel would be saved each year. Mr. Winans has had it in constant use 10 years on several of the best Roads, and on all with the greatest satisfaction. We refer to his advertisement on another page.

Re-opening Southern Lines of Communication.

The Richmond *Republic* says that all of the most important of the Southern Railroads have been repaired and put in running order. The Virginia Central is running from Richmond to within a few miles of Charlottsville. The Danville railroad is run by the company from that point, through Greensboro, Salisbury and Charlotte, to Columbia, South Carolina, and the United States government is rebuilding that part of the line between Danville and Richmond, and the Fredericksburg and Alexandria road to Washington.

General Schofield has rebuilt and is now running the North Carolina road from Newbern, through Raleigh, to Greensboro. General Gillmore is running the South Carolina railroad westward from Charleston to Midway, and eastward from Augusta to Aiken, leaving only about forty-five miles to be repaired. This will be finished in a fortnight, thus completing the line of communication to Columbia and Atlanta, Georgia. The line from Atlanta to Chattanooga will be finished by June 1, and the line between Columbus and Montgomery will be finished by the same time. The Gulf railroad, from Savannah westward, is intact. Large numbers of laborers are already at work on the Mobile and Ohio road.

The James river and Kanawha canal is to be thoroughly repaired and put in working order. At a meeting of the board of directors held yesterday, it was determined to employ at once four hundred laborers and fifty mechanics, and begin the repairs immediately. As the company is without means, the United States government, with marked liberality, has agreed to furnish the necessary sations, tents, boats and materials, and guarantee the payment of the wages, thus leaving no room for doubt as to the payment of those who are willing to earn a livelihood.

Western Maryland Railroad.

On the 12th of May a meeting of the committee to solicit stock subscriptions to this important enterprise, was held at the court-house in Hagerstown. The president of the road, Col. Robert Irwin, and Jos. S. Gitt, Esq., the chief engineer, were in attendance. A number of the friends of the enterprise were also present on the occasion. Col. I., by request of the committee, made a few remarks in regard to the progress and prospects of the road, and its proposed extension, and demonstrated, beyond the possibility of doubt, that the road would be built to this place if our people would only do their part. The road as far as made is already a paying institution, and when continued to this point and our agricultural and mineral wealth is fully developed, it will be a better paying concern. These facts Col. Irwin fully established, and his remarks were always to the point and highly satisfactory. From Mr. Gitt the committee received much valuable information in regard to a better explanation of the different routes surveyed by him in the proposed extension. The obstacles in the completion of this road are of the most trying character, but Mr. Gitt has fully demonstrated the practicability of the mountains being crossed and the road built. The meeting appointed Mr. C. Artz to canvass the county to obtain subscriptions to secure the proposed extentension of the road.—*Hagerstown Mail.*

Delaware, Lackawanna and Western R. R.

AN ACT to authorize the Delaware, Lackawanna and Western Railroad Company to purchase and hold in the city of New York in this State, such real estate as they may require for office purposes. Passed April 13, 1865:

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Sec. 1. It shall be lawful for the "Delaware, Lackawanna and Western Railroad Company," a corporation of the commonwealth of Pennsylvania, to purchase and hold such real estate, in the city of New York, in this State, as they may require for office purposes, provided that the value of such real estate shall not exceed the sum of two hundred thousand dollars, and that the same shall not be used for storage or other than office purposes.

Sec. 2. This act shall take effect immediately.

Copper Product of the Portage Lake District.

The Portage Lake *Mining Gazette*, of April 15th, gives the following statement of the copper produced by the mines of the Portage Lake District for the quarter ending March 31, 1865:

	Tons.	Lbs.
Quincy	217	153
Pewabic	171	550
Franklin	160	1,475
Huron	137	1,385
Isle Royale	83	1,013
Grand Portage	74	277
Arcadian	2	.....
Total	847	853

Sault Ste. Marie Canal.

The following is the Superintendent's report of the number of vessels, sail and steam, that have passed through the canal, with the tonnage of each, and their total tonnage:

	1863.		1864.	
	Vessels.	Tonnage.	Vessels.	T'ge
Sail and steam	1,257	507,434	1,414	571,438
Sail vessels	954	307,142	1,405	342,438
Sidewheel steam's	176	129,179	153	98,926
Propellers	129	71,113	213	130,074

The amount received from tolls in 1864, was 34,287 31; receipts from other sources, $1,427,-34; total receipts, $35,714 65.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	30c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	23
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	45c
Bare Hill ..... "	----	----	----	215c
Bay State ..... L. S.	20,000	----	3½	12
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	90c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	½
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	8c.
Copper Falls ..... "	20,000	----	24½	16
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	165c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	----
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	35
French Creek ..... Pa	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	95c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western .... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	55c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	6
Hanover ..... "	20,000	----	1½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	2½
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	40
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20,000	5	16	9

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	----
Maryland ..... Md.	----	5	----	45c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	18
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1*	----	10c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake .. "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	33
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	2½	34½
Phila. & Boston .. "	20,000	15	----	2
Phoenix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	60
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	60
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	5
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	4
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	75c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	4
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	3
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Cluto	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	62½
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. ... Md.	----	----	----	95c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	15
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5½
Big Mountain ..... Pa.	----	----	----	3½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	47
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	42½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	50,000	25	----	----
Franklin ..... Pa.	5,000	100	----	30
Fulton ..... "	60,000	5	----	4½
Gilbertson	5,000	100	----	51
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	5
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	65
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	64
Locust Mountain .. "	----	----	----	35
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	140
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	21
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiero (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	600,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontino (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	48½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	11½
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	2½
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	----	50
30 Nov. '64	4.62	——	179	28	--	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	----	55
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	91
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metro poll'n)		6	----	46
30 Nov. '64	2.80	——	26	6	--	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	----	——
30 Nov. '64	11.75	——	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	90
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	----	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11.000	——	(Middlesex)		50	——	25
30 Nov. '64	31.85	——	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	----	46½
30 Nov. '64	6.84	——	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	----	51½
30 Nov. '64	5.09	——	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	----	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	----	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50.000	——	——	(Middlesex)		5	----	32½
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	----	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	----	——
30 Nov. '64	6.00	——	70	——	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	----	——
30 Nov. '64	——	——	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278.428	——	——	----	——
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	----	47½
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	959	21,389	——	——	----	——
30 Nov. '64	11.60	——	54	8	--	Worcester	86,657	75,800	——	53,668	25,453	——	——	----	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	.....	.....	——	——	——
						NEW YORK.									
30 Sep. '63	10.76	——	---	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	---	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	——	——	——	——	100	60
30 Sep. '63	34.00	——	---	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	——	——	45
30 Sep. '63	56.18	1.90	---	140	29	Brooklyn City	1,331,357	1,000,000	170,000	——	542,641	132,836	9	100	150
30 Sep. '63	10.60	4.25	---	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	----	58
30 Sep. '63	——	10.00	——	——	——	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	——	——
30 Sep. '63	——	----	——	——	——	Buffalo Street	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	——	----	——	——	——	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	16.00	14.00	---	23	1	Central Pk, N. & E. Riv. (N. Y.)	994,655	448,073	550,000	.....	19,794	7,008	——	——	——
30 Sep. '63	17.50	——	---	——	--	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	——	——	100	60
30 Sep. '63	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	——	——
30 Sep. '63	17.33	——	---	91	--	Eighth Avenue (N. Y.)	978,534	800,000	— —	30,000	388,598	124,445	12	100	----
30 Sep. '63	11.00	1.00	---	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	——	——	——
30 Sep. '63	----	----	---	——	--	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	4.52	——	---	——	--	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	8	——	——	——
30 Sep. '63	4.63	——	---	——	--	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	——	----	---	——	--	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	——	----	---	——	--	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	19.00	——	---	——	34	Ninth Avenue (N. Y.)	447,598	795,380	57,000	——	97,241	23,479	——	100	----
30 Sep. '63	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '63	7.50	3.40	---	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	——	——	——
30 Sep. '63	16.00	——	---	——	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	——	100	60
30 Sep. '63	8.37	——	---	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	——	412,600	99,227	10	100	115
30 Sep. '63	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	16.50	——	---	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	——	682,131	233,079	12	100	240
30 Sep. '63	——	——	——	——	——	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	——	——	——
30 Sep. '63	2.00	3.50	——	——	——	Utica City	2,160	7,080	——	——	1,693	310	——	——	——
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	---	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	.....	.....	——	——	——
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	---	——	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	——	——	——
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	.....	.....	——	——	——
						PENNSYLVANIA									
31 Oct. '64	7.80	——	142	24	1	Chestnut & Walnut (Phila.)	225,421	100,000	135,000	——	128,761	50,439	40	10	41½
31 Oct. '64	8.15	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	——	——
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	——	——
31 Oct. '64	4.58	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,896	77,533	5,901	7½	——	10½
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	——	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	——	25
31 Oct. '64	8.73	——	226	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166.776	51,494	20	——	30
31 Oct. '64	11.00	——	---	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	——	17½
31 Oct. '64	——	——	103	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	——	16
31 Oct. '64	11.17	——	---	——	--	North Philadelphia	.....	.....	.....	.....	.....	.....	——	——	——
31 Oct. '64	12.00	——	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	——	——
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	——	——
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35.000	4,964	67,930	6,096	——	——	——
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	——	——
31 Oct. '64	5.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	——	12
31 Oct. '64	5.20	——	---	---	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	.....	.....	——	——	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,354	8,113	——	——	13
31 Oct. '64	19.48	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	75½
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41.269	9,418	5	——	16
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gr'nF.)	175,610	159,312	15,500	——	79,670	21,297	6	——	20
31 Oct. '64	7.65	1.51	200	35	3	10th & 11th st. (Citizens')	176,049	192,750	——	——	162,367	51,179	20	20	46
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	——	10
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	——	62
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	——	——	19
						OHIO.									
31 Dec. '62	5.00	——	---	---	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	——	——	——
31 Dec. '62	5.00	——	---	---	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	——	——	——
31 Dec. '62	3.81	——	---	---	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	——	——	——
31 Dec. '62	3.03	——	---	---	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	——	——	——
						MISSOURI.									
30 Nov. '62	5.29	——	---	---	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	——	——	——
30 Nov. '62	3.33	——	---	---	--	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	——	——	——
30 Nov. '62	4.48	——	---	---	--	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	——	——	——
30 Nov '62	10.20	——	---	---	--	St Louis	298,004	298,004	.....	.....	.....	.....	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	.....	.....	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1981	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]					
1st Mortgage	57,200	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	.....	.....	----
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	----
Middlesex:					
1st Mortgage	31,000	--	.....	.....	----
Malden & Melrose bonds	51,762	--	.....	.....	----
Real Estate	4,000	--	.....	.....	----
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	99
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	.....	.....	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding. March 31,'65	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 25, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	114½
Loan of March 31, 1848 ..... registered	3,909,342	6	" "	1868	110
" " " ..... coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850 ..... coupon	1,507,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		6	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	107
" " " ... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ..registered	234,146,400	6	" "	1881	108
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	103
" " " (5-20s) ..... coupon		6	" "	1882	103
Loan of March 3, 1864, (10-40s) ... registered	112,770,100	5	Mar. & Sept.	1904	95½
" " " " ..... coupon		5	" "	1904	94½
Loan of March 3, 1864 (5-20s) ..... registered	85,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	615,250	7.3	April & Oct.	1864	----
" " of Mar. 3, 1864 ..... coupon	300,812,800	7.3	Feb. & Aug.	1867	----
Debt Certificates	171,790,000	6	At maturity.	.....	99½
One & Two Year Treas'y Notes (legal tender)	69,522,350	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	141,477,650	6	" "	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,254,094				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	809,000	6	No int'est paid for many y'rs	1868	----
" " " " (B'k of State) .. "	610,000	6		1568	----
" " " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	114
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	97
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" " " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	56
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	100
" —War bonds ..... "	2,000,000	6	" "	1879	95
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1856	68
—State Int. Imp. bonds (not adjusted)	391,000	...	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	5	May & Nov.	1881	94
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1865	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	8	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'91-'96	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	93
" " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	60
" " " (R. R. etc.) ... "	3,902,000	6	.....	'87-'90	----
" " " (banks) ..... "	5,398,533	6	.....	.....	----
" " " (war loan) ... "	670,000	5	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	93½
" " " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (st'l'g conv.) ... "	200,376	5		1865	----
" " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" " " (st'l'g conv.) ... "	2,490,589	5		'89-'90	106
" " " (dollar) .... inscribed	500,000	3		1890	----
" " " (") ..... "	100,000	4½		1888	----
" " " (") ..... "	767,560	5		'42-'58	----
" " " (") ..... "	399,408	5		1880	----
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	123,689	6		pleas.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" " " (" ") .dollar	416,500	6	" "	'90-'91	121
" " " (" ") .. "	300,000	5	" "	1893	123½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat. so.) "	150,000	6	" "	1870	----
" " " (Buildings so.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" "	43,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	105½
" " —Bounty Fund Loan ..... "	600,000	5	" "	'77-'78	98
" " —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" " —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" " —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1885	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	64½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	97
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'75-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	...	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	119
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,693	5	.....	d'm'd	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " ...	14,230	6	.....	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " ...	287,700	4½	J., A., J., & O	1894	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	6,922,274	6	" "	1867	----
" " — " " "	15,889,025	6	" "	'83-'74	105
" " — " " "	1,200,000	7	" "	'64-'76	117
North Carolina—State bonds ..... coupon	9,129,505	6	" "	1864	----
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Various.	Var.	65
" — " (" ") ..... "	1,015,000	6	Jan. & July.	1860	110½
" — " (" ") ..... "	379,866	5	" "	1865	95
" — " (" ") ..... "	2,183,532	6	" "	1868	----
" — " (" ") ..... "	1,600,000	6	" "	1870	100
" — " (" ") ..... "	4,095,309	6	" "	1875	101
" — " (" ") ..... "	2,400,000	6	" "	1881	100½
" — " (domestic debt)	125,680	6	" "	1886	105
" — " (war loan) ..... coupon	1,500	...	" "	1863	103
" — " (" ") ..... "	279,313	...	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	...	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	87½
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1904	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1804	----
" — " "	1,558,673	5	Jan. & July.	1905	----
" — " "	2,277,755	5	" "	1908	----
" — " "	1,766,214	5	" "	1870	87½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	98½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	89½
" —Bank Charter Loans	500,257	5	.....	.....	----
" —Relief Notes in circulation ...	97,380	...	.....	.....	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1852	100
South Carolina—State bonds (stg) .... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	61½
" — " " (Internal impr.) "	2,063,606	5	.....	Var.	46
" — " " (railroads) ... "	12,799,000	6	.....	Var.	65
" — " " (capitol) ..... "	608,000	5	.....	1890	62½
" — " " (Hermitage) . "	48,000	6	.....	1890	64½
Texas—Had no debt in 1861	.....	...	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	.....	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'53-'64	----
" — " " (" ") .... "	751,000	6	.....	'62-'65	----
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July.	1870	103½
" — " " (railroad) ...	18,264,642	5	Various.	Var.	----
" —State bonds (railroad) ..... coupon	12,624,500	6	Jan. & July.	'83-'93	60
" — " " (sterling) ..... "	1,865,000	6	" "	'85-'93	----
		5	" "	1892	----
West Virginia—No information	.....	...	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	'75-'88	----

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,586	3,709,970
1865	354,755	283,147	449,815	406,680	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	838,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	90,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,291	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	166,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,603	252,015	2,770,494
1865	261,903	252,583	288,159	263,149	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,339	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,783	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	125,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 670	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	282,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,133	3,975,935
1864	273,876	317,839	390,355	371,461	409,564	521,059	432,054	519,306	655,364	709,714	705,496	845,943	5,901,021
1865	535,675	451,165	506,290	467,710	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	80,260	76,032	65,907	55,045	50,386	66,573	84,603	94,406	82,467	82,491	885,493
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	193,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,566	372,296	380,343	349,958	330,657	361,819	359,114	455,235	485,959	536,605	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,400	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	691,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,601	943,859	8,400,354
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,361	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,978	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	139,006	140,860	167,220	180,000	193,951	189,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 598	122,683	114,804	135,299	146,424	173,261	197,762	246,293	2,023,537
1862	307,330	281,568	308,903	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,093	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	291,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	258,049	273,726	306,595	361,600	340,000	340,738	507,552	4,274,558
1865	525,936	418,711	424,870	311,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	280,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,208	53,778	60,540	64,306	35,326	40,766	58,704	52,864	77,112	83,059	76,764	68,963	710,225
1864	56,640	77,874	90,855	73,215	83,964	75,055	80 853	94,375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,026	93,508	82,186	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	150,184	67,920	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,357	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,559	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	195,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,333
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,904	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,962	236,843	307,833	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,965	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,211	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408,445	408,866	406,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	526,266	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,786	523,047	7,154,622
1861	489,065	420,798	627,061	689,688	677,073	558,743	525,158	662,076	696,175	927,036	902,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	887,500	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,069,023	1,105,664	1,004,435	1,029,786	1,056,793	1,273,117	1,450,076	1,196,435	1,167,818	1,039,902	13,230,417
1865	899,478	881,372	915,090	1 300,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,009	215,475	225,464	230,377	243,862	241,095	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,061	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,906	254,255	388,725	414,707	448,994	463,873	466,567	454,820	4,088,857
1863	335,685	361,854	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	826,009	6,824,085
1864	456,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	158,831	165,795	154,032	206,858	245,968	256,544	231,253	191,138	2,336,254
1861	217,262	202,071	266,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	307,825	401,299	364,231	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,390	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,054	54,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	925,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	159,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,090,322
1865	144,000	139,171	155,753	144,001	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	998,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £458,093	2,192,923	6	Semi-annual.	London.	1885	
Converted Sterling Loan	708,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $300,000	700,000	6	"	"	1870	100½
" " $375,000	675,000	6	"	"	1875	89½
" " $1,700,000	1,700,000	6	"	"	1883	89½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1861	106½
" " " inconvertible	2,000,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	190,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	75,000	8	May & Nov.	" "	1863	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	99½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1985	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1875	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1873	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,302,000	7	Jan. & July.	" "	1886	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	99
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1921	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	506,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	966,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	100
2d Mortgage	2,516,500		March & Sept.		1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	760,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65–'94	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	300,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	159,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	8,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1856	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	547,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	200,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	5†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	500,000	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1853	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1861	8
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	108½
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1862	109½
Mich. Southern and N'p Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		83
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	578,035	6			1882	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,066,000	2	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	666,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	
Debts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106½
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	90
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	43,550	6	"	" "	1885	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	93½
5th Mortgage	1,002,500	7	June & Dec.	" "	1889	94½
Buffalo Branch	186,400	7	Jan. & July.			102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1872	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,500	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	1.7½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest, "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable).	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89½
Debt to city of Baltimore	850,000	---	----	"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	350,000	10	" "	"	1887	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	97
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1910	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	900,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1840, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1890	94
" 1848, "	101,000	6	" "	"	1880	95½
" 1849, "	67,000	6	" "	"	1880	95½
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	133
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,008	6	----	----	1869	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	60
2d Mortgage	937,500	7	" "	"	1863	11½
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	229,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	167,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1883	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	91
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	71
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	16½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£399,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	66½
2d Mortgage	200,000	7	" "	"	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*		877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,806	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,630	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	150.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,492,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	220,251	104,904	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,928	65,209	35,668	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	160,702	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	205,387	13,968	8	----
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	5.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 982	66 0	211 836	270,672	84,209	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	130
30 Nov. '64	50.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.5	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.0	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,056	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	68	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	772,244	162,534	—	609,950	249,000	—	1,026,868	50.0	-------	202,774	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,535	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,203,300	4,054,000	—	9,596,568	281.0	1,104,197	2,770,464	1,273,518	7½	82½
30 Apr. '64	240.0	995.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	102
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,880	510,983	—	3,731,316	8,385,000	226,641	13,147,136	242.0	-------	1 083,054	448,503	—	23½
31 Mar. '65	181.8	—	----	—	59	69	1,196	Chicago and Rock Island	7,504,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	92½
31 Dec. '63	121.0	138.7	50.0	—	74	31	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,068	2,201,481	1,279,40*	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,222 000	—	38,080,116	708.3	3,386,850	6,329,447	2,468,194	8	116
— — —	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	-------	-------	148.0	-------	-------	-------	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-------	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	37
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,803	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	315	Indianapolis and Cincinnati	2,497.952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,555	*	—	1,372,000	997,000	—	2,975,878	84.0	384,559	771,763	307,532	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549.518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	-------	315.172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	85½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	621,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	88.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	209.0	10	7	189	Dubuque and Sioux City	3,260,455	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,256	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	-------	230.0	-------	-------	-------	—	95
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743.971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	-------	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	99,320	53,365	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	30.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 6	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	555,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	225,549	—	----
31 Mar. '61	204.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	201.0	-------	1,252,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	----	*Vicksburgh, Shreveport & Texas*	1,062,691	*	—	1,253,016	248,969	108,424	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.0	-------	340,698	-------	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,1*6	1,897,666	12	104½
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,664,115	—	18,284,315	523.8	2,187,124	4,289,456	1,881,113	7	57
								MINNESOTA.													
31 Dec. '62	14.5	—	—	605.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	—	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	—	-------	575,000	-------	-------	—	-------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	—	-------	600,000	-------	-------	—	-------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	—	-------	300,000	-------	-------	—	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	338	*Mississippi Central*	4,960,022	756,292	—	2,000,961	2,554,732	595,992	6,331,899	236.0	-------	584,342	329,092	—	----
31 Oct. '59	71.4	—	----	27.6	7	4	41	*Mississippi and Tennessee*	1.254,894	159,018	—	798,285	456,949	275,060	1,974,444	53.7	-------	176,462	116,433	—	----
31 Dec. '58	53.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	53.2	-------	260,047	121,559	—	----
								MISSOURI.													
31 Aug. '63	66.3	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	-------	-------	206.5	579,324	1,017,567	420,026	—	36
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,986	—	2,459,207	4,250,000	-------	-------	168.8	-------	444,460	182,895	—	----
31 Dec. '62	152.0	—	3.6	-------	-------	-------	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,370	662,617	—	3,486,916	7,000,000	137,019	20,465,420	195.7	507,040	879,966	227,206	—	----
28 Feb. '63	77.0	—	5.0	206.0	---	---	-----	*South-Western Branch*	4 [illegible] 386	116,883	—	71,513	4,500,000	-------	-------	114.0	98,371	241,482	123,886	—	----
30 Sep. '62	86.6	3.6	8.2	—	16	13	210	*St. Louis and Ire. Mountain*	[illegible] 123	344,168	—	1,971,127	3,501,000	57,561	6,006,277	90.1	237,631	253,259	68,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	887,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	61.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	1,960,996	109.5	189,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,060,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	164,991	350,853	188,121	6	100
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,405	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,756	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,983,769	4,481,859	3,054,653	6	107
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,660,000	*	—	1,660,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	133.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,960	4,850,000	—	12,273,647	261.0	1,099,248	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	—
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,243	183,345	360,753	1,830,800	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	100
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	115
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	583,908	9	120
30 Nov. '64	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,961	5,557,610	83.6	638,622	1,471,985	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par $60)	907,760	125,365	—	881,000	102,900	—	1,108,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,580	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,428	6	91½
30 Nov. '64	51.0	42.5	75.8	—	25	33	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	150
30 Nov. '64	12.4	—	2.8	—	—	—	—	Lowell and Lawrence	532,882	30,275	—	200,000	75,000	8,374	366,917	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,581	—	600,000	—	50,496	809,362	71.0	185,647	291,618	63,019	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	30.7	54,272	220,820	43,527	7	105
30 Nov. '64	53.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,890	2,048,537	20.7	94,648	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,643	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.0	—	1.7	—	3	4	197	Salem and Lowell	882,470	81,645	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,600		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommonwealth.)	—	—	—	45
30 Nov. '64	69.3	5.0	5.5	—	11	13	180	Vermont and Massachusetts	3,067,916	207,343	248,495	2,214,225	924,980	—	3,932,547	77.3	151,325	342,297	134,363	—	42
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 9. 9	218.0	1,430,223	2,996,854	1,178,712	10	130
30 Nov. '64	43.7	—	9.8	—	10	12	143	Worcester & Nashua (par $34)	1,068,898	116,000	—	1,141,000	70,000	51,390	1,268,890	45.7	194,712	338,285	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	92.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.0	—	3.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	238,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	31.3	.....	470,078	125,286	7	56
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	165,718	4	77
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	84.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,800	173,982	3,261,344	76.0	.....	259,921	113,583	—	.....
31 Dec. '62	65.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,648	10	127
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	5
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	772,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.5	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	6,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '63	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	.....
31 Dec '62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,998	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	229,880	154,905	6½	125
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,500	212,500	31,743	821,984	—	82,936	90,127	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	35	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,338	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	45.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,228	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,369,088	—	—	860,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,299,908	516,576	149,000	2,051,750	1,149,000	—	3,600,000	58.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.6	97.0	320.5	—	276	114	4,600	Erie	42,316,863	*	6,104	24,935,800	17,823,400	1,067,085	43,046,284	807.0	6,916,324	13,429,643	4,594,725	8	70½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,188,824	148.0	1,084,836	3,581,713	1,844,287	7	97
30 Sep. '63	94.0	2.5	12.1	—	18	26	100	Long Island	2,305,563	622,911	—	1,862,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	53
30 Sep. '64	297.5	256.1	405.3	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,886,000	13,211,341	—	42,275,999	564.9	5,990,208	12,997,890	3,506,745	9	98
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,563	6,722,850	5,877,518	14,260	11,614,628	168.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	116.0	3.3	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	788,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,886	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,480	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	565,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,665	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.0	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,258	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.0	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,572	2,419,401	94.0	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	292,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,891	3,114,954	171.0	323,009	477,564	235,201	8	.....
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,950	364,075	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	50.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06.	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,420,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	187.0	—	.....	—	41	39	508	Central Ohio	5,879,508	922,670	106,133	1,628,356	3,675,000	1,128,458	6,810,432	141.0	694,025	857,701	350,271	—	14
31 Mar. '64	90.7	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,228	495,691	10	128
31 May, '58	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	5,012,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	54.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,180	2 151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	288,759	23,340	1,086,065	1,752,400	128,867	2,917,332	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,866	718,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,268,756	22	.....
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,882,712	4,324,605	94,229	8,251,546	203.5	.....	1,436,317	552,800	—	58½
31 May '64	109.7	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	899,257	55,025	4,564,800	7,288,790	—	8,107,006	188.6	786,202	1,691,266	823,714	8	96
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	632,486	.....	61.5	75,120	58,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	84.5	—	11.9	—	13	43	206	Columbus and Xenia	1,423,236	262,966	618,150	1,490,800	208,000	—	2,137,857	oper.	r. w. Ldt.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,906,000	.....	.....	142.0	.....	703,259	311,256	—	15
30 Nov. '63	85.5	—	39.6	—	26	28	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	135.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,085	11,164,920	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,570,000	1,343,042	20,549,420	192.3	.....	829,902	119,032	—	.....
31 Aug. '58	137.0	8.0	.....	—	17	16	228	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.6	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	22	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,555	3,220 887	1,496,728	11,190	5,139,662	205.9	383,894	600,162	183,747	—	32
31 Dec. '63	116.0	9.0	.....	—	16	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,302	92,253	—	.....
31 Dec '64	242.4	—	.....	—	48	18	930	Toledo & Wabash	10,080,918	*	—	3,427,050	6 855,568	—	10,243,015	250.0	1,244,258	2,050,522	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage ran by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	91.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	149.0	316.747	380,489	149,013		
31 Oct. '64	42.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	196,901	8	12
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,296,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	
31 Oct. '64	80.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	163,041	[illegible]	202,000		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,500		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	86.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	84.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	68.0	305,743	336,280	143,472		20
31 Oct. '64	80.0	—	34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,282	1,452,154	29	59
31 Oct. '64	28.5	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	30
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		55
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,850,060	16,684,840		43,520,256	356.9	5,846,778	14,759 057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399		1,359,100	315,000		1,675,100	24.0	238,730	423,147	207,893	8	56½
31 Oct. '64	237.6	—	29 1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R.			Co.)		20
30 Nov. '64	152.0	46.8	206.5		216	81	14089	Philadelphia and Reading	18 908,276	5,736,480	734,788	20 072,323	7,271,879		27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	45½
31 Oct. '64	28.2	—	24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	324,006	477,658	10	145½
31 Oct. '64	96.0	—	81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197 0	839,238	3,205,560	1,365,200	10	58½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellesville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,559		94
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,230	*		8,161,126	12,667,000		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	91½
31 Dec. '64	28.0	—	6.2		[illegible]			Shamokin Valley & Pottsville	1,178,772	112,824		500,000	791,597	Leas'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	28.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,855,443	28.4	118,698	273,232	149,817		
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2 0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,809	—	.....	62.0	297,700	421,757	199,155	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,258	197,905	1,099,528	51.9	.....	.....	.....		
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871		
28 Feb. '59	102.0	—	.....	.....	.....	.....	.....	North-Eastern	2,011,652	*		955,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145		
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,490,836	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187		
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466		
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	890,407	.....	130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0	—	43	37	607	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,685,096	872,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....		
1859	100.0	—	50.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....		
1859	55.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029		
1859	47.4	—	2.1	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,569	.....	47.4	54,175	83,129	44,666		
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	54.2	30,065	23,808	12,892		
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,066,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
1860	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.5	57,250	127,963	67,243		
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....		
								TEXAS, (*all aided by State*).													
— —	'58 32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....		
— —	'58 56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....		
— —	'60 50.0	—	1.5	76.0	2	1	40	Houston and Brazoria	1,250,000	*		575,000	240,000	171,560	.....	50.0	31,300	32,670	.....		
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	509,000	.....	70.0	102,200	282,846	196,558		
— —	'59 25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....		
								VERMONT.													
31 May	'64 110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430		
31 Aug.	'63 119.6	—	16.0	—	29	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,267,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug.	'63 62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785		
31 May,	'63 117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.6	836,269	941,045	262,587		1
31 May,	'63 47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*		1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	98
30 Jun.	'63 23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612		516,164	795,300	.....	1,301,886	23.7	48,995	64,267	26,451		
30 Jun.	'63 59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*		332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,554,194	—	—	—	—		
30 Sep.	'59 77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	702,634	136,302	43,062		
30 Sep.	'59 79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep.	'59 103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*		455,605	5,719,229	.....	.....	103.5	345,427	248,004	loss		16
30 Sep.	'60 58.3	58.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	107.7	270,546	450,427	222,714		
30 Sep.	'59 123.3	10.1	.....	—	19	13	278	Petersburg and Lynchburg	3,040,636	374,996		1,265,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344		
30 Sep.	'59 59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,790	1,486,527	80.5	.....	326,564	213,882	7½	
30 Sep.	'60 140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,685	143.2	224,014	560,904	282,328	—	57
30 Sep.	'59 75.1	—	4.5	—	11	10	166	Richm., Frederick & Potomac	1,985,579	*	52,900	1,041,880	645,900	96,828	.....	78.6	156,981	279,945	145,385	7	77
30 Sep.	'59 22.9	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,508	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep.	'59 23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....		
31 Jan.	'60 80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,448	121,052	7	
30 Sep.	'60 178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	35,918	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	339,130	5	70
30 Jun.	'60 204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,958	10,233,271	214.9	490,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec.	'59 55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec.	'61 190.0	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	190.0	.....	756,476	329,580	—	—
31 Dec.	'64 191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	958,183	1,711,281	505,230	—	56
10 May,	'64 103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,892,016	*	—	2,705,720	1,417,000	1,085,228	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan.	'63 161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	256,798	87,662	—	—
31 Dec.	'62 49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,063,376	49.0	.....	242,798	117,842	—	15
30 Jun.	'63 1,096	137.0	.....	78.0	204	150	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,264,510	1,164,855	—	—
31 July,	'63 229.0	115.6	62.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec.	'64 94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,466,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct.	'62 108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,000	—	—
1 July,	'61 60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	138,456	36,670	—	—
								NOVA SCOTIA.													
Dec.	'62 61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec	'62 48.7	—	—	—	11	21	120	Panama	5,000,000	*	615,668	5,000,000	3,275,000	—	10,762,723	48.7	.....	5 027,488	1,223,924	13	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	---	70½
" " " (new pref.)	554,000	6	---	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,200	7	7	91
Chicago & Northwestern (pref.)	2,400,000	7	5½	56½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,937,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	82
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,162	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	92
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	---	73
Toledo & Wabash (preferred)	994,700	7	7	60
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1856	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,452,274	6	A. & O.	1884	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	468,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	----	----	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1885	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	53
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1 st Mortgage	650,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" (preferred)	50	2,722,607	—	27½
Susquehanna and Tide Water	50	2,048,260	—	8
Union	---	---	---	----
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	135
Wyoming Valley	50	700,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 42 — @ 45 —
Pig, American, No. 1 37 — @ 38 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50

Store Prices.—

Bar, Swedes, assorted sizes 165 — @175 —
Bar, English, Refined 110 — @115 —
Bar, English, common 100 — @105 —
Scroll, English 150 — @210 —
Bar, American, Common & Refined 115 — @120 —
Band, English 142 50 @ — —
Horse Shoe 145 — @150 —
Rods, English 112 50 @190 —
Hoop, English, 150 — @230 —
Nail Rod per lb. — 10 @ — 11
Sheet, Russia per lb. — 24 @ — 25
Sheet, English, Single, Double and Treble — 7½@ — 10½
Sheet, Am., Single Double and Treble — 7½@ — 10½
Rails, English (gold) per ton 55 — @ — —
Rails, American — — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 19 @ — 24
English Spring (1st & 2d qlty.) — 12 @ — 14
English Blister (1st & 2d qlty.) — 13 @ — 20
English Machinery — 14 @ — 16
German — 15 @ — 17
American, Blister — 13 @ — 16
American, Cast, Hammered — 21 @ — 22
American, Cast, Rolled — 14 @ — 17
American Spring — 14 @ — 16
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 45
Sheathing, Yellow — @ — 35
Pig, Chile — @ — —
Bolts — @ — 45
Braziers' — @ — 45
American Ingot (cash) — @ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ — —
Spanish — 8 25 @ 8 50
German Refined — 8 25 @ 8 50
English — 8 25 @ 8 50
Bar per lb. — — @ — 12
Pipe and Sheet — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — 28½@ — —
Straits — 27½@ — 27½
English — @ — 25
Plates, Charcoal I. C per box 12 25 @ 13 —
Plates, I. C. Coke 9 75 @ 11 50
Terne, Coke 9 50 @ 10 —
Terne, Charcoal 11 — @ 11 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb. 5 50 @ 5 75
Clinch (cash) 6 75 @ 7 —
Horse Shoe, Forged (cash) per lb. — — @ — 30
Wrought, English (cash) — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 35
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 35½@ — 36
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 68 @ — 70
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 49 @ — 50
Naptha, Refined (60@63 gravity) — — @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

	Th 25.	F. 26.	Sat 27.	M. 29.	Tu. 30.	W. 31.
American Coal Co.	62½	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	114
Canton Co.	36½	36½	36	35	35½	35
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	88½	----	----	----	----	----
" " pref.	91	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	106½	----	107	----	102	
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	26½	26½	25½	24½	21½	23½
" " pref.	56½	56½	55½	55	52½	53½
" " 1st M.	----	----	80	----	79	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	----	----	----	----	----	----
Chicago & Rock Isl.	96½	95½	94½	93½	92½	92½
" " 1st M. '70	----	----	----	----	102	----
Clev., Col. and Cin.	----	----	----	----	130	----
Clev. and Pittsburg	63½	63½	59½	62	58½	58½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	42½	40	38	38	38	37½
Del. & Hudson Canal	134½	135	135	----	135	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	73½	72½	72½	73½	72	70½
" pref.	83	----	----	----	----	----
" 1 M. 7 p.c. '67	100	100	----	----	----	100
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	101	101	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	99	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	99½	99½	97½	98½	96½	97
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116½	117	116½	117	116	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	114	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	----	----	11½	11½	11½
Michigan Central	108	----	----	108½	----	----
" S F. 8p.c. '82	112	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	60½	59½	58½	59	56½	57
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	36	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	33	----	----	----
Missouri 6s	65	66	----	65	64½	
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	67	----	
New York Central	91½	90½	89½	89½	88½	88
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	105½	----	104	105½
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	92	----	90	90
" " 6s, S.F. '87	----	93	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	26	25½	25	25	22½	22½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	140	----	----	----
Phila. and Reading	94½	93	92½	92½	91½	91
Pitts. Ft. W. & Chicago	94	94	94	93½	92	91½
" " 1M. 101	----	----	----	----	----	----
" " 2M.	----	96	----	----	----	96
" " 3M. 82	----	----	----	----	----	----
Quicksilver Mining Co.	54½	53½	51½	51	51	48½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	92	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	64	65	64½	----	64	64½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	60	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	70½	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	58	----	----	----	----	60

New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94⅞	95	94⅞	94⅞	95	94⅞
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109	----	----	109	108⅞	----
U. S. 6s, 1881, cou.	108⅞	108⅞	----	108⅞	108⅞	108⅞
U. S. 6s, '81, O.W.L.y	----	----	----	----	----	----
U. S. 6s, 1881, " ly	----	----	----	----	----	----
U. S. 6s, 1867, reg.	115	----	113	114⅛	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	114	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	99⅛
U. S. 6s, 5-20s, coupon	103⅜	103⅜	103⅜	103⅜	103⅛	103
U. S. 6s, 5-20s, new	103⅛	103⅜	103⅜	103	103⅜	103⅜
U. S. 6s, " reg.	103⅛	103⅛	103	103⅛	----	103
7.30 Notes, 1st series	----	----	----	----	----	----
" " 2d series	99⅛	----	----	99⅛	99⅜	99⅜
American Gold	136⅛	136⅜	137	138	137⅛	137⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 30.

	W.24	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	12⅜	12⅜	----	----	12⅜	12
" preferred	24⅛	24⅛	----	----	23½	----
Camden & Amboy	127	----	----	127	127	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	100	----	----	----	----	----
Ches. & Del. Canal 6s '86	92	----	----	----	----	----
Del. Div. Canal	29	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	46	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	51	----	53	54	54⅛	55
" " 6s, '70	----	----	----	----	91	----
Lehigh Valley R. R.	----	----	----	60	60	59
" " 6s	----	----	----	----	----	93
Little Schuylkill R. R.	32	30⅛	----	----	----	30
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	85	----	----	----	----	----
Minehill	56	----	----	56	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	86	85⅛	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	45	----	----	----	----	----
Pennsylvania R. R.	55⅛	56⅛	----	56	56⅞	
" 1st m.	----	----	----	----	----	102⅛
" 2d m.	----	----	97⅛	----	----	97
Penn. State, 5s	88⅛	87⅛	88⅛	87⅛	----	
" " 5s, coupon	----	89	----	88⅛	----	
" " 6s, W. L.	101⅛	----	101	----	----	
Philadelphia City, 6s	----	----	----	91	----	
" " new	94⅛	93⅛	94	94⅛	94⅛	94⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46⅞	47⅛	46⅜	46⅛	46⅛	45⅜
" " 6s, '86	----	----	----	----	----	100
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	20½	----	----	----	----	22
" " 6s	----	----	93	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	27⅛	----	----	----	----	----
" " 6s '82	78	----	----	78	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	6	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	1	----
" " 6s '83	----	----	18	18	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	56	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	77	----	77	----	----	----
Spruce & Pine, "	----	----	----	----	----	30

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 30.

	W.24	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Baltimore City 6s, 1875	99⅛	99⅛	99⅛	----	----	99⅛
" " 1886	----	----	----	----	----	----
" " 1870	99	----	----	----	----	----
" " 1890	100⅛	100	100⅛	----	----	100⅛
Balt. and Ohio	----	----	----	----	107	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	100⅛	----
" " " '80	100	----	----	----	----	----
" " " '85	99⅛	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85	89⅛	89⅛	----	89⅛	89⅛	
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
Boston and Lowell	----	----	----	----	114	113
Boston and Maine	----	----	----	----	----	----
Boston and Providence	122	117⅛	120	----	----	----
Boston and Worcest.	----	118⅛	118	----	----	120
Cheshire, pref.	----	----	----	----	----	----
Concord	----	67	----	----	----	66
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	92	92	90½	----		91⅛
Eastern, N. H.	----	90	90½	91	----	
Fitchburg	----	----	----	108	109	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	76⅛	76	77	----	
Old Colony and Fall R.	104	----	----	105	----	
Ph., Wil. & Baltimore	59	----	----	59	58⅞	
Portl'd, Saco & Ports.	----	98⅛	----	100	----	
Vermont & Canada	----	95	100	----	99	
Vermont & Mass.	42	40½	----	40⅛	----	
Western	130	129½	129	127	130	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	91	90½	90½	----	91	
Metropolitan "	----	46½	----	----	46½	
Middlesex "	----	----	51½	----	----	
Central Mining Co.	----	----	----	----	----	
Franklin "	37	35½	35	----	115	
Isle Royale "	----	----	----	----	9	
National "	20	----	----	----	----	
Minnesota "	18	18	----	----	----	
Pewabic "	36	36½	35	34¾	----	
Pittsburg "	----	----	----	----	----	
Quincy "	65	----	60	----	----	
Rockland "	----	5	5	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of May:

Maryland 6s	62	to	64
United States 6s, 1881	64⅛	"	65⅛
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	50
Do. 6 per cent.	39	"	40
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	74	"	76
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	53	"	54
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	76	"	78
Illinois Central 7s, 1875	61⅛	"	61⅛
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	75⅛	"	76⅛
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82..x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, June 3, 1865.

Stock Exchange and Money Market.

The surrender of Kirby Smith and his forces beyond the Mississippi, settles the question of peace throughout the country. Up to the last moment possible, there were those at home and abroad who expressed the fear, if they did not cherish the hope, that the rebels would continue to hold out. An evening journal of this city predicted in carefully guarded language, that it might be years before our triumphs would be complete, and named five hundred millions of dollars as likely to be added to our present national debt. Such statements to affect the Money and Stock Market were as baseless as most others that have proceeded from the same quarter during the war, and doubtless owe their origin to the same motives. Such writers are neither taught by history nor inspired by patriotism. They belong to a class of persons known as the "Architects of Ruin," whose only role in life is to pull down and not build up. We do not envy them their feelings when they see that this country has been not only too strong for them, but their friends in the South. The only resource left them now is to damage the credit and decry the means of the country; to raise alarm and doubt as to the end of our financial difficulties; to attack the Treasury especially, at every opportunity; and to give a handle to our foreign enemies for every weapon they may invent to damage American securities. But we are equal to the financial, as we have proved ourselves superior to the military difficulty.

The debt of England in 1816 was about equal to one-half the property of the United Kingdom. Ours at 3,000 millions, if it prove so much, is not one-half of the annual profits of the loyal States alone; and yet there are those who pretend to believe that we are not able to discharge it. And our ratio of increase is on a larger scale than that of any other country in the world, and its elements are of a more diverse character. England can expect nothing more from her lands and soil, or from her coal mines, or from her spindles even, than she gets now. On her beer and spirit drinkers the Chancellor of her Exchequer builds his hopes of future solvency, while her East India possessions are kept along by such resources as the duty on opium with which she poisons the Eastern world. Here we do not expect to remain nationally solvent by the vices of our own or any other population. Our broad acres, our gold and silver mines, our lead, iron, copper, coal and cinnabar, our cereal and commercial crops in countless profusion, our flocks and our herds upon a thousand hills, our various climates, our rivers and lakes, our rapidly increasing population, and our ingenious, inventive and untiring industry adapting itself to every opportunity, directed by universal education and intelligence, are ample securities for the fulfilment of our public engagements. If any other evidence of our financial power was wanting, we might give it still in another form; the ease with which we gather coin, and the indifference with which our people take its large exportation. Be our system good or bad in the eyes of foreigners, we can certainly claim that what disturbs their markets has little effect on ours. A stone thrown in a small puddle will make large waves and disturb its quiet; but here it has no effect at all, for the extent of the surface, and the depth of the reservoir, make too large a volume to be seriously disturbed.

We were much struck by a very recent article in the London *Daily News*, entitled "Trade and Finance," which bears directly on this subject, and shows there is all the time in England, and especially now, a constant danger and uneasiness in the Money Market, arising in our opinion from trivial causes, and which show something wrong *au fond* of their whole commercial system. The article commences with the following statements:

"On the 25th April the Money Market seemed to be in an unusually favorable position. The general terms for discount were easy at 3¾ to 3⅞ per cent., or a fraction below the bank *minimum*, and the supply of unemployed capital appeared to be so much more than sufficient to meet the demand as to warrant the expectation that a

further reduction in the rate—lowered less than a month previously—would speedily be adopted. The produce markets had improved, and trade was assuming larger proportions in the manufacturing districts. The apprehension of further mercantile failures had consequently to a great extent subsided. Consols were at 91¼, and in almost all other descriptions of securities there was an increased feeling of confidence and readiness to buy at higher prices. Looking at our foreign commerce, the Board of Trade returns showed that although the exports for the first quarter of the year were 35,635,707*l.* against 36,667,381*l.* in 1864, still the shipments for the month of March alone were 13,770,154*l.* against 13,555,674*l.* in the same period of 1864, and 10,217,473*l.* in 1863. The virtual termination of the war in America also promised to give an increasing impetus to commerce. The forthcoming budget, if not actually known to be favorable, was generally calculated to exhibit a considerable surplus, although, perhaps, less than the reality has subsequently shown. With all these encouraging elements in view, while the Bank was augmenting both its stock of bullion (by the last return it was 14,974,010*l.*, an increase on the week of 36,631*l.*,) and its reserve, the addition to which was nearly 300,000*l.*, carrying it to 8,607,950*l.*, what ground of uneasiness could possibly exist? In a few days, however, the aspect of affairs has undergone A TOTAL CHANGE."

And what do our readers suppose was the cause of this "total change." The *News* finds it in the withdrawal, on the 26th of April, of one million and a half of dollars from the Bank of England, and on the 30th, of eight hundred and seventy-five thousand more, with one million more for the Turkish conversion loan, about to follow. Yet says the *News* these withdrawals raised the rate of bank interest from 4 to 4½ per cent., and "*created a general sense of insecurity* if not uneasiness." It also inquires *naively:*

"Whether it is necessary for the safety of the country that we should be exposed to a small *semi-convulsion* whenever we lend for a time a few hundred thousand pounds in gold, is a question to which there can be only one answer."

"It must seem strange to foreigners," says the *News*, "that England, the richest country in the world, cannot afford to lend a sum of less than a million without the risk *of a general disturbance of her commerce*, but the fact remains—that if a loan, however small, is made in one particular form there is always the *possibility of such a result.*"

These are curious confessions indeed. The sudden withdrawal of not quite three millions from the metallic currency of England disturbs her commerce, excites alarm, "unsettles many branches of business," and actually endangers the safety of the country!

Contrast this with the condition of our own. During the war we have parted with tens of millions annually, without saying a word against the movement. Last week nearly three millions were shipped from this city without the least disturbance. If the premium rose a trifle in consequence of the circumstance, it fell again. The interest of money did not advance, money itself was none the scarcer, nor was there a check we have heard of to any branches of industry, nor was there the slightest alarm in commercial circles.

What is the explanation of this? Simply that we are after all the most natural country, stand upon the largest and securest base, and have perfect confidence in ourselves and in our mines, manufactures, commerce, agriculture; we know we are advancing with gigantic strides, and every step we take forward is secure; we follow no class, we think for ourselves, and our people not only think but act. Our notions are continental, and millions disturb us not. Our mountains in the West are full of silver and gold. We expect to draw from them every possible supply we shall ever need; and in short we look with perfect indifference on any temporary call for the precious metals, no matter how large or how sudden, and feel that our permanence will remain unshaken. These are the feelings of the Americans as a nation; they are justified by past events, and will be more than justified by the future. The people of the Old World do not understand how liberty, free institutions, education, and an unsurpassed soil and climate are working together in the United States to elevate, dignify and enrich the human race.

We gave last week our idea of the motives which induced the Secretary of the Treasury to change the character of the third issue of the 7-30s. We believe public opinion, with "a sober second thought," has taken sides with him. Peace established, the credit of the country confirmed, the Treasury amply supplied with the funds for all immediate wants, and a heavy balance on hand rendered it quite unnecessary to press the market with the new loan. And particularly under these circumstances, when the subscriptions received would have laid for some time unused in the National Bank depositaries, it was not necessary that the people should be paying a high interest for money to be at the same time used by these depositaries and loaned out for their own benefit. The fact is that the new subscriptions are coming in quite as fast as is required; indeed faster than they can yet be used.

The importations at this point since the 1st of July, 1864, exclusive of specie, to the 27th of May, 1865, have been $144,010,936—against same time 1864, $205,099,999—a decrease of $61,089,063.

A writer in a Philadelphia cotemporary, in treating of our imports as a source of revenue, points out the fact that to trust to importations alone for revenue, calling the tariff an average of 30 per cent., would be to admit goods to the extent of a thousand millions a year to get 300 millions duty, and this would be our destruction. No doubt whatever that if we received any such amount of foreign goods, if we could possibly consume them, we should break down in a very brief period. There is no danger that American importers would be so insane as to buy them, or receive them on their own account. But we must remember that this country is full of European agents, who are continually having large consignments of foreign goods, often the mere surplus and an inferior surplus of their fabrics, and these are forced off by auction at any price. There is no country in the world where goods can be sold so rapidly as in the United States. We are great consumers of luxuries, as well as necessities. It is curious to notice the cargos of the Liverpool ships coming to this port. In the Liverpool *Journal of Commerce*, of the 13th ult., now before us, we find under the head of exports to New York, on the 8th of May, the following items: tow, and flax yarns, flax, timber, hosiery, blankets, seeds, parchment, floor cloth, marble tables, 50 cases of *sausage skins*, carpets, skivers, chandeliers, steel nails, scythes, steel ware, pig iron, &c.

We must confess we do not think our countrymen are in the least obliged to send abroad for any of these articles, especially "sausage skins," yet they come here, are sold here, and go back in the shape of gold. Our cotemporary thinks if we returned to specie payments at once, all our Banks, would be at the mercy of the foreign merchants. And very possibly they might be. England is very careful while talking of free trade to lay very heavy duties on some of our staples, and tobacco especially. The cheapness of labor in England will always give her an advantage over us, if we fully adopt her theory of free trade; and our manufactures could not stand her competition. At present the grain market is not in our favor. Instead of furnishing her 50 per cent. of her grain, as formerly, we do not supply her of late with more than 6 per cent. of what she consumes. We certainly have great need of care and watchfulness in the management of our trade with her, whatever may be her wishes on the subject.

The customs received in this port since the commencement of the fiscal year to the 27th of May instant have been $53,095,773; and the amount of interest paid out during the same period by the Government, $32,743,011.—And it may be observed that there were still three days in the month for further receipts.

The gold imported from California since July last has been $15,304,088—being an increase of imports against the same time in 1864 of $5,537,544.

Mr. Stewart senator from Nevada calculates that our gold and silver products from our states and territories, will yet amount to five hundred millions per annum.

Of the movement to pay off the National debt, which appears to be going on in good faith, we have expressed our views in another place. That good come will out of it in some shape or other we do not doubt. The movement itself is a remarkable one. It is possible of success, it remains to be seen whether it will succeed.

Government stocks continue very steady at the quotations, and the leading railways are quite firm.

We notice that the National Bank of this city is about to come into the National system. Its President, Mr. Gallatin, has hitherto been considered unfriendly to the measure, but as he is a Banker always with honest and profound convictions, we consider his adoption of the National system a very marked adhesion and worthy of being recorded. We hope that the illustrious name of Gallatin will not be left out in the new arrangement, but make a part of its new title.

We cannot help noticing the attempts kept up in certain financial quarters through the press, and in portions of their columns not supervised by the Editors themselves, to continue if possible the distrust in the monetary condition of the country, which the successful termination of the war was fast dispelling. Thus we are told of the great drain for specie going on and to continue, of the light receipts of specie at this port, the inadequacy of the supply from California, and the very small amounts in the possession of the Banks of the country, and at the same time we are warned that our exports are falling off.

Now what is the fact in a few words. The deliveries of gold from California at this point since July, 1864, to May 27, was $15,304,088, against $9,766,544, in the same period of time the previous year.

The exports of specie for the same period were $17,872,294 less than the corresponding time the previous year, and our exports excluding specie for the same time were $47,193,787 more than they were the preceding year, being in the total $192,707,306. On the other hand, the total amount of foreign goods, entered direct, taken out of bond and free goods in 1864-'65 was but $120,420,382, of which $17,713,399 were exported! On this showing the balance of trade has been more than 70 millions of dollars in our favor, and yet in the face of these facts certain financial editors are doing their best to represent the country as being in a most critical and alarming position. We have no patience with such ignorance, or such malevolence which ever it may be.

Money is easy at 6 per cent. with frequent transactions at 5 on Government securities. The stock market is generally firm and without excitement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Morris and Essex 1st mort., 95; Central N. J. 1st mort., 1870, 100½; N. Y. State 6s, 1872, 97; Central Coal Co., 41; New York Gas, 275; Atlantic M. S. S. Co., 162¾; Cary Imp. Co., 19½; Ocean Bank, 80; Mer. Ex. Bank, 100, Metropolitan Bank, 122; 4th National Bank, 96; Importers and Traders Bank, 102; Mechanics Bank, 110; Park Bank, 145; Bank State of New York, 112; Chatham Bank, 120.

Philadelphia.—Camden and Atlantic R. R., 7¾@10; 10th and 11th streets R. R., 46; Locust Mt. Coal, 35; Manuf. and Mech. Bank, 30; Corn Ex. Bank, 57; Atlas Oil, 1½; Allegheny River, 2; Alcorn, 1; Adamantine, 3¾; Allegheny and Tideoute, 1⅛; Curtin, 5; Caldwell, 2⅛; Cherry Run, 1⅝; Crescent, ½; Corn Pl., 2½; Dalzell, 3⅛; Duncard, 1; Densmore, 1¼; Egbert, 2⅜; Excelsior, ¾; Hyde Farm, 2⅜; Junction, 3½; Jersey Well, 1⅝; Keystone, 1¾; Krotzer, ⅞; Logan, ¼; Maple Shade, 16½; Mingo, 2½; McClintock, 2½; Noble, 3⅛; Oil Creek and C. R., 2¼; Olive Branch, 1; Oil Creek, 4¼; Olmstead, 1⅝; Royal, ⅞; St. Nicholas, 1⅝; Sherman, ⅜; Tarr Home, 4½; Union, ½; Upper Island, 1⅜; Venango, ⅛; Winslow, ⅞; Walnut Island, 1. The latest quotations are: City 6s, 91@91½; do., new, 94@94¼; State 5s, 87@88; do., coupon, 88@91; do., 6s, W. L., 100¾@101; Phila., Wil. and Balt., 58¼; Reading, 45@45⅛; do., 6s, 1870, 91@94; do., bonds, 95½@96; Camden and Amboy, 126@127; Penn. R. R., 55⅝@55¾; do., 1st mort., 102½@102¾; do., 2d mort., 97⅜@97½; Little Schuylkill R. R., 30@31; Morris Canal, 81@87½; do., pref., 112@120; do., bonds, 92⅛@96; Wyoming Valley Canal, 55⅞@57; do., 6s, 90@95; Susquehanna Canal, 8@9; do., 6s, 48@49½; Sch. Nav., 20@23; do., pref., 27@28; do., 6s, 1882, 77@78; Union Canal bonds, 15@20; Delaware Div. Canal, 28¾@30; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 46½@46¾; do., 7s, 1878, 93¾@96; do., Chattle 5s, 65@80; Long Island R. R. 6s, 85¼@86; Lehigh Coal and Navigation, 45⅛@55; North Pennsylvania, 25@25; do., 6s, 85@85½; do., 10s, 106@106; Philadelphia and Erie, 20@21; do., 6s, 92¾@93; Minehill, 55¾@57; Catawissa, 11½@12¼; do., pref., 23½@24½; Lehigh Valley, 59@59⅛; do., bonds, 90@96¾; Fifth and Sixth streets, (horse,) 40@46; Second and Third, 77@80; Race and Vine, 10¾@11⅛; West Philadelphia, 62@65; Spruce and Pine, 20@22; Green and Coates, 30@35; Chestnut and Walnut, 45⅛@47½; Arch, 15¼@16; Thirteenth and Fifteenth, 22@24; Girard College, 22@26; Tenth and Eleventh, 45½@46; Norristown, 56@56¼.

Boston.—Rutland and Burlington 1st mort., 60; Vermont Central, 1; do., 1st mort., 71; Boston and New York Air Line 6s, 40½; Northern (Ogdensburg) 2d mort., 20; Connecticut and Pass. Rivers R. R. pref., 66¼; Boston and Lynn horse R. R., 90; Massachusetts 5s, 1894, 96; New Hampshire 6s, 1877, 92¼; Portland 6s, 1870, 91¼; Chicago 7s, Municipal, 1881, 98; Augusta 6s, 1870, 89¾; Brunswick 6s, 1870, 89; Cary Imp. Co., 17; Boston Water Power Co., 36½; Union S. S. Co., 116¼; East Boston Co., 10½; Mammoth Vein Coal, 15¼; Short Mt. Coal, 21¼; Lorberry Coal, 11; Belmont Coal, 5¾; Franklin Coal, 30; Bear Valley, etc., Coal, 15; Macomb Lead, 1½; Rocky Mt. Gold, 11¾; Merchants Bank, 103; Atlantic Bank, 98; Eliot Bank, 107¼; Tremont Bank, 105; New England Bank, 110; Second National Bank, 127¼; North Bank, 98½; Maverick Bank, 92½; State Bank, 69; Howard Bank, 93¾; Traders Bank, 88¾; Boston Bank, 96¼; Massachusetts Bank, 123¼; Bank of North America, 96½; Bank of Republic, 105¾; Columbian Bank, 114¼; Market Bank, 100; Old Boston Bank, 69½; Union Bank, 120; Atlas Bank, 97; Webster Bank, 102¼; Acton Mining Co., 30c.; Bay State, 12; Copper Falls, 16; Canada, 90c.; Concord, 1; French Creek, 50c.; Huron, 40; Hancock, 6; Northwestern, 3, Star, 2⅝; Superior, 4; Toltec, 2.

Baltimore.—Maryland State 5s, 84; Maryland Copper Co., 0.45; Copper Hill, 1.65; Rudisell, 0.75; North State, 0.20; Springfield, 0.75; Maryland Anthracite, 22; Santa Clara, 17½; Atlantic Coal, 0.95; Penn. Oil, 0.75; Lake Chrome, 0.15; Franklin Bank, 12; Bank of Baltimore, 103; Farmers' and Planters' Bank, 31. The latest quotations are: Balt. and Ohio, 108@115; do., 6s, 1867, 99@100; do., 1875, 100½@100¾; do., 1880, 100½@101½; do., 1885, 99⅞@100; Northern Central, 45@48; do., bonds, 1885, 86@90; N. W. Va. 1st mort., 95@100; do., 2d mort., 93@95; do., 3d mort., 23@30; do., guar., 98@95; Marietta and Cincinnati 7s, 1891, 82@85; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42.; Western Md. bonds, 75@85; do., guar., 95@100; Maryand 6s, conpon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100@101; Baltimore 6s, 1870, 97½@98; do., 1873, 97@101; do., 1875, 99@99½; do., 1886, 98@100; do., 1890, 100½@100¾; do., coupon, 99@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 17@19; Canton Co. 33@36¼; Gardner, 0.75@0.95; Gas Coal, 1.00@1.75; Maryland, 0.40@0.50; North State, 0.25@0.25; Springfield, 0.70@0.85; George's Creek, 102@108; Santa Clara, 17½@18¾; Balt. Chrome, 1.50@1.75; Bare Hill, 1.75@2.50; Atlantic Coal, 0.80@0.95; Mineral Hill, 1.00@1.20; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.25@4.50.

☞ The Ashtabula and New Lisbon Railroad Company, have resolved to employ more laborers, and push on their road to completion.

Cape Cod Central Railroad.

The Directors have decided to issue the stock which was left unsubscribed for when the road was built to Hyannis, about 670 shares, to the present stockholders, at the par of 60 per share, in the proportions of one share of this stock for fifteen shares now held by the stockholders. The stockholders are to have from the 15th of June to the 6th of July to take it, and what then remains will be sold at public auction, at the annual meeting of the stockholders on the 12th of July. The proceeds will be applied to pay, as far as it goes, the bonds of the company, due Sept. 1, 1865. No more bonds will be issued, and the small floating debt of less than $50,000, which will arise upon payment of the bonds, can be retired in two years without disturbing dividends. A dividend of $2 per share to stockholders of record, June 14, 1865, has been declared.

English Cast Steel Files.

W. & S. Butcher, import directly from Sheffield, England, full assortments of cast steel files of their own, and also those of Goodlad's manufacture. Those who want a first class article will do well to call at 54 Beekman street.

☞ Chas. Congreve & Son, 8 Broad street, New York, advertise in another page, that they are prepared to contract for manufacturers in England and Wales for rails, and all descriptions of Merchant Iron to be shipped from English or Welsh ports. The return of Peace will give a new impetus to railway construction, and these importers appear ready to meet the demand.

Marietta and Cincinnati R. R.

The work of completing the Marietta and Cincinnati Railroad through to Wheeling will soon be commenced. The independent line from Cleveland to Cincinnati will be finished in about four months it is thought. The Riloba tunnel, 1,600 feet through, is nearly finished. The road is very good and in many respects improved.

Platt County Railroad.

The Leavenworth *Conservative* of the 7th ult., says that the work of extending this road to Leavenworth is being vigorously prosecuted, with a force of 150 men busily employed. There is every reason to believe this important work will be completed by the 1st of October next. The company are using every effort to accomplish that end.

Pacific Railroad.--Eastern Division.

The Union Pacific Railroad is now finished and in operation from the Missouri and Kansas State line to Lawrence, a distance of forty miles. When this part of the road is accepted, the company will be entitled to draw from the National Treasury the sum of $16,000 per mile ($640,000,) and have vested in it the title to 6,400 acres per mile for each mile completed, equal to 256,000 acres of Government lands. The work will then be pushed forward beyond Lawrence in the direction of the Pacific Coast.

☞ The proprietors of the principal stockyards of Chicago have resolved to stop all business on Sunday, except receiving such as may arrive on that day. The Eastern roads having resolved to ship no stock on Sunday, the dealers at Chicago have addressed a circular to the Southern and Western roads inviting them to do likewise.

Railroad Earnings.—Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending May 21, were:

	1865.	1864.
Passengers	$2,315 56	$2,447 15
Freight	10,633 90	10,280 30
Express	162 80	104 16
Mail	296 58	296 58
Total	$13,408 84	$13,128 19

Receipts from January 1 to May 21:

1865	$184,513 21
1864	179,235 94
Increase	$5,277 29

The earnings of the Michigan Central Railroad for the 3d week in May, 1865, were...$102,917 48
Corresponding week of previous year.. 66,420 18

Increase $36,497 31

The earnings of the Chicago and Rock Island Railroad for the third week in May, 1865, were $50,493 00
Corresponding week of previous year.. 43,441 00

Increase $7,052 00

The earnings of the Grand Trunk Railway for the week ending May 20, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$41,211 00
Express, freight, mails and sundries	4,636 00
Freight and live stock	77,646 00
Total	$122,893 00
Corresponding week, 1864	102,350 00
Increase	$20,543 00

The earnings of the Chicago and Northwestern Railway for the 3d week of May, are.$115,424 39
Corresponding week of 1864 ..... 105,933 54

Increase (8.96 per cent) $9,490 85

For the three weeks ending May 21, 1865, the earnings were $356,777 74, against $297,918 76—an increase of $58,858 98, or 19.76 per cent.

From June 1, 1864, to May 21, 1865, (11 months and 3 weeks,) the earnings were $6,591,904 67, against $4,512,896 06 for the corresponding period of the previous year, an increase of $2,079,008 61, or 46.07 per cent.

Northern Central Railway.

The ordinance providing for an adjustment of all matters of dispute between the city and the Northern Central Railway, which has been before the City Council for several weeks, received the sanction of both branches, and will be of effect as soon as approved by the Mayor and accepted by the company. If the Canton extension is not completed by the 1st July, 1868, the company is obligated to pay $2,000 monthly for the space of two years thereafter, and after the expiration of these two years the further sum of $3,000 monthly, until it is completed, the said payment so to be made to be regarded as liquidated damages, and not by way of penalty.—*Balt. Sun*, May 19.

Southern Telegraph Lines.

The Mobile *News* of the 6th ult., says that city was then in telegraphic communication with Columbus, Miss., and Gainesville, Ala., and the lines to New Orleans were rapidly approaching completion. A dispatch to the *News*, dated Columbus, Miss., May 5, says: "The lines are working on the Mobile and Ohio Railroad as far north as Baldwyn, thirty-one miles south of Corinth. On the Southern road, from Meridian to Clinton, thirty-five miles from Vicksburgh. On the New Orleans and Jackson road, from Canton, Miss., to Amite, sixty-eight miles from New Orleans. On the Mississippi Central road, from Canton to Holly Springs. On the Grenada and Memphis road, from Grenada to Senatobia, forty miles from Memphis. We also have a line from Osyka, Mississippi, to Clinton, Louisiana, and Woodville, Miss."

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1865.

The receipts on capital account have been reduced during the last half year by 72,680*l.* being the amount of the six per cent. bonds, for 72,700*l.*, which became due and were paid of in October, 1864, less 19*l.* received on new shares paid up in full, leaving the total receipts on 31st January, 1865, 5,145,675. The aggregate expenditure to the same date amounted to 5,092,186*l.*, leaving a balance to the credit of capital account of 53,489*l.*

The outlay on capital account during the half year consists of new sidings, &c., at sundry stations—fish jointing six miles of rails—proportion chargeable to capital of the amount expended in rebuilding in stone and iron four wooden bridges between Hamilton and London, and making up embankments, &c., at new bridges over the Cove of the River Thames west of London, and over the River Nith west of Paris—extension of line into the city of Toronto—new station and grain store at Dundas, and coal and timber wharf at Hamilton—laying water service in station yard at Hamilton—new engine shed and engineering workshops at Hamilton, machinery and steam hammer for rolling mill, &c., amounting altogether to 18,181*l.*

The revenue account for the past half year is as follows:

Gross receipts		£312,729
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge		137,437
Balance		£175,292
From this there is to be deducted—		
Interest on Government loan	£17,499	
Interest on company's bonds, &c.	33,360	
Loss on the conversion of American currency	74,502	
Renewals of rails, sleepers, brid's	31,139	
		156,500
Balance from the half year's working		£18,792
To this has to be added—		
Loss by exchange over estimated last half year on the American currency unconverted at Bank of Commerce	£8,415	
Surplus from last half year	10,961	
		19,376
Leaving a surplus of		£38,168

From which the directors recommend a dividend at the rate of 2 per cent. per annum. This will absorb 35,598*l.*, and leave a balance to be carried to the credit of the current half year of 4,570*l.*

In the past half year gold quotations have ranged between 185 and 259¾. The monthly averages have been 226⅞, while the average purchases made by the company have been at 205½. The reduction, therefore, of the available balance by the conversion of American funds into gold amounts for the past half year to 74,502*l.* It is proper to observe that owing to the temporary inability of the New York Central to forward all the through freight brought to Suspension Bridge, which is not paid for until finally delivered, a larger amount than usual appears in the balance sheet at the end of the half year as outstanding and due to the company on traffic account. The greater part of this amount is receivable in American currency, and a loss will accrue upon its conversion which will be charged to next half year's revenue. The increase in the value of stores on hand may be attributable in a great measure to the augmentation of price, when purchased with American currency. The instructions of the board to the executive are to purchase stores either in Canada, or the States, or in England, on the most advantageous terms, irrespective of the currency in which payment is made. The following table places in comparison the receipts and expenses of the last five half years:

	Receipts.	Expenses.	Per ct.
January, 1863	£309,304	£136,199	44.03
July, 1863	293,067	136,270	46.50
January, 1864	301,634	135,878	45.05
July, 1864	314,939	140,188	44.51
January, 1865	312,729	137,437	43.95

The working expenses of the last half year are 43.95 per cent. of the aggregate receipts as compared with 44.52 per cent. on the preceding half year, and 45.05 per cent. of the corresponding half year, thus showing a reduction of 0.56 per cent. on the previous half year, and 1.10 per cent. on the corresponding half year.

It is gratifying to observe that during the past half year there has been an increase in pasengers compared with the corresponding half year of 12,269 in number and 22,521*l.* in amount. But the freight traffic shows a falling off to the extent of 53,268 tons, and 13,455*l.*

Friendly relations with all the American lines have been maintained, and the best possible feeling continues to exist; but owing to border difficulties the United States Government instituted a passport system at the close of the last year, which, to a great extent, put a stop to the through passenger traffic between the eastern and western States of America, *via* Canada. It has also lessened considerably the local passenger business between Canada and the States. But the directors have now the satisfaction of stating that by proclamation from the Department of State at Washington, dated March 8th, this restriction has been removed.

The working of the New York Central in connection with the Great Western has for the last two months been most satisfactory; a temporary stoppage of through freight, as well as of through passengers, has been the consequence.

For several years past the Great Western has been tenant of the Grand Trunk at an inconvenient temporary wooden passenger station in Toronto. But the corporation of the city of Toronto have granted to the Great Western and Northern the free right to build a single or double line along the entire length of the esplanade fronting Lake Ontario, and parallel with the Grand Trunk, which practically places the railway in juxtaposition to all the wharves and principal warehouses in the city of Toronto. The grant made by the city has enabled the company to select a more eligible and central site at the foot of Yonge street for general station purposes, and arrangements have accordingly been made for its purchase on very favorable terms.

The directors are happy to report that arrangements have been entered into with the Erie and Niagara, by which running powers over that line on terms to be mutually agreed, or failing agreement, by arbitration, have been secured for twenty-one years. This railway runs from Niagara to Fort Erie on the Canadian shore, opposite Buffalo, and will be worked by the Great Western during the first twelve months after its completion, under a guarantee which secures the company from loss. By this railway the Great Western, without incurring any responsibility, will have the advantage of a direct line to Buffalo of the same gauge as its own, and will secure a connection at Buffalo with both the New York Central and New York and Erie. The line is expected to be completed by the ensuing autumn, when the Great Western route between Buffalo and Detroit will be twelve miles shorter than by the Buffalo and Lake Huron route.

The report of the engineer shows the continued improvements which are being made in the permanent structure and condition of the railway. The rolling mill has proved its usefulness to the company in the large economy already effected in

the cost of re-rolling, and in the superior quality of the rails. The rolling stock has been thoroughly maintained; extensive renewals have been made; yet the aggregate expenditure of the two departments for the half year (locomotive and carriage) has been reduced.

The Commercial Bank of Canada has appealed to the Judicial Committee of Privy Council against the judgment of the Court of Error for Upper Canada. The appeal is expected to be argued at an early date.

The traffic of the Detroit and Milwaukee continues to be steadily developed, the earnings for the year 1864 having been as follows, compared with those of 1863:—

	1864.	1863.
Gross receipts	$1,323,402	$1,026,059
Working expenses	884,758	621,034
Surplus	$438,644	$405,024

The ordinary interest charges, amounting to $399,967 have been paid out of the surplus of last year, and the balance, together with the balance remaining from the previous year, has been applied in necessary outlay for construction and renewal purposes. It will thus be seen that no portion of the arrears of interest due to the Great Western has been discharged.

Commerce of New York.

The following from the *N. Y. Shipping List*, will show the number of arrivals of merchant vessels at this port from foreign ports, from January 1, to December 31, 1864, inclusive, the class of vessel, and their nationality as represenied by their flag:

Nationality.	Steamers	Ships.	Barques.	Brigs.	Schrs.	Total.
U. S. of America.	126	319	357	427	451	1,860
Great Britain	226	159	432	869	610	2,296
Bremen	4	33	67	17	..	121
Italy	..	3	42	54	1	100
Denmark	..	..	26	53	14	93
Hamburg	24	18	23	15	3	83
Russia	18	12	21	5	..	56
Netherlands	..	6	21	18	10	55
Prussia	..	5	32	16	1	54
France	8	18	18	6	1	51
Norway	..	5	35	9	1	50
Sweden	1	2	15	24	1	43
Hanover	..	6	8	11	3	28
Austria	..	4	8	8	..	20
Mecklenburg	..	1	9	8	..	18
Portugal	..	3	5	7	2	17
Oldenburg	..	..	4	9	3	16
Spain	..	1	2	8	2	13
Belgium	..	5	2	4	..	11
Argentine Rep.	..	2	8	1	..	11
Brazil	..	..	..	9	2	11
Venezuela	..	..	3	3	..	6
Chile	..	..	3	..	..	3
Lubeck	..	..	..	3	..	3
New Grenada	..	..	..	..	1	1
Cisplatine Rep.	..	..	1	..	..	1
Rostock	..	..	1	..	..	1
Hayti	1	..	..	..	..	1
Total	408	603	1,143	1,584	1,106	4,844

The following table shows the arrivals at thi Port, in 1864, of vessels engaged in the Coastwise Trade, including transports and prizes:

Steamers	1,274
Ships	90
Barques	142
Brigs	254
Schooners	6,221
Whole number as above	7,981
Which, added to the foreign	4,844
Make a total for 1864	12,825
Whole number 1863	13,104
Decrease	279

	Foreign Arrivals. Total of all Classes.	Coastwise Arrivals. Tot. of all Classes.
1864	4,844	7,981
1863	5,082	7,984
1862	5,458	7,148
1861	5,095	6,977
1860	4,424	8,415
1859	4,027	7,809
1858	3,483	7,243
1857	3,902	6,097
1856	3,809	6,109

Quicksilver Mining Co.

The receipts of Quicksilver from the New Almaden Mine, during the first quarter of 1865, were as follows:

In January, flasks	3,768
In February, flasks	3,512
In March, flasks	3,427
Total, first quarter, flasks	10,705
Against same period last year	8,062
Increase this year, flasks	2,643

We are informed that a large reserve of ore remains on hand at the mine, and that the product of the New Almaden is likely to increase during the ensuing Summer. The following are our exports of Quicksilver for the quarter ending March 31:

To China, flasks	3,500	To Japan, flasks	..
To Peru "	2,000	To Victoria "	3
To Chili "	1,100	To N. York "	3,000
To Mexico "	1,425		

The April product, reported to the New York Office by telegraph, is 4,500 flasks.—*San Francisco Shipping List.*

Harrison's Steam Boiler.

An Important Invention.—Mr. Joseph Harrison, Jr., of this city, is having constructed near the U. S. Arsenal, on the Gray's Ferry road, an extensive foundry, designed for the making on a large scale of an improved steam generator of his own invention, which, from present appearances, seems destined ere long to effect a complete revolution in steam-making apparatus. Using a material heretofore almost entirely discarded, for the purpose, Mr. Harrison has quietly pursued this matter for many years, bringing to his aid all the experience of a long business life. He now feels confidence in submitting it to the public as possessing essential advantages over anything in use. Some of the qualities of this novelty may be mentioned, to wit, entire safety from explosion, great reduction in first cost and cost of repairs—it being afforded at a less price than the least effective boilers now used, with an efficiency in evaporation, and an economy of fuel equal to the very best; great diminution of space occupied, facility of cleaning and of transportation. Many of these boilers are at work in this city and vicinity. There is nothing which more concerns the safety of the public in large manufacturing cities, than the absolute security of steam boilers from explosion. If Mr. Harrison's invention secures this, it will be conferring upon the public one of the greatest possible advantages, considering the number of steam boilers now in use in Philadelphia.—*Phila. Ledger.*

Northern Central Railway.

Mr. W. B. Wilson, Superintendent of Telegraph, Northern Central Railroad, informs us that the work of laying the double track on that road, from Baltimore to Sunbury, is being pushed forward with energy and dispatch. An additional twelve miles will be opened shortly, and the balance within twelve months. The track and equipments of the road are in the best order, and trains running with great regularity.—*Harrisburg Union.*

☞ The work on the new track of the Troy and Boston Railroad Company which is in course of construction in Troy, is progressing quite rapidly.

☞ At the recent annual meeting of the Stockholders of the New York and New Haven Railroad Company held at New Haven, the following resolutions were unanimously adopted:

Resolved, That the resolution passed by the Board of Directors, October 24, 1863, proposing a compromise with the holders of the so-called spurious stock, claimed under fraudulent certificates issued by Robert Schuyler (giving one share of genuine stock for two shares of the spurious stock), is just in its conception, and is hereby approved by this meeting.

Resolved, That the appeal taken by the Directors from the general term of the Supreme Court for the City and County of New York to the Court of Appeals for final decision in the matter of the spurious stock still unadjusted, is also approved by this meeting.

The unadjusted spurious stock amounts to about $800,000.

Sale of the Prussian State Railways.

We learn that the Prussian Government, following the example of Austria and Italy, contemplate the sale of the state railways of the country, and that proposals will shortly be made on the subject. It is a somewhat curious fact that, while a strong party in England are insisting so strongly on the advantages which would accrue to the public from the state becoming the owners of railways in that country, those continental Governments who have had the most experience of the working of the system of state railways are at present taking steps to free themselves from the responsibilities which they have undertaken, and to follow the course adopted in England of leaving such matters in the hands of private enterprise. In Pennsylvania, the State found it to its interest to dispose of its public works to private Companies.

☞ Over $1,500,000 worth of the railroad bonds issued by the city of Pittsburg, and upon the greater portion of which suits had been brought, have been compromised and have either been exchanged for the new compromise bonds, or are in course of transfer. Negotiations for the exchange of a large portion of the balances are also under way, so that in a short time there will be but few of the old bonds outstanding.

Albany and Susquehanna R. R.

The work of tunnelling the hill in Colesville has now been steadily progressing for more than a year, and the distance to which it is carried at this time is between 600 and 700 feet. The whole length of the tunnel is about 2,000 feet, so that a little less than one-third of the distance has been opened. If labor shall become sufficiently cheap by next autumn, work in other places in this county will be commenced. As to the other end of the road, hopes are entertained of pushing it to Oneonta this year.—*Binghamton Republican.*

Mahoning Railroad.

The Board of Auditors have just finished the appraisal of the property of the Mahoning Railroad Company. For the year 1864 the appraisal presented a total of $1,675,227. This sum multiplied by five and increased by the addition of $58,000, gives an aggregate of $8,434,185, which is the present appraisal. $50,000 were added for local improvements in the vicinity of Cleveland, and $8,000 for the same in Portage county.—*Cleveland Herald.*

Metropolitan Railroad.

The surveys for this railroad to Washington are being made under the superintendence of Mr. James S. Randolph, the engineer of the Baltimore and Ohio Railroad Company.

Boston and Lynn Railroad.

The earnings of this road for the first four months of 1864 and 1865 have been as follows:

	1864.	1865.
January	$7,716	$7,973
February	7,261	7,886
March	8,757	10,336
April	9,145	11,002
	$32,879	$37,197
Increase four months		$5,318

☞ The Petersburg and Weldon Railroad has, we understand, been turned over to the company by the United States authorities. It is understood that an application therefor was made to General Halleck several days since. The Board of Directors held a meeting yesterday afternoon to take some action on the matter. We have not ascertained what they did. Many miles of the road will have to be rebuilt, and one or more important bridges constructed before the road can go into operation. The Southside and Norfolk roads will, probably soon be turned to their respective companies.—*Petersburg Express.*

European and North American Railway.

The revenue and expenses of this road for the year ending October 31, 1864, was as follows:

Revenue:

From passengers	$64,292 52
" freight	71,999 74
" mails and sundries	8,765 60
	$145,057 86

Expenses:

Locomotive power	$33,691 99	
Merchandize & passenger cars	22,008 64	
Maintenance of way and buildings	26,295 04	
General charges	21,634 45	
		103,630 12
Net revenue		$41,427 74

The Union Telegraph.

Philadelphia, May 29.—The Western Union Telegraph Company's lines are now in full communication with Memphis, Vicksburg, Mobile and New Orleans, and are receiving and sending private messages to those cities.

☞ A "mineral railroad" is projected from Athens, Ohio, to Columbus, to pass through Nelsonville, Logan and Lancaster.

W. & S. BUTCHER,

SHEFFIELD, ENGLAND,

No. 54 Beekman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM. GOODLAD'S CAST-STEEL FILES. 6m-22

James I. Shipman,

CIVIL ENGINEER, No. 35 Ann street, New York.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, May 17, 1865.

THE BOARD OF DIRECTORS has this day declared A SEMI-ANNUAL DIVIDEND for the six months ending June 1, 1865, of THREE AND ONE-HALF PER CENT. on the Preferred Stock of this Company, payable (less the Government tax) at this office on and after the 20th day of JUNE next to all holders as shown by the Company's books at the close of business on the 10th day of June.

The books for the transfer of Preferred Stock for the above dividend will be closed on the afternoon of the 10th, and will reopen on the morning of the 21st of June.

The books for the transfer of both the common and preferred stocks for the Annual Meeting to be held in Chicago on the 1st of June next, will be closed on the afternoon of the 20th of May, and reopen on the morning of the 3d of June.

By order of the Board of Directors.

41-21 JAMES R. YOUNG, Secretary.

W. R. Travers & Co.,

STOCK AND BOND

COMMISSION BROKERS,

19 WILLIAM ST.

WILLIAM R. TRAVERS. JOHN D. PRINCE.

H. J. MESSENGER,

BANKER,

AND DEALER IN GOVERNMENT SECURITIES,

NO. 139 BROADWAY,

WILL RECEIVE SUBSCRIPTIONS FOR THE

NEW 7 3-10 NOTES,

And allow ¼ Commission to Banks and Bankers.

☞ ALL DENOMINATIONS OF THESE NOTES ON HAND FOR IMMEDIATE DELIVERY.

ACCOUNTS OF BANKS, BANKERS, AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS

Four per cent. interest allowed on Deposits subject to check at sight.

Government and Railway Securities Bought and Sold on Commission at the Stock Board.

C. W. BETTS. E. H. DENSLOW.

BETTS & DENSLOW,

Bankers & Stock Brokers,

No. 2 NEW STREET,

One door from Wall street, NEW YORK.

Gold, Government, State and Railroad Securities bought and sold on Commission, at the NEW YORK STOCK EXCHANGE.

The American Bell Comp'y

HAVE REMOVED TO

No. 32 LIBERTY STREET,

Below Nassau Street, New York.

HAVE ON HAND

CHURCH, ACADEMY, AND FACTORY BELLS OF EVERY VARIETY.

Also, STEAMBOAT, SHIP, FARM, and PLANTATION BELLS at prices within the reach of all classes requiring a good and cheap Bell.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.,

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

Stone, Quigley & Burton

WOOD, IRON, AND SUSPENSION

BRIDGE BUILDERS,

424 Walnut St., Philadelphia.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,

39 Cedar Street, New York.

J. F. D. LANIER, Prest., of Winslow, Lanier & Co. J. V. CULVER, Vice-Prest of Culver, Penn & Co.

PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL ..... $1,000,000.

DESIGNATED DEPOSITARY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier.

Washington Iron Works,

NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.

GEO. M. CLAPP, Treasurer.

JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,

Newburgh, N. Y.

ESTABLISHED A.D. 1846.

Chas. Washburn & Son,

WORCESTER, MASS.

MANUFACTURERS OF

IRON WIRE

OF EVERY DESCRIPTION.

RIVET AND WIRE RODS,

Bar Iron & Blooms Rolled to order.

CHARLES WASHBURN. CHARLES F. WASHBURN.

Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent., free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.

3m-19 HENRY A. SMYTHE, Esq., is the President.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 23.] SATURDAY, JUNE 10, 1865. [WHOLE No. 1,521, VOL. XXXVIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 10, 1865.

European and North American Railway.

The report of E. R. Burpee, Civil Engineer on the survey of a line of railway from St. John, New Brunswick, to the boundary of Maine through the Douglas Valley, has just been published. The route is surveyed from the station of the European and North American Railway at St. John either through Portland to the suspension bridge where it crosses the St. John River, or through Carleton to the main line West of the bridge. It reaches the American boundary on the St. Croix River, a distance of 88¼ miles.

The estimated cost from the suspension bridge at St. John to the American boundary, is $2,750,000, or a little over $30,000 a mile, which is considerably less than the average cost of most lines on the continent. The report claims that the country is very favorable, the grades light, and the length of curved line only 25 miles. After leaving the St. John River, the country traversed is mostly on the heads of the streams, thus diminishing the amount of bridging. In the estimate for the line through Portland, the most important item of expense is the proposed suspension bridge over the St. John. By law the roadway must be seventy-five feet above high tide, which requires a span of 620 feet, about 200 feet less than that of the suspension bridge at Niagara. The cost is estimated at not over $200,000. By building abutments from extreme low water on either side, the span may be reduced to 500 feet, at which length a tubular or girder bridge is practicable.

The report tells us that while the New England roads cost an average of 44,000 per mile and the Nova Scotia railways about $50,000, this road from St. John to the boundary of Maine can be constructed in a superior manner at a cost of only $30,000. The conclusions of the engineer are certainly very favorable to the construction of this link in the proposed enterprise of the great European and North American Railway, which is to connect Boston with Halifax by a continuous line of rail, seven hundred and six miles long.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1864 and 1865, have been as follows:

	1863–'4.	1864–'5.
Passenger	$1,321,819 32	$2,162,377 37
Freight	3,193,419 62	4,449,387 79
Express	54,972 48	83,372 50
Mail	62,551 94	67,840 05
Miscellaneous	49,044 04	41,053 04
Total	$4,681,807 40	$6,804,030 75

Increase $2,122,223 35, or 45.33 per cent.

☞ The annual meeting of the Portland, Saco and Portsmouth railroad company was held at North Berwick, Me., on the 5th inst. From the report it appears that the receipts for the fiscal year ending May 31, 1865, were $450,421 60; and the expenses $213,454 45—leaving net earnings $236,767 15.

On the subject of the stipulation in the contract with the Boston and Maine and Eastern Railroads to pay rent in gold or silver coin of the currency of the United States, the report stated that the Boston and Maine road has proposed to pay one per cent. semi-annually, in addition to three per cent. stipulated, from May 1, 1863, to December, 1864, provided the Boston and Maine road is relieved of all liability, "If any such there be," to that date, to pay in gold or silver; but that deeming it a question purely for the action and decision of the stockholders, the Directors submitted the matter for such action as the stockholders should deem proper.

A resolution was then offered that the proposition of the Boston and Maine Road, which would give to the stockholders of this road about $32,000, should be accepted, which was carried.

On the vote for Directors, all the ballots were for the following gentlemen, to wit: Ichabod Goodwin, Geo. M. Browne, Israel M. Spelman, Charles E. Barrett, Geo. W. Burleigh, Nathaniel Hooper, Stephen W. Bullard, and the same were declared unanimously elected.

Experiment with Steel Shot.

Some experiments recently tried in England to determine the value of steel shot as projectiles, resulted as follows: the shot were fired at 5½ inch rolled plates, supplied by the Millwall Iron Co., the plates were fixed vertically, without backing, against a wooden frame. The greatest amount of penetration was obtained by Sanderson, Brothers & Co., viz: 3,275 inches. The shot were 8 inches in diameter.

☞ The Russian railway between the Black and Caspian seas, is progressing rapidly—20,000 forced laborers being employed. It is to be finished next year.

Pittsburg, Ft. Wayne & Chicago Railway.

The Pittsburg, Fort Wayne and Chicago Railway Company, is a consolidation of three companies, viz: the Ohio and Pennsylvania, the Ohio and Indiana, and the Fort Wayne and Chicago Railroad Companies.

The *Ohio and Pennsylvania* Railroad Company was chartered in Pennsylvania April 11, 1848, and in Ohio February 14, 1848. Construction was commenced July 4, 1849, and the road completed in sections as follows: Pittsburg to Rochester, July 30; to Clark's Summit, October 22; to Enon Valley, November 19, and to Palestine, December 8, 1851; to Columbiana, January 3; to Alliance (13 miles east of which had been opened November 27, 1851), January 6; to Massillon, March 11, and to Wooster, August 10, 1852; and to Mansfield, April 8, and to Crestline, April 11, 1853. The charter authorized a road to the Indiana line, but the company determined to stop at this point (Crestline), and the remainder of the road in Ohio was built by the Ohio and Indiana Company. The cost, earnings and expenses from July 30, 1851, to August 1, 1856, had been as follows:

Fiscal Terms.	Cost of Road.	Miles of Road.	Gross Earnings. Passenger.	Freight,&c.	Total.	Operating Expenses.	Earnings less Exp.	Dividends.
1851 (5 mos.)..	$2,177,116	62	$30,074	$2,269	$32,343	$14,259	$18,084	....
1852	4,206,811	134	231,081	84,037	315,118	142,133	172,985	....
1853	4,990,291	187	476,067	191,937	668,004	301,639	366,365	7½
1854	5,248,419	187	684,755	426,871	1,111,626	541,871	569,755	7
1855	5,887,490	187	644,850	331,474	976,324	449.553	526,771	4
1856 (7 mos.)..	6,079,931	187	337,517	259,816	597,333	307,819	289,514	....
5 years	$28,590,098	944	2,404,344	1,206,404	3,700,748	1,857,274	.....	....
Average	4,765,016	157⅓	480,868	259,281	740,149	371,455	.....	....

Interest was paid on share capital during the progress of construction. The dividend on the average capital of the last four years was about 6 per centum. The total length of the Ohio and Pennsylvania Railroad was 187 miles of which 49 miles were in Pennsylvania and 138 miles in Ohio.

The *Ohio and Indiana* Railroad was chartered in Ohio March 28, 1850, and in Indiana January 15, 1851. The company was organized July 4, 1851, and the road placed under contract January 28, 1852. Construction was commenced in the spring of the same year; and the road completed in sections as follows: from Orestline to Forest, January 18, to Delphos, June 10, and to Fort Wayne, November 1, 1854. The cost and business of the road during its seperate existence was as follows:

Fiscal Periods.	Cost of Road.	Miles of Road.	Gross Earnings. Passenger.	Freight,&c.	Total.	Operating Expenses.	Earnings less Exp.
1854 (11 mos.)	$2,786,793	67	$79,429	$37,450	$116,879	$71,848	$45,031
1855	2,963,259	131	148,316	98,863	247,179	196,857	50,822
1856 (7 mos.).....	3,432,053	131	64,029	39,664	103,693	93,907	39,786
2½ years.....	$7,985,110	329	$291,774	$175,977	$467,751	$332,612	$135,139
Average	2,661,703	109	116,709	70,391	187,100	133,045	54,055

No dividends were paid on the share capital. Of the total length of the road 138 miles, about 112 miles are in Ohio, and 19 miles in Indiana.

The *Fort Wayne and Chicago* Railroad was chartered in Indiana April 8, 1853, and in Illinois February 5, 1853. Construction was commenced in the summer of the same year. The section from Fort Wayne to Columbia 20, miles, was opened for business January 23, 1855. The work westward of Plymouth had been suspended since July 1, 1854, and only that portion between Plymouth and Columbia was being prosecuted at the period of consolidation. The road was finally completed to Chicago January 1, 1859. Of the total length of this road 147 miles, 134 miles were in Indiana, and 13 miles in Illinois.

At the time of the consolidation the stock, funded debts and floating liabilities of the several companies were as follows:

Capital Stock—Ohio and Pennsylvania	$2,651,030	
" " Ohio and Indiana	1,504,377	
" " Fort Wayne and Chicago	1,787,484	
		$5,942,891
Funded Debt—Ohio and Pennsylvania	$4,091,000	
" " Ohio and Indiana	1,702,000	
" " Fort Wayne and Chicago	1,204,000	
		$6,997,000
Floating Debt—Ohio and Pennsylvania	$398,126	
" " Ohio and Indiana	341,050	
" " Fort Wayne and Chicago	312,760	
		$1,051,936
Total stock and liabilities of the three companies		$13,991,827

The relations of the several companies to each other as stock and bondholders at the date of consolidation were these:

The Ohio and Pennsylvania Company held—		
Ohio and Indiana Railroad Stock	$100,000	
" " 2d mortgage bonds	100,000	
" " 3d " "	205,000	
Fort Wayne and Chicago Railroad Stock	100,000	$505,000
The Ohio and Indiana Company held:—		
Fort Wayne and Chicago Railroad Stock		213,650
The Fort Wayne and Chicago Company held:—		
Ohio and Pennsylvania Railroad Bonds	$100,000	
Ohio and Indiana Railroad Stock	16,750	
" " " unsettled account	15,000	131,750
Total interchanged stock, bonds, etc.		$850,400

This sum, exclusive of interest, was merged, thereby reducing the capital stock and debt of the new company by the same amount; but rendered nugatory by the addition to the capital stock account of the company of 20 per cent. premium allowed on the stock of the Ohio and Pennsylvania Company, and 6 per cent. on that of the Fort Wayne and Chicago Company, the object being to equalize said stocks. Purchases were subsequently made from several of the shareholders of the Ohio and Pennsylvania Company who had protested against consolidation to the extent (at par) of $125,850, thereby saving the premium of 20 per centum.

The amounts expended on the several roads at the time of consolidation were:

Ohio and Pennsylvania Railroad	$6,186,088
Ohio and Indiana Railroad	3,432,053
Fort Wayne and Chicago Railroad	1,916,704
Total cost on consolidation	$11,534,845

At that time the number of locomotives and cars constituting the rolling stock of the several roads was as follows:

	Locomotive Engines.	Cars. Pass.	Freight.	Total.
O. & P. R. R.	51	53	608	661
O. & I. R. R.	13	18	245	263
Ft. W. & C. R. R.	6	..	12	12
Total	71	71	865	936

The Fort Wayne and Chicago Company had also assets, besides what was represented in the work done amounting to $1,430,000 which passed to the consolidated company.

The consolidation of these companies was authorized by the legislatures of the four states which the line of road traverses, viz: of Pennsylvania, April 16, 1856; of Ohio and Indiana by their respective General Railroad Laws; and of Illinois, February 28, 1856. The Articles of consolidation, dated May 6, 1856, were agreed to, by the Ohio and Pennsylvania Company, June 2; by the Ohio and Indiana Company, June 24, and by the Fort Wayne and Chicago Company, June 12 of the same year; and the consolidation was perfected, August 1, 1856, on which day the new company assumed possession of the joint property.

At the period of consolidation the road was in operation from Alleghany City, Pa., to Columbia, Ind., 388 miles. It was opened to, Plymouth November 10, 1856, to Rock Island Junction, November 29, 1858, and to Chicago, January 1, 1859. The bridge over the Alleghany River was completed, September 22, 1857, and for the first time trains entered the city of Pittsburg, the old eastern terminus of the road having hitherto been on the west side of the river.

The consolidation of the three companies accomplished its object so far as unity of action was concerned but failed to secure all the means needed for the proper completion of the road. The company to forward its plans executed a general mortgage of the whole property, January 1, 1857, subject to existing mortgages for $10,000,000 in 7 per cent. bonds. Of this amount $3,500,000 were termed construction bonds and were set aside to complete the road into Chicago, and $6,500,000 were termed redemption bonds, held by trustees and set apart as a timely provision by sale or exchange, for the funded debt of the company.

Financial embarrassment, however, had attended the company from the outset and led to various expedients for relief. The coupons due in October 1857 were not paid, and in the following month the company suspended payment on its floating debt. To relieve the position and to allow the earnings to be applied to the discharge of current liabilities, the bondholders consented to fund the coupons falling due to April 1859, into 10 per cent. five years bonds dated April 1, 1858. This plan was only partially carried out, and default was again made on the interest falling due July 1, 1859. Under these circumstances, the road was now placed in the hands of a receiver, excepting that portion lying in the state of Pennsylvania which had previously been placed in the hands of a sequestrator on the of suit local creditors.

The relief sought by these measures was not attained, and it was soon seen that the temporizing would only hasten the impending ruin. To meet

these circumstances a plan of reorganization was proposed and adopted by the several parties in interest. This plan provided for the sale of the road and the formation of a new company for which the proper legislation was obtained and to which the road was to be conveyed by the purchasers, and the several kinds of indebtedness or liabilities of the three original companies to be funded anew.

It is a matter of historical interest to have the proper financial statement of affairs at this period to fefer to. We have therefore given it in full as an appendix to this article.

The refunding of the stock, debt and liabilities of the company under the agreement before spoken of provided for new issues as follows, viz:

1*st mortgage bonds*, $5,250,000. These bonds were issued in exchange for the first bonds of the old companies, with their coupons, at their nominal value; the new bonds to bear interest from Jan. 1, 1862 at the rate of 7 per cent. payable semi-annually, in six classes, one class on the first of each month; the principal redeemable July 1, 1912, and after July 1, 1866 at the option of the company. The holders of these bonds are entitled to vote at stockholder's meetings every $200 as one vote.

2*d mortgage bonds*, $5,100,000. These bonds are like the previous series, but interest not to commence before April 1, 1862. For this class of bonds were exchanged the second and third, and construction bonds of the old companies and of the Pittsburg, Fort Wayne and Chicago Co., etc.

3*d mortgage bonds*, $2,000,000. These bonds entitle the holders to 7 per cent. after April 1, 1862 payable out of such balance of net earnings as may remain after paying the interest and sinking funds previously provided and maintaining the road. The holders are entitled to one vote for each $100 held by them. Recently the interest on these bonds is made payable semi-annually. All debts not included in the 1st and 2d series to be exchanged into this third series.

The *share capital* of the new company was limited to $6,500,000 unless by permission of the 1st and 2d bondholders. This was ontained in 1864, (April 7,) the issue for 1864 being limited to $3,500,000 with the stipulation that the proceeds be applied only to construction and equipment.

The property was sold and purchased by the agents of the company Oct. 24, 1861, and subsequently conveyed by them to the company, which had re-organized under the legal provisions and agreements, the details of which are given above.

Under agreement the Pittsburg, Fort Wayne and Chicago Railroad and the Cleveland and Pittsburg Railroad are operated conjointly, the gross earnings (each company paying its own expenses) being divided in the proportion of 73½ per cent. to the former, and of 26½ per cent. to the latter. The Pittsburg, Fort Wayne and Chicago Company also receives $85,000 from the C. and P. Company for the use of the portion of their line between Pittsburg and Rochester.

The condition of the railroad and equipment at the end of the fiscal years 1862, '63 and '64; together with the operations, earnings, etc., of the company for the same years are embraced in the following statistical summary:

SCHEDULE OF ROLLING STOCK.

	1862.		1863.		1864.	
Locomotive engines		119		146		182
Passenger—1st class coaches	53		67		73	
" —2d class and emigrant	16		24		26	
Mail, baggage and express	23—	92	37—	128	44—	143
Freight—box cars	655		626		812	
" stock and caboose	316		433		535	
" platform	297—	1,268	520—	1,579	629—	1,976
Total of all cars		1,360		1,707		2,119

EARNINGS AND EXPENSES, 1862-'63-'64.

	1862.	1863.	1864.
Freight	$2,401,630 13	$3,341,933 65	$4,148,503 00
Passenger	1,116,740 62	1,562,409 05	2,696,387 00
Express	36,107 32	33,053 75	68,306 22
Mails	93,900 90	93,900 00	93,990 00
Rent of railway (C. & P. R. R. Co.)	85,000 00	85,000 00	85,000 00
Rents of railway and ground	3,619 73	2,835 33	1,345 83
Miscellaneous	8,312 82	14,701 96	27,023 81
Total earnings	$3,745,310 62	$5,132,933 74	$7,120,465 76
Transportation	$504,867 80	$779,316 48	$1,036,209 41
Motive power	634,006 55	904,246 19	1,260,900 37
Maintenance of way	501,420 68	(893,311 96)	1,113,496 62
" of cars	169,122 72	(232,078 98)	334,946 91
General expenses	68,980 97	217,356 95	355,850 32
Total expenses	$1,878,398 72	$3,026,310 56	$4,101,398 63
Earnings less expenses	$1,866,911 90	$2,106,623 18	$3,019,067 13
Earnings per mile	$7,997 67	$10,960 78	$15,214 67
Expenses "	4,011 10	6,462 33	8,763 77
Earnings less expenses per mile	$3,986 57	$4,498 45	$6,451 00

OPERATIONS OF THE ROAD, 1862-'63-'64.

	1862.	1863.	1864.
Mileage of engines	2,694,467	3,472,914	3,918,438
" of cars	24,533,330	30,523,395	33,965,246
Freight carried (tons)	643,107	788,090	858,528
" (mileage)	126,046,905	166,570,631	174,621,870
" (revenue)	$2,390,610	$3,341,034	$4,138,503
Passengers carried (number)	656,885	842,032	1,284,205
" (mileage)	45,311,455	61,436,269	107,490,117
" (revenue)	$1,116,741	$1,562,409	$2,696,386
Mileage of locomotive engines in further detail:			
Passenger	859,308	1,068,170	1,287,158
Freight	1,651,072	2,114,853	2,293,560
Wood	122,436	108,289	120,334
Gravel	52,651	181,732	217,386
Total	2,694,467	3,472,914	3,918,438
Mileage of cars in further detail:			
Passenger	2,246,228	2,855,280	4,315,650
Baggage and express	1,132,696	1,258,797	1,710,665
Freight	21,154,406	26,409,318	27,938,931
Total	24,533,330	30,523,395	33,965,246

Classification of freight weights in tons:

	1862.	1863.	1864.
Products of forest—lumber	40,263	51,190	57,987
" other articles	1,776	1,502	15,914
Products of animals—live stock	122,231	156,849	164,262
" other articles	59,971	70,165	61,660
Agricultural products—flour and grain	102,973	105,430	101,180
" other articles	26,006	31,583	36,855
Manufactures	93,883	131,782	166,792
Merchandize	86,041	103,470	75,590
Iron rails	.....	.....	6,702
Miscellaneous—coal	100.627	120,773	150,153
" other articles	9,336	15,346	21,823
Total weight in tons	643,107	788,090	858,928
Carried westward	269,130	336,219	371,652
Carried eastward	373,977	451,877	487,276
Included in the above are the following specifically enumerated articles:			
Head of stock—horses	35,966	41,654	26,198
" cattle	85,366	129,578	163,395
" sheep	115,887	348,721	444,383
" hogs	426,821	480,687	451,654
Bbls. of produce—beef	13,233	8,759	6,304
" pork	28,430	30,147	44,723
" flour	392,444	407,504	301,809
" of liquor	.....	111,057	95,326

CONDITION OF THE ROAD.

	1862.			1863.			1864.		
	E. D.	W. D.	Total.	E. D.	W. D.	Total.	E. D.	W. D.	Total.
Miles of road	188	280	468	188	280	468	188	280	468
Miles of siding	27	19	46	34	34	68	41	41	82
Miles of 2d track	..	...	...	...	...	...	103¾	...	103¾
Total track	215	299	514	222	314	536	239¾	321	560¾

INCOME ACCOUNT, 1863–'64.

	1863.	1864.
By balance	$	$97,055 00
Gross earnings	5,132,933 74	7,120,465 76
Amount due from C. & P. R. R. Co. on account of joint earnings	90,042 33	39,035 33
Assets of trustees credited to income account after closing revenue account of Trustees	362,782 24	116,017 58
Balance to debit side	.....	.....
Total	$5,585,758 31	$7,372,573 67
To balance	$183,671 11	$.....
Operating expenses	3,026,310 56	4,101,398 68
Construction, etc.	1,517,162 25	.....
Interest on bonds	760,559 39	922,322 09
Sinking fund	.....	104,000 00
Dividends on stock	.....	530,782 50
Balance to credit side	97,055 00	1,713,970 45
Total	$5,585,758 31	$7,372,573 67

GENERAL ACCOUNT, 1862–'63–'64.

	1862.	1863.	1864.
Capital stock	$5,709,591 61	$6,164,581 89	$8,181,126 12
Funded debt, viz:			
1st mortgage bonds	5,250,000 00	5,250,000 00	5,250,000 00
2d "	5,160,000 00	5,160,000 00	5,160,000 00
3d "	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	188,000 00	188,000 00	187,500 00
Chicago depot bonds	337,173 00	337,173 00	59,500 00
Due to other companies	44,623 45	34,439 48	60,481 82
Miscellaneous liabilities	36,651 54	242,188 22	371,676 71
Due J. F. D. Lanier and others, Trustees	312,399 20	12,110 56	124,993 66
Due for current expenses in December and prior	413,237 89	544,297 75	833,421 14
Balance to credit of income account	.....	97,055 00	1,713,970 45
Total	$19,451,676 69	$20,029,795 90	$23,942,669 90
Cost of property	$17,736,353 42	$18,191,298 70	$21,164,329 77
Stock of supplies	462,541 08	536,719 22	1,052,058 70
Due from other companies	121,429 15	296,486 59	606,185 41
Miscellaneous assets	306,014 72	674,506 29	768,519 86
Cash in hand	641,667 21	330,840 10	351,576 16
Balance to debit of income account	183,671 11	.....	.....
Total	$19,451,676 69	$20,029,795 90	$23,942,669 90

The results of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road.	Gross Earnings. Passenger.	Freight.	Mail, etc.	Total.	Operating & Rep'rs, etc.	Earnings less Exp.	Dividends. Amount.	Rate.
	M.	$	$	$	$	$	$	$	p. c.
1856	338	370,546	402,115	23,108	795,579	273,434	522,145	.....	..
1857	383	942,765	657,686	59,974	1,660,425	1,036,011	625,414	349,830	6
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659	.....	..
1859	465	795,739	964,133	206,116	1,965,988	1,291,333	674,655	.....	..
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555	.....	..
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721	.....	..
1862	467	1,116,741	2,401,130	226,940	2,745,310	1,878,399	1,866.911	.....	..
1863	468	1,562,409	3,341,034	229,491	5,132,934	3,026,311	2,106,623	.....	..
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7½
Dividend No. 4 paid January, 1865, out of income of 1864								204,265	2½

The earnings and expenses for 1856 are for 5 months only, viz., from Aug. 1, to Dec. 31.

To comprehend more fully the development of the company's property, the annual increase of earnings should be compared with the increase of capital invested. The amount of capital at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating.	Total.
1857	$5,258,837 66	$7,371,000 00	$1,418,922 09	$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,557,778 88
1860	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861	5,480,865 54	9,660,825 00	1,860,430 87	17,002,121 41
1862	6,500,000 00	12,935,173 00	.....	19,435,173 00
1863	6,500,000 00	12,935,173 00	.....	19,435,173 00
1864	8,181,126 00	12,657,000 00	.....	20,838,126 00

In the floating debt are included coupons past due and unpaid—1858, $9,341; 1859, $252,150; 1860, $912,677, and in 1861, $1,591,212.

The reports of the company will be found in the AMERICAN RAILROAD JOURNAL, as follows: Report for 1856, Vol. 30, p. 587; for 1857, Vol. 31, p. 578; for 1858, Vol. 32, p. 330; for 1859, Vol. 33, p. 391; for 1860, Vol. 34, p. 377; for 1861, Vol. 35, p. 406; for 1862, Vol. 36, p. 406; for 1863, Vol. 37, p. 436 and 472, and for 1864, Vol. 38 p. 322.

APPENDIX.

The financial condition of the company on which the provisions (referred to in a former paragraph) were predicated is shown in general account as made up December 31, 1861, as follows:

Capital Stock		$6,249,432 81
Funded debt, ($10,264,995 00.) viz:		
1st mort. bonds, O. & P. R. R. Co.		$1,000,000 00
2d " " " "		750,000 00
Income " " " "		1,988,000 00
Bridge " " " "		198,000 00
1st mort. bonds, O. & I. R. R. Co.		1,000,000 00
2d " " " "		380,000 00
3d " " " "		17,000 00
1st mort. bonds, Ft. W. & C. R.R. Co.		1,250,000 00
Real estate " " "		498,000 00
Construction b'ds, P'b'g. Ft. W. & C.		2,142,000 00
Redemption " " "		2,000 00
Real estate " " "		99,000 00
Sinking Fund bonds " "		604,170 00
Chicago Depot bonds		336,825 00
Certificates of purchasing committee convertible into 3d mort. b'ds Pittsb'g, Ft. W. & C. Railway Co.		126,543 88
Floating debt, viz:		
Bills payable, O. & P.	$6,000 00	
" O. & I. Co.	4,795 90	
" Ft. W. & C.	3,200 00	
" P. F. W. & C.	239,761 32	
Warrants payable	23,639 46	
Certificates of purchasing committee payable in cash	1,492 76	
Construction accounts payable	12,499 98	
Transportation acc'nts payable	21,545 14	
Other acc'ts payable	15,181 66	
Coupons past due	1,519,212 50	
		1,847,327 82
Current liabilities, viz:		
Bills payable of receiver and trustees	$13,500 00	
Construction accounts payable	37,422 64	
Transp. acc'ts payable	226,494 18	
Other acc'ts payable	63,195 63	
		340,612 45
Balance to credit of income acc'nt		120,669 15
Total debit side		$18,947,581 11
Cost of railroad Aug. 1, 1856, viz:		
Ohio & Penn R. R.	$6,079,971 23	
Ohio & Indiana R.R.	3,235,057 99	
Ft. W. & Chicago R.R.	1,757,555 46	
		11,072,544 68
Balance of account chargeable to cost of each railroad prior to Aug. 1, 1856, viz:		
Ohio & Penn. R. R.	$235,689 56	
Ohio & Indiana R. R.	254,419 90	
Ft. W. & Chicago R. R.	88,397 87	
		578,507 33
Construction expenses since Aug. 1, 1856, viz:		
Eastern Div. (188 m.)	$1,272,849 20	
Western Div. (289 m.)	2,641,737 85	
		3,914,587 05
Discount on bonds, viz:		
Pennsylvania R. R. Co.'s	$2,975 00	
Bridge bonds, O. & P. R.R. Co.	32,561 25	
Ft. Wayne and Chicago R.R. Co.'s bonds	169,080 01	
Construction bonds, P., Ft. W. & C. R.R. Co.	563,904 74	
Real estate	65,982 73	
Chicago depot bonds.	542 50	
		835,046 23
Premium on stock, viz:		
O. & Penn. R.R. Co's.	$530,825 95	
Ft. W. & C. R.R. Co's.	70,610 07	
		601,436 02
Total cost of road Dec. 31, 1861		$17,002,121 41

Real estate	768,567 27
Cash in hand	176,812 55
Stocks and bonds of other companies	31,408 00
Unapplied materials on hand	295,968 86
Bills and accounts receivable	450,767 74
Uncollected revenue at stations	97,046 80
Cash *in transitu*	35,396 24
Sundry accounts receivable, bad and doubtful	91,492 24
Total credit side	$18,947,581 11

Bessemer Steel.

The process of manufacturing iron known as the Bessemer process was patented as long ago as 1856, but it is only recently that its value has been generally acknowledged. It is now adopted largely in England and on the continent, and has found its way into this country. In the conversion of the original ore into iron it is claimed for it that it secures a complete combustion of the carbon, and produces metal free from cinders, oxide and other extraneous matter, and when converted into steel it is found to have the greatest tensile power, to be free from flaws, and to have enormous strength. This article is now extensively used in Great Britain for tyres, rails, axles, connecting rods, crank pins, plates, shafting, and in fact every article requiring strength and homogeneousness of material. It has already reached a production of 100,000 tons per annum, and there is every evidence that its production is increasing very largely in Great Britain, on the continent, and now in the United States. Messrs. Winslow, Griswold and Holley, of Troy, N. Y., who have commenced the manufacture of this material in the United States, have issued the following circular:

"TROY, N. Y., April 15, 1865.

Having commenced the manufacture of cast steel under the Bessemer patents, we are now prepared to furnish railway tyres without welds, rails, axles, piston and connecting rods, crank pins, boiler and ship plates, shafting, cannon and projectiles, bars and rods, spring steel, forgings to shape, ingots, and machinery castings to pattern, of this material, up to 5,000 pounds weight. Preparations are making to produce masses of 25,000 pounds weight.

This manufacture, developed by Mr. Bessemer in 1856, has already reached a production of about 100,000 tons per year in England and on the continent, and is largely superseding wrought iron for the purposes named above. Railway companies like the London and Northwestern, and and Iron Works like the Ebbw Vale and Dowlais, have erected apparatus to produce 200 to 500 tons each per week. Bessemer Steel has more recently been used in the United States, in the form of axles, rails and plates.

The grand advantage of this material over wrought iron, especially in large masses, is its perfect *homogeneity*, the absence of welds and consequent imperfections, such as the lamination of rails, blisters in boiler plates, and cold shuts in heavy forgings.

Its *tenacity* is double that of wrought iron, considering the abovementioned and unavoidable defects of wrought iron in welded masses. In the bar, it is one half greater than that of wrought iron, or from 90,000 to 120,000 lbs. per square inch, according to the degree of carbonisation required for different purposes.

The nature of the Bessemer process renders the product more *uniform* than wrought iron can be, in all its qualities.

The *stiffness* of this steel, proportionate to its tenacity, adapts it to girder and ship building, and peculiarly fits it to resist compressive as well as tensile strains, as in piston rods.

While the *elasticity*, and hence the safe working load of the lowest steel is much greater than that of wrought iron, its *ductility* is equal to that of the best wrought iron. Two-inch bars may be bent double when cold, under the steam hammer. This property insures its safety in the form of axles and tyres.

The *hardness* of the material, as well as its homogeneity, increases its durability in the form of rails, guns, and parts subject to abrasion.

This steel is peculiarly adapted to plates requiring intricate *flanging*, and subjected to the immediate *contact of fire*. For a given strength it may be thinner than wrought iron; it does not blister, and the carbon in it protects it against corrosion.

We are also prepared to grant licenses, upon reasonable terms, for the manufacture of Bessemer Steel in the United States, and to furnish working drawings for the necessary plant and machinery.

We are aware that there are other claimants for this process of making steel, but we have purchased the Bessemer patents and erected works, after a legal investigation which satisfies us that these other claims are not well founded, and that both the process and the machinery necessary to practice the process successfully, are the inventions of Mr. Bessemer.

And we take this opportunity to caution all persons who are desirous of entering upon the manufacture of steel by this process, that should they employ it under cover of alleged rights of any parties, other than ourselves as the assignees in the United States, of Mr. Bessemer, we shall hold them legally responsible to us in damages."

We make the following extracts from the London *Engineer* of March 31st:

We are in a position to give some particulars as to the results already attained in the use of Bessemer metal for rails, ships' plates, etc., and these, it will be seen, are such as to leave no doubt of the vast importance of this material for the purposes of the engineer and constructor. In the year 1861 the London and Northwestern Railway Company purchased 500 tons of rail blooms from Messrs. Bessemer & Co., and when rolled into one of these, taken at random, was put down in a part of the line near Camden Town, where the traffic was unusually heavy. The wear of the contiguous iron rails and that of the steel rail was carefully noted by order of the Board of Directors. On the application, in 1864, of a gentleman interested in the subject, the following particulars were kindly furnished him:—The rail was laid down May 9th, 1862, and when examined in September, 1864, "there were little signs of wear." 8,000 goods trucks pass over this rail in twenty-four hours, and it is estimated that 7,000,000 trucks passed over it in the two years and four months covered by the report. The neighboring iron rail, also put down new on the 9th of May, 1862, was turned in July; new rail September 9th, 1862, turned November the 6th; new rail January 6th, 1863, turned March 1st; new rail April 29th, turned July 3d; new rail September 29th, turned December 16th; new rail February 16, 1864, turned April 12th; new rail August 6th, still down at the date of the report. So the Bessemer rail had nearly worn out both sides of seven rails. The steel rail, it is since understood, is still in use, in good condition, and without having been turned. Here if ordinary rails are worth £7 per ton, the Bessemer rail would be worth very much more than £50. The traffic through the Crewe station is, it is well known, very great. Formerly the iron rails were worn out there in four months, each side of the rail giving two months wear. The station was laid throughout, November 10th, 1861, with steel rails rolled by the company from ingots made by Messrs. Bessemer & Co. None of these rails have yet been turned, and it is understood that they appear likely to go two years more before even the first face is worn out. Here the comparison with iron would appear to be something like twenty or more to one.

Ships' Plates.—In the case of ships' plates, Messrs. Jones, Quiggin & Co., of Liverpool, employed Bessemer cast steel almost exclusively in their ships built in 1864, and they have used large quantities of it since 1860. This firm last year launched twelve sailing ships and eleven steamers, the frames of which were puddled steel and the plates of Bessemer cast-steel. The plates are, on the average, five-eighths as heavy as iron used in like vessels, the saving in weight being, of course, added to the useful burden of the vessel on a given draught. Among the steamers will be recognized the names of the well-known blockade runners: the Colonel Lamb and Hope, each 281 feet long, with 350 horse engines; the Rasine and Raiby, 260 feet long, with 300 horse engines; the Cora Bellt, Wasp and Hornet, each 250 feet long, with 220 horse engines; and the Lynx, Fox, Bat and Owl, varying from 532 to 771 tons.

Fine Tools.—Messrs. Benjamin Hick & Sons, of Bolton, employed Bessemer tool steel in their works for some years, and, we believe, are still using it of their own make—they have become licensees some time since.

Interest and Dividends.

The Lehigh Coal and Navigation Company will pay a dividend of $2 50 per share, free of tax, on demand.

The Little Miami railroad company have declared a dividend of five per cent., free of United States Tax, payable on the 5th inst.

The coupons of the Toledo, Peoria and Warsaw railway company will be paid at the office of Messrs. Tanner & Co., No. 50 Wall street, less U. S. Tax, on presentation.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railroad fo the week ending June 2d, 1865, was as follows:

Passengers	$26,732 69
Freight and live stock	27,948 22
Mails and sundries	2,603 24
Total	$57,184 15
Corresponding week of 1864	52,008 83
Increase	$5,175 32

The earnings of the Grand Trunk Railway for the week ending May 27, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$46,170 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	67,154 00
Total	$177,360 00
Corresponding week, 1864	109,273 00
Increase	$8,087 00

The earnings of the Chicago and Rock Island Railroad for the fourth week in May, 1865, were | $77,151 00
Corresponding week of previous year | 68,615 00
Increase | $8,536 00

The earnings of the Chicago and Northwestern Railway for the 4th week of May, were | $212,126 08
Corresponding week of 1864 | 163,095 93
Increase (30.06 per cent) | $49,030 15

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending May 31, were:

	1865.	1864.
Passengers	$4,017 32	$3,808 78
Freight	22,068 11	16,780 62
Express	297 80	104 16
Mail	296 58	296 58
Total	$26,679 81	$20,940 14

Receipts from January 1 to May 31:

1865	$211,193 02
1864	200,176 08
Increase	$11,016

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ——— Ca.	200,000	5	——	30c
Acton Vale ——— Ca	50,000	5	——	5c
Adventure ——— L. S.	20,000	——	——	——
Albany and Boston "	20,000	——	20	23
Algomah ——— "	20,000	——	2	2½
Alliance ——— Ca.	200,000	2½	——	——
Allouez ——— L. S.	20,000	——	1	3
American ——— Ca.	200,000	2½	——	——
Amygdaloid ——— L. S.	20,000	——	——	25
Annapolis ——— Md.	50,000	10	——	——
Arizona ——— Ariz. T.	10,000	100	——	——
Ascot ——— Ca.	20,000	20	——	——
Astor ——— L. S.	20,000	——	1	6½
Atlas ——— "	20,000	——	1	4½
Aztec ——— "	20,000	——	1	4
Balt. and N. C. ——— N. C.	20,000	5	——	45c
Bare Hill ——— "	——	——	——	215c
Bay State ——— L. S.	20,000	——	3½	12
Beaver ——— "	20,000	——	1	——
Bedford ——— Ca.	125,000	5	——	50c
Black River ——— "	200,000	2½	——	10c
Bohemian ——— L. S.	20,000	——	7½	10½
Bolton ——— Ca.	200,000	5	——	1½
Boston ——— L. S.	20,000	——	5*	2
B. and Corinth ——— Vt.	20,000	10	——	——
Brooklyn ——— L. S.	20,000	——	2	——
Brome ——— Ca.	100,000	5	——	2
Cabot ——— L. S.	20,000	——	½	——
Caledonia ——— "	20,000	——	——	6
Cambridge ——— "	20,000	——	5	20c
Canada ——— Vt.	100,000	4	90c	90c
Carp Lake ——— L. S.	20,000	——	——	1½
Cascade ——— "	20,000	——	——	——
Central ——— "	20,000	——	——	43½
Champlain ——— Ca.	200,000	1½	——	15c
Chatham ——— "	200,000	2	——	——
Chaudiere ——— "	100,000	1	——	50c
Chester ——— "	200,000	1	——	12c
Cheticamp ——— "	30,000	5	——	1½
Chippewa ——— L. S.	20,000	——	——	——
Cleveland ——— Ca	100,000	5	——	——
Cliff ——— L. S	20,000	——	——	——
Clifton ——— "	20,000	——	——	½
Collin ——— "	20,000	——	——	——
Columbian ——— "	20,000	——	½	——
Consolidated ——— "	20,000	——	4½	9
Copper Falls ——— "	20,000	——	5	5c.
Copper Harbor ——— "	20,000	——	24½	16
Copper Hill ——— "	20,000	——	1	——
Copperas Hill ——— "	200,000	1	——	175c
Cornwall ——— Vt.	50,000	10	——	——
Dacotah ——— L. S	100,000	2	——	25c
Dana ——— "	20,000	——	——	5
Deep River ——— N. C.	20,000	——	3½	1½
Delaware ——— L. S.	——	5	——	10c
Derby ——— "	20,000	——	——	15
Devon ——— "	20,000	——	——	1½
Dorchester ——— "	20,000	——	1	4½
Douglas ——— "	20,000	——	6	7
Dover ——— Ca.	20,000	——	——	——
Dudley ——— L. S.	200,000	——	1	3½
Dunham ——— Ca.	20,000	——	——	3
Durham ——— "	200,000	2	——	25c
Eagle River ——— L. S.	200,000	5	——	25c
El Dorado (Silver) "	20,000	——	3½	3
Escot ——— Ca.	20,000	——	——	——
Essex ———	25,000	20	——	4
Etna ——— L. S.	200,000	——	——	20c
Eureka ——— "	20,000	——	——	12½
Everett ——— "	20,000	——	——	——
Evergreen Bluff ——— "	20,000	——	——	——
Flint Steel ——— "	20,000	——	5*	——
Forest City ——— "	20,000	——	——	12
Forest Shepherd ——— "	20,000	——	——	13
Franklin ——— L. S.	20,000	——	3	1
French Creek ——— Pa.	20,000	——	6	——
Gardner City ——— L. S.	100,000	5	——	35
Gardner Hill ——— "	20,000	——	——	50c
Girard ——— "	20,000	——	5	55c
Glade ——— "	20,000	——	——	6
Glencoe ——— Ca.	20,000	——	1	——
Globe ——— L. S.	200,000	1	——	10c
Grand Portage ——— "	20,000	——	1	——
Grand Trunk ——— Ca.	20,000	——	1	40
Great Western ——— L. S.	100,000	5	——	60c
Green Mountain ——— Vt.	20,000	——	2	1½
Guilford ——— L. S.	20,000	10	——	4½
Hamilton ——— "	20,000	——	5	50c
Hancock ——— "	20,000	——	——	1
Hanover ——— "	20,000	——	6½	6
Hartford ——— "	20,000	——	½	1½
Hazzard ——— "	20,000	25	12½	——
Highland ——— "	20,000	——	——	——
Hilton ——— "	20,000	——	7	5½
Hope ——— "	20,000	——	——	1½
Hudson ——— "	20,000	——	4	1½
Hulbert ——— "	20,000	——	——	2
Humboldt ——— "	20,000	——	——	4
Hungarian ——— "	20,000	——	2	2½
Huron ——— "	20,000	——	1	1½
Indiana ——— "	20,000	——	16	40
Inverness ——— "	200,000	——	——	6
Isle Haute ———	40,000	2½	——	——
Isle Roy ale ——— L.	20 000	——	——	——
		5	16	9

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ——— L. S.	20,000	——	——	——
Keweenaw ——— "	20,000	——	——	4
Kickapoo ——— "	20,000	——	1	——
King Phillip ——— "	20,000	——	2	——
Knowlton ——— "	20,000	——	1	5
Lafayette ——— Ca.	200,000	1	——	1½
Lake ——— "	200,000	1	——	14c
Lawrence ——— L. S.	20,000	——	——	——
Lemoxville ——— Ca.	100,000	5	——	50c
Logan ——— "	100,000	3	——	2
Lyster ——— "	200,000	2	——	——
Madison ——— L. S.	20,000	——	1	3
Malden ——— "	20,000	——	1	——
Mandan ——— "	20,000	——	2½	45c
Manhattan ——— "	20,000	——	2½	2½
Marquette ——— "	20,000	——	——	3½
Maryland ——— Md.	——	5	——	45c
Mass ——— L. S.	20,000	——	——	——
Massachusetts ——— "	20,000	——	——	——
Mendota ——— "	20,000	——	——	4
Merrimac ——— "	20,000	——	——	4
Meteor ——— "	20,000	——	——	——
Mesnard ——— "	20,000	——	5½	2½
Michigan ——— "	20,000	——	——	——
Middlesex ——— "	20,000	——	——	——
Mineral Hill ——— "	——	——	——	1½
Minnesota ——— L. S.	20,000	——	3½	18
Missisquoi ——— Ca.	150,000	2	——	1½
Montezuma ——— N. Mex.	300,000	5	——	——
Morrison ——— L. S.	20,000	——	——	——
Nashua ——— "	20,000	——	——	——
National ——— "	20,000	——	5½	20
Native ——— "	20,000	——	3	62½c
Naumkeag ——— "	20,000	——	1	½
Nelson ——— Ca.	200,000	1	——	10c
Nequaket ——— L. S.	20,000	——	1	2
Nevada (Silver) ——— "	20,000	——	——	——
New England ——— "	20,000	——	2	75c
Newton ——— Ca.	200,000	1	——	8c
New York ——— L. S.	20,000	——	——	½
N. Y. & Passaic ——— N. J.	100,000	5	——	——
North Cliff ——— L. S.	20,000	——	4	5
North Silver Lake ——— "	20,000	——	——	——
North State ——— "	20,000	——	3	25c
North Sutton ——— Ca.	100,000	5	——	1
North Western ——— L. S.	20,000	——	7½	35
Norwich ——— "	20,000	——	——	4
Ogima ——— "	20,000	——	——	5½
Ontonagon ——— "	20,000	——	——	2
Ottawa ——— Ca.	200,000	1	——	23c
Pacific ——— L. S.	20,000	——	——	——
Pennsylvania ——— "	20,000	25	2½	10
Petherick ——— "	20,000	——	2½	6½
Pewabic ——— "	20,000	——	3½	34
Phila. & Boston ——— "	20,000	——	15	2
Phœnix ——— "	20,000	——	——	20
Pittsburg & Boston ——— "	20,000	——	5½	60
Pontiac ——— "	20,000	——	3½	1½
Prince of Wales ——— Ca.	200,000	——	——	——
Providence ——— L. S.	20,000	——	——	½
Quincy ——— "	20,000	——	10	55
Reid Hill ——— Ca.	200,000	1	——	——
Reliance ——— L. S.	20,000	——	——	7½
Richford ——— "	60,000	5	——	——
Ridge ——— L. S.	20,000	——	——	——
Rockland ——— "	20,000	——	5	5
Roscoe ——— Ca.	200,000	1	——	——
Rudisell ——— "	——	——	——	75c
St. Clair ——— L. S.	20,000	——	3	4
St. Flavien ——— Ca.	100,000	5	——	——
St. Francis ——— "	100,000	5	——	——
St. Mary's (L. & M.) L. S.	20,000	——	5½	1½
Salem ——— "	20,000	——	1	——
Sharon Consol ——— "	20,000	——	——	3
Sheldon ——— "	20,000	——	——	16
Silver Creek ——— "	20,000	——	1	——
Silver Hill ——— "	20,000	——	——	30c
Silver Lake ——— "	20,000	——	——	——
Silver Valley ——— "	20,000	——	——	10c
Southampton ——— Ca.	100,000	5	——	——
South Bedford ——— "	200,000	2	——	30c
South Side ——— L. S.	20,000	——	3	1½
Springfield ——— Md.	——	5	——	75c
Stadecona ——— Ca.	100,000	5	——	——
Star ——— L. S.	20,000	——	7½	2½
Stark ——— Vt.	100,000	2	——	——
Strafford ———	30,000	10	——	55c
Superior ——— L. S.	20,000	——	4	4
Sussex ——— "	20,000	——	——	——
Sutton ——— Ca.	100,000	5	——	85
Toltec ——— L. S.	20,000	——	20	2
Tremont ——— "	20,000	——	5*	2
Union (L. & M.) ——— "	20,000	——	——	——
Vernon ——— "	25,000	10	——	——
Victoria ——— L. S.	20,000	——	1½	——
Vulcan ——— "	20,000	——	——	——
Washington ——— "	20,000	——	——	——
Waterloo ——— Ca.	100,000	3	4*	15c
Waukegan ——— L. S.	20,000	——	——	——
West Minnesota ——— "	20,000	——	2½	1
Wickham ——— Ca.	200,000	5	——	20c
Wickopee ——— "	100,000	5	——	5½
Winthrop ——— L. S.	20,000	——	5½	7
Wyandotte ——— "	20,000	——	——	——

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ——— N. Y.	50,000	50	——	3
East River ———	6,000	50	——	——
George's C'k C. & I. Md.	10,000	100	——	118
Harewood ———	20,000	5	——	——
Kahtadin ——— Me.	3,000	100	——	——
Lake Superior ——— L. S.	20,000	25	——	——
Massachusetts ———	25,000	1	——	——
Mount Pleasant ——— Pa.	10,000	50	——	——
Teal Lake ——— L. S.	——	——	——	2
Tyson ———	20,000	10	——	8½
Lead and Zinc:				
Amenia ——— N. Y.	100,000	5	——	8½
Bucks County ——— Pa.	——	——	——	½
Canada ——— Ca.	50,000	5	——	2½
Clute ———	——	——	——	½
Crystal Lake ———	——	——	——	——
Erie ———	——	——	——	21
Gay's River ———	100,000	2	——	——
Hampton ———	100,000	5	——	——
Keystone ——— Pa.	——	——	——	1½
Lancaster ——— "	——	——	——	½
Macomb ——— N. Y.	100,000	5	——	2
Mineral Point ———	100,000	5	——	½
Mount Hope ——— N. Y.	80,000	5	2½	——
National ———	200,000	1	——	——
New Jersey ——— N. J.	12,000	100	——	110
N. Y. & Boston ——— N. Y.	100,000	5	——	·2
Oswegatchie ——— Ca.	100,000	5	——	1
Placentia Bay ——— N. F.	——	——	——	½
Ramsay ——— Ca.	20,000	25	——	——
Rossie ——— "	100,000	5	——	——
Shawangunk ——— N. Y.	100,000	5	——	——
Sussex ——— N. J.	——	——	——	40c
Union ———	100,000	5	——	57c.
Wallkill ——— N. Y.	——	——	——	25c
Coal & Anthracite:				
American ——— Pa.	37,500	25	——	62½
Ashburton ——— "	50,000	50	——	13½
Atlantic & G. C. ——— Md.	——	——	——	95c
Baltimore ——— "	——	100	——	2
Bear Valley ——— "	40,000	12½	——	15
Beaver Meadow ——— Pa.	100,000	50	——	——
Belmont ——— "	10,000	50	——	5
Big Mountain ——— Pa.	——	——	——	3½
Blackhall ——— N. S.	8,000	25	——	——
Boston & Pictou ——— "	100,000	5	——	——
Bridgeport ——— Pa.	30,000	10	——	——
Broad Mountain ——— "	50,000	10	——	——
Butler ——— "	——	——	——	10
Cape Briton ——— N. S.	200,000	2½	——	——
Carbondale ——— Pa.	——	——	——	3
Central ——— "	——	——	——	47
Clinton ——— "	——	——	——	½
Coal Brook ——— "	4,000	50	——	——
Continental ——— "	10,000	50	——	73½
Cumberland (pref.) Md.	50,000	100	——	42½
Daniel Webster ——— "	5,000	100	——	——
East Mahanoy ——— Pa.	——	——	——	——
Everhart ——— "	50,000	25	——	——
Franklin ——— Pa.	5,000	100	——	25
Fulton ——— "	60,000	5	——	4
Gilbertson ——— "	5,000	100	——	51
George's Creek ——— Pa.	10,000	——	——	102½
Grand Tunnel ——— "	4,000	100	——	50
Green Mountain ——— Pa.	——	——	——	3
Hampton & Balt. ——— Md.	——	——	——	91
Hazleton ——— Pa.	32,300	50	——	65
Henry Clay ——— "	3,000	100	——	——
International ——— N. S.	20,000	50	——	——
Lawrence ——— Pa.	2,000	100	——	5½
Locust Mountain ——— "	——	——	——	40
Lorberry ——— "	4,000	100	——	11
Macan ——— "	2,000	100	——	——
Mahanoy ——— "	1,000	20	——	——
Metropolitan ——— "	——	100	——	9
Middle Coal Fields ——— "	——	——	——	——
Milford ——— "	2,500	50	——	——
Mill Creek ——— Pa.	——	——	——	——
Mulgrave ——— "	2,000	——	——	——
Narragansett ——— R. I.	8,000	10	——	——
New Creek ——— Pa.	——	——	——	½
North. & Luzerne ——— "	——	——	——	——
Penn. ——— "	100,000	50	——	140
Penn. Cannel ——— "	6,000	50	——	——
Picton ——— "	4,000	100	——	——
Pine Knot ——— Pa.	4,000	50	——	——
Port Hood ———	4,000	100	——	——
Potomac ——— Md.	40,000	10	——	8½
Powell ——— Pa.	——	——	——	——
Preston ——— "	——	——	——	18
Princess Alex. ——— N. S.	5,000	100	——	——
Ridgeway ———	——	——	——	——
St. Clair ——— Pa.	5,000	100	——	17
Schuylkill Valley ——— "	20,000	10	——	7½
Shawmut ———	6,000	50	——	——
Short Mountain ——— Pa.	16,000	50	——	22
Stafford ———	——	——	——	——
Suffolk ———	4,000	100	——	93
Sugar Loaf ——— Pa.	——	——	——	——
Summit ——— "	40,000	20	——	——
Susq. Coal & C. Mt. ——— "	——	——	——	4½
Tamaqua ——— "	——	——	——	——
Vandermark ———	20,000	50	——	——
Wyoming Valley ——— Pa.	22,760	50	——	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ——— Col.	50,000	10	——	——
Acadia (G.) ——— N. S.	100,000	3	——	——
Albion (G.) ——— "	100,000	3	——	½
Alpine (G.) ——— Col.	150,000	10	——	——
Alps (G.) ——— "	100,000	5	——	——
American ——— "	200,000	2	——	——
Am. & Mex. (S.) ——— N. M.	——	——	——	——
Am. Pioneer ——— A. T.	——	——	——	——
Arizona (Silver) ——— "	——	——	——	——
Atlantic (G.) ——— N. S.	100,000	2	——	2
At. & Pac. (G. & S.) Nev.	50,000	10	——	33
Bay State (G.) ——— Col.	200,000	5	——	——
Beacon (G.) ——— N. S.	200,000	2	——	——
Benton (G.) ——— Col.	100,000	5	——	45c
Black Hawk (G.) ——— "	50,000	100	——	——
Boston (G.) ——— "	10,000	50	——	105
Briggs (G.) ——— "	10,000	100	——	——
Bullion (G.) ——— "	200,000	25	——	——
Burroughs (G.) ——— "	100,000	10	——	——
Canadian (G.) ——— Ca.	200,000	2	——	50c
Central (G.) ——— Col.	50,000	20	——	17½
Chaudiere (G.) ——— Ca.	100,000	5	——	90c
Chebucto ——— N. S.	100,000	5	——	65c
Colonial (G.) ——— Ca.	100,000	5	——	25c
Colorado (G.) ——— Col.	50,000	10	——	1
Consol. Gregory (G.) Col.	50,000	100	——	25
Copalinsho (G.) ——— "	200,000	20	——	——
Corisannie (G.) ——— "	100,000	10	——	6
Corydon (G.) ——— "	100,000	25	——	1
Day & Bushnell (G.) C.	300,000	10	——	——
Denver (G.) ——— Ca.	50,000	20	12½	15
Dorset (G.) ——— "	170,000	5	——	——
El Dorado (G.) ——— Nev.	100,000	—5	——	——
Empire (S.) ——— "	——	——	——	——
Empress (S.) ——— "	——	——	——	——
Eureka (G.) ——— Cal.	——	——	——	——
Excelsior (G.) ——— Col.	30,000	10	——	14
Frankfort (G.) ———	100,000	2	——	——
Garrison's (G.) ——— Col.	100,000	5	——	——
Gilbert River (G.) ——— Ca.	100,000	5	——	1
Gilpin (G.) ——— Col.	100,000	5	——	1½
Gold ——— "	100,000	5	——	3½
Gold Field ———	50,000	10	——	——
Gold Hill ———	50,000	10	——	——
Gold River ———	100,000	3	——	——
Gould & Curry (G. & S.) N.	——	——	——	——
Gunnell (G.) ——— Col.	300 000	10	——	1½
Halifax (G.) ——— N. S.	200,000	2	——	50c
Harmon (G. & S.) Nev.	——	——	——	——
Holman (G.) ——— Col.	150,000	2	——	——
Hope (G.) ——— "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	——	55c
Isabella (G.) ——— Col.	——	——	——	——
Kennebec (G.) ——— Ca.	100,000	5	——	——
Kent (G.) ——— N. S.	200,000	1	——	——
Lake (G.) ——— Col.	——	——	——	——
Lake Major ——— N. S.	12,000	50	——	——
Libertad (G. & S.) Mex.	——	——	——	——
Manhattan (G.) ——— Col.	100,000	10	——	——
Mariposa (G.) ——— Cal.	100,000	100	——	11½
Massachusetts (G.) ——— Ca.	500,000	5	——	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	——	——
Montague (G.) ——— N. S.	50,000	10	——	——
Montana (G.) ——— Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	——	——
Mt. Alpine (G.) ——— Col.	250,000	5	——	——
Mt. Vista (G. & S.) Nev.	50,000	10	——	——
New England (G.) Col.	50,000	5	——	2½
New Gregory (G.) "	50 000	10	——	——
New York (S.) ——— "	100,000	10	——	——
N. Y. & N. S. (G.) N. S.	100,000	5	——	10c
Nova Scotia (S.) ——— "	100,000	2	——	2½
Oldham (G.) ——— "	100,000	2	——	——
Otate (S.) ——— Mex.	——	——	——	——
Palma (S.) ——— "	——	——	——	——
Peck (G.) ——— N. S.	100,000	5	——	——
Peninsular (S.) ——— L. Cal.	——	——	——	——
Picacho (S.) ——— A. T.	50,000	50	——	——
Pontiac (G.) ——— Col.	50,000	30	——	——
Prince Albert (G.) Ca.	100,000	2	——	14
Quartz Hill (G.) ——— Col.	40,000	25	——	6
Quicksilver ——— Cal.	40,000	25	——	50½
Renfrew (G.) ——— Ca.	120,000	2½	——	50c
Riviere du Loup (G.) "	20,000	10	——	——
Rocky Mt. (G.) ——— Col.	——	——	——	11½
Sacramento (S.) ——— Nev.	——	——	——	——
San Antonio (S.) ——— A. T.	50,000	50	——	——
Santa Clara (Q.) ——— Cal.	——	——	——	——
Santa Rita ——— Ariz. T.	——	——	——	——
Scottie (S.) ——— Ariz. T.	——	——	——	——
Sherbrooke (G.) ——— N. S.	100,000	10	——	——
Sierra Nevada (G.) Col.	——	——	——	——
Silver Hill (S.) ——— Nev.	——	——	——	——
Sonora (S.) ——— Ariz. T.	——	——	——	——
Southam (G.) ——— N. S.	100,000	5	——	——
Stafford (G.) ——— Ca.	100,000	5	——	2½
Star (G.) ——— Col.	100,000	25	——	——
Stewart (G.) ——— Ca.	100,000	5	4	75c
Tascher (G.) ——— "	50,000	10	——	——
Victoria (G.) ——— "	100,000	2	——	——
Waverly (G.) ——— "	50,000	10	——	——
Windsor (G.) ——— Col.	100,000	10	——	——
United States (G.) ——— "	75,000	20	——	——

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	30
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	94
30 Nov. '64	—	7.5				Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poll'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	47
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	4s8,945	400,000	31,000	104,617	179,236		3	....	51½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017		—	....	—
30 Nov. '64	2.68	—				Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	5.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,251	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428		—	....	—
30 Nov. '64	1.53	—				West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47½
30 Nov. '64	2.25	—				Winnisimmet	62,154	60,000	—	930	21,389		—	....	—
30 Nov. '64	11.60	—	59	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000					2		
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	200,000					—		—
						NEW-YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.30	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	52,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	448,073	550,000	.....	19,794	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	18.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	.....	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	41½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	15
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,281	490 430	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	50
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	17½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	64,041	6,320	—	....	10
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	57,930	6,096	—	....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,308	58,006	15,984	4	....	....
31 Oct. '64	8.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	11
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,343	27½	20	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gir's F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	46
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	62
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	676,000	.....	31,545	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St Louis	208,004	208,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1885	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1865	99
2d Mortgage	50,800	7	J. & J.	1869	99
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	80,000	--	.....	.....	....
Union:					
Real Estate Mortgage	30,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	110¼
Loan of March 31, 1848 ..... registered	3,908,342	6	" "	1868	110
" " " ..... coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850 ..... coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	106¼
" " " " " ... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106¼
" " " ..... coupon		6	" "	1881	106¼
Loan of July 17, & Aug. 5, 1861 ... registered	264,155,650	6	" "	1881	106¼
" " " ..... coupon		6	" "	1881	106¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,600	6	May & Nov.	1882	103
" " " (5-20s) ..... coupon		6	" "	1882	103¼
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	95¼
" " " ..... coupon		5	" "	1904	94¼
Loan of March 3, 1864 (5-20s) ..... registered	90,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	103¼
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	----
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99¼
" " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,536,000	6	At maturity.	----	99¼
One & Two Year Treas'y Notes (legal tender)	50,556,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	" "	1867	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,422,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	822,000	6	No int'est	1868	----
" — " " (B'k of State).	610,000	6	paid for	1868	----
" — " " (" "). "	35,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,000	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	97
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'83-'85	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,985	6	" "	1877	100
" —Interest stock	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds	2,000,000	6	" "	1879	96
" —Canal bonds (sterling)	1,778,428	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	86
" " " ..... "	2,058,173	2½	" "	1886	88
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock	4,079,500	5	Jan. & July.	----	85
" — " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,500,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc.) ... "	3,902,006	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'65-'77	95
" — " " (war loan)	1,000,000	6	Jan. & July.	'81-'83	93
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1885	----
" — " (st'l'g conv.) .. "	200,376	5		1665	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	103
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly	'42-'56	----
" — " " (") ..... "	399,408	5	quarterly.	1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	85,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,095,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,580	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	125
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
— " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'54-'56	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	58,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fu (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) . "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	83,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	97
" —Capitol Loan of 1857	100,000	6	April & Oct.	1868	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ... coupon	300,000	6	" "	1883	----
" — " " S.W. Branch ... "	7,000,000	6	" "	'72-'88	87
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	78
" — " " Iron Mountain "	4,360,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. ..... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	----	----------	----------	----
" " —Notes ..... "	535,100	6	Feb. & Aug.	1870	92
New Jersey—State stock ..... registered	200,000	6	----------	----------	----
" " —State bonds (war loan) .coupon	95,000	6	Jan. & July.	Var.	----
" " — " " (" ") . "	531,820	6	" "	'65-'71	----
New York—General Fd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " — " " " " " ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'62-'74	105
" " — " " "	15,889,025	6	" "	'64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	65
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,566	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	101
" — " " (" ") ..... "	4,095,569	6	" "	1881	100½
" — " " (domestic debt)	2,400,000	6	" "	1886	105
" — " " (war loan) ..... coupon	125,680	6	" "	1883	103
" — " " (" ") ..... "	1,500	----	----------	----------	----
" —Irreducible debt (school funds, etc.) ...	279,313	"	" "	1868	----
Oregon—State scrip	2,920,408	6	Yearly.	----------	----
Pennsylvania—State Stock Loans	55,372	----	----------	due.	----
" — " " "	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,096	5	Jan. & July.	due.	86
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,253	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,960,000	5	Feb. & Aug.	1877	80
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	88½
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .... coupon	484,444	5	----------	----------	----
" " —Inscribed certificates	1,708,017	6	----------	----------	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	61½
" — " " (Intern. impr.) "	2,063,606	5	----------	Var.	40
" — " " (railroads) ... "	12,799,000	6	----------	Var.	65
" — " " (capitol) ..... "	605,000	5	----------	1890	62½
" — " " (Hermitage) . "	48,000	6	----------	1890	69
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'61-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'65	----
" " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,842	6	Jan. & July.	'83-'93	60
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'75-'95	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'79-'86	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	838,541
1861	81,531	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,010	156,980	158,204	1,678,708
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,903	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,829	92,873	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,563	138,795	135,595	1,423,459
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	196 679	245,178	224,980	307,874	375,800	324,565	336,617	321,037	2,095,470
1865	305,554	246,331	289,403	186,172	227,260	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	236,209	259,886	275,506	299,607	473,186	551,122	435,045	404,183	3,975,935
1864	273,876	317,839	390,385	371,461	466,830	521,059	482,054	519,306	655,364	708,714	705,496	545,943	5,868,297
1865	535,675	481,165	506,290	467,710	568,904	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,294	55,652	52,788	44,781	61,791	72,389	79,675	76,304	82,220	780,228
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,578	84,605	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	106,253	966,959
1862	106,269	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	206,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,519	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,722	5,235,424
1861	404,507	391,932	458,660	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,234
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	135,164	156,972	170,157	157,443	232,093	1,963,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,683	403,271	2,922,979
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	265,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	255,049	273,726	306,595	361,600	340,900	340,788	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	182,250	268,983	289,862	284,020	243,249	224,401	2,896,612
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,592	359,463	3,445,927
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,306	478,576	496,453	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	503,402	6,329,447
1865	546,410	522,555	592,276	491,297	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,113	83,059	76,764	66,863	710,225
1864	56,540	77,874	90,855	73,215	82,904	76,055	89 533	94,375	96,062	90,576	97,047	92,772	1,017,858
1865	98,112	86,626	93,503	82,186	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,226	139,761	163,615	90,366	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,462	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,856	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,687	69,353	168,417	206,055	156,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,418	186,747	212,209	159,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,255	138,084	122,706	101,710	151,170	173,870	218,485	196,495	152,172	1,764,619
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	154,972	2,088,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,723	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	309,106	375,567	334,260	348,048	3,305,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,398	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,556	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,534	2,650,702
1863	242,073	245,858	236,432	238,495	235,453	206,221	193,328	215,449	306,188	375,488	339,794	306,186	3,168,965
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,344	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	401,456	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	581,920	743,599	709,671	637,792	520,396	6,393,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	622,047	7,184,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,900	872,985	7,996,733
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,766	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,187,816	11,086,863
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,196,485	1,167,816	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,436	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	245,862	241,695	264,622	283,546	238,619	245,977	2,735,896
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,926	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,164	263,917	270,051	289,987	265,358	254,456	276,209	294,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	446,994	463,873	466,557	454,926	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,234,083
1864	436,742	532,786	617,021	669,384	757,178	936,158	711,457	1,170,241	1,125,535	754,851	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	252,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,895	277,009	261,210	249,419	277,380	307,425	401,209	364,234	379,963	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,309	487,642	5,122,934
1864	290,676	457,227	611,297	588,066	526,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	684,200	696,738	886,511	738,107	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,354	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,510	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,255	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,298	926 735
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	133,722	142,527	163,858	137,088	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	108,056	132,111	134,272	152,585	166,554	116,879	120,866	151,062	154,263	111,339	1,430,798
1864	79,735	96,843	132,806	123,987	127,010	156,538	139,926	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,000	139,171	155,753	144,001	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	868,000	7	Jan. & July.	New York.	1366	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	689,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $800,000	799,600	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	89½
" " $1,700,000	1,700,000	6	"	"	1883	89½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	100½
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	99½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " ")		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1886	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	75
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	800,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	78
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1853	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1900	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,550	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1881	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Mariette and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	110
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1855	96½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	33
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1855	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'62-'4-5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	866,000	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	90
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	105½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	92
" " (")B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	"	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	92
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	188,400	7	Jan. & July.	"	1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	950,300	7	Jan. & July.	----------	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$222,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89½
Debt to city of Baltimore	850,000	---	----	----	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "	"	1867	105
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	67
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	106
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	155,200	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1872	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	500,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1865	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	409,000	5	Jan. & July.	Philadelphia.	1907	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1850	96
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	103
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1888	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (24 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	59
2d Mortgage	937,500	7	" "	"	1883	14
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1886	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1883	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	600,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	621,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	800,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	614,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1875	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	16½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	196,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£399,900)	1,819,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	800,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1846	144,500	6	----	----	1866	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		335,010	109,500	21,632	518,985	30.2	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*		.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	.....	.....	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	927,822	23,579	2,582,605	116.9	.....	596,156	260,269	6	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*		793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.0	—	4	7	45	Danbury and Norwalk	347,940	66,483		307,060	100,000	—	422,290	22.8	46,938	65,999	35,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,250,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,429,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	293,229	428,518	160,702	—	.....
31 Dec. '63	57.0	—	1.8	—	7	15	177	Naugatuck	1,031,800	*		1,031,800	355,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	5.48	5.9	9.3	—	3	3	—	New Haven and Northampton	2,306,204	28,748		1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*		658,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	85
31 Mar. '64	61.1	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877		3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000	10,962	3,228,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	496,122	870,000	271,877	1,607,684	84.5	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	12.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,804	619,112	22.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	84.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	84.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	732,700	129,500	—	.....	53.0	.....	168,988	99,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	71.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	870,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,550	4,156,000	512,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,600,000	*	—	1,600,000	—	12,295	1,658,976	102.5	226,241	504,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	659,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	53	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,533	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	158.0	.....	532,543	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,558	281.0	1,104,197	2,770,484	1,273,518	7½	88½
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	494.0	1,955,519	3,090,211	1,360,499	8	106
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,541	13,147,136	242.0	.....	1,083,054	448,503	—	25½
31 Mar. '65	181.8	—	.....	—	59	09	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,389,391	1,891,709	6	96½
31 Dec. '63	121.0	138.7	60.0	—	74	31	1,459	Galena and Chicago Union	8,040,164	1,366,988	528,451	6,028,400	3,500,000	—	10,962,115	341.7	1,484,065	2,201,451	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,360,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,676,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,186,550	6,329,447	2,463,194	8	116
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	36½
31 Dec. '63	196.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	200.0	18 mos.	2,202,416	704,650	—	32
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,050,433	*	—	1,106,670	1,066,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,567	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,040	1,254,500	15,900	2,102,761	106.0	.....	442,893	158,541	—	72
31 Dec. '58	82.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,282,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	54.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,566	*	—	1,572,000	997,000	—	2,975,878	84.0	884,559	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	212,880	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	238.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,460	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,979	521,254	18	134½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	865,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,054	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	2,290,485	83,951	—	2,098,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.5	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,500,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	776,024	—	1,582,189	2,930,000	337,532	4,275,990	111.8	.....	426,406	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	...	...	.....	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,061	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	85.1	—	.....	13	5	180		Louisville and Frankfort	1,398,832	125,735	6,540	1,109,594	301,000	—	1,663,713	85.1		222,909	120,099	3	66
30 Jun. '64	155.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,606,534	3,930,500	125,670	11,586,430	300.0	841,558	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	176.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	606,260	—	3,242,318	566,000	339,297	5,855,220	80.0	180,204	481,922	223,849	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,870,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	83.7	—	.....	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,667,691	*	—	1.283,015	245,969	108,434	1,710,819	83.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	158.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	5,270,623	647,606	—	2,960,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,668,277	3,417,165	1,697,060	12	109
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,318	423.8	2,187,124	4,289,466	1,881,113	7	81
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	—	—	25	22	338	*Mississippi Central*	4,966,022	758,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	884,342	325,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '56	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.6	—	12.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	30
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,298,779	504,983	—	2,459,307	4,350,000	.....	.....	168.6	.....	444,460	192,295	—	.....
31 Dec. '62	152.6	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.5	34	30	490	*Pacific*	11,162,670	662,617	—	5,488,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,396	—	.....
2 Feb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,[illegible]86	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	123,886	—	.....
3 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Ire. Mountain*	[illegible]51,193	344,168	—	1,971,127	3,501,000	87,361	5,906,277	90.1	232,631	283,336	68,289	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	95.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	65.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,060,860	3,068,491	139,954	4,269,303	102.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	100
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,500	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,761,833	630,555	33,673,564	286.8	1,983,769	4,481,859	3,054,653	6	110½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,035,287	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,363	—	—	—	—	—	—
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,243	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	115½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	353,908	9	120
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	432,416	100,000	4,500,000	—	229,061	5,557,510	53.6	638,522	1,471,986	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	651,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	100
30 Nov. '64	44.2	30.5	27.5	—	31	78	489	Eastern	3,986,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	93
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,822	868,352	309,241	8	110
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,142	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	113½
30 Nov. '64	20.1	1.5	1.2	—	4	17	60	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	26.7	84,272	220,820	43,527	7	105
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,500	2,048,537	26.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,060	469,932	8	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	228,900	727	470,931	(Op	er. by B	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	48
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	40½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,966,854	1,178,712	10	128
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,286	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	538,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	58
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	595,258	*	—	595,588	568,000	—	.....	32.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	52.0	.....	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,739	*	—	800,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	53.9	32.2	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	8,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	127
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	3
31 Dec. '63	64.0	—	46.0	100	51	25	574	Central of New Jersey	5,901,676	773,000	609,626	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,626	53.0	.....	293,537	103,645	7	116
31 Dec. '63	33.6	—	.....	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	842,500	400,017	5,789,574	32.5	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	.....	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	.....
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,606	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	.....	.....	.....	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	229,889	154,908	6½	103
31 Dec. '62	85.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	531,803	212,500	31,743	821,984	—	82,936	90,129	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,096	—	—
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,389,085	160.5	618,290	1,134,256	317,213	5	108½
30 Sep. '63	58.5	—	14.5	—	32	37	600	Buffalo and State Line	2,289,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	58.0	595,428	1,091,944	535,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,800	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	11,469,543	4,594,725	8	76½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	143.0	1,084,836	3,581,713	1,844,287	7	103½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	866,421	52,250	6	43
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	554.9	5,900,208	12,927,899	3,500,745	9	91½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,665	5,722,850	5,677,515	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	788,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,909	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	596,340	204,000	22,567	823,480	35.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	968,884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	855,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	534,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,561	51,335	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,278	—	72,356	200,000	66,800	339,186	13.0	43,124	47,308	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,120	1,621,037	97,371	2,918,538	81.0	218,921	322,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,719	416,521	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,009	276,372	2,419,401	94.9	.....	158,953	35,572	—	—
— —	'58	223.0	.....	.....	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— —	'59	97.0	.....	.....	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,500	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	16	182	Wilmington and Manchester	2,632,737	*	322,900	1,130,470	1,046,000	51,300	2,934,509	171.9	.....	469,458	219,588	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,213	791,046	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	2.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '65	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,027	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	2,430,257	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	187.0	—	.....	—	41	39	505	Central Ohio	5,279,508	922,670	106,132	1,628,356	5,873,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,146	499,060	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	496,691	10	123
31 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	394,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	825,255	1,035,580	6,000,000	510,000	—	7,232,813	191.2	1,012,130	2 181,943	1,216,257	81	180
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	296,780	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875 209	228,851	—	45
31 Oct '63	95.5	1.2	31.5	—	31	27	501	Clev., Painesville & Ashtabula	3,566,896	739,202	800,000	3,600,000	1,508,000	—	5,166,000	96.7	562,396	2,006,623	1,268,786	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,224,666	94,320	8,251,646	203.5	.....	1,436,317	552,800	—	62
31 May '64	109.2	79.4	.....	—	37	54	539	Cleveland and Toledo	6,717,946	693,557	55,025	4,654,800	7,238,790	—	8,107,006	188.6	755,262	1,691,266	822,714	8	90
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,450	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	45	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	268,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,651	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	450,583	.....	2,452,217	2,906,000	.....	.....	142.0	.....	708,289	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	418	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	761,882	16	140
30 Jun. '63	173.8	20.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,822	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,167	620,025	269,630	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,570,000	4,545,042	20,549,420	192.3	.....	829,962	119,082	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,715	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	158.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	5,982,573	566,400	102,565	3,260 887	1,498,728	11,190	5,139,662	206.9	388,894	600,162	183,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,302	92,253	—	—
31 Dec '64	242.4	—	.....	—	48	18	999	Toledo & Wabash	10,080,918	*	—	5,427,050	6 653,365	—	10,243,015	260.0	1,244,268	2,050,022	945,492	5½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	405	Atlantic and Great Western	5,634,039	*					5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.5	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		1,763,506	3,856,000	—	3,634,060	148.0	316,747	380,489	149,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037			3,350,000	284,000	—	3,634,060	74.0	176,968	394,952	193,901	8	11½
31 Oct. '64	113.0	—	57.0	—	77	29	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		956,900	378,600	—	1,335,500	74.0	176,968	394,952	193,901	8	11½
31 Oct. '64	56.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		6,832,960	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,945	721,782	20	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		604,190	598,400	8,299	1,210,889	37.7	183,041	333,560	202,009	—	—
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	81.0	—	2.0	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	80.0	—	34.0	—	119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868			6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	58
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000			2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	30
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,700,000	—	—	3,700,000	("	"	"	")	7½	56
31 Dec. '64	200.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,386,315	5,604,810	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	25
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norristt'n	1,139,079	232,399		19,860,060	16,684,840	—	42,520,258	356.9	5,846,778	14,759,657	4,065,113	10	54
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—		1,258,100	315,500	—	1,673,100	24.0	253,729	423,147	207,893	8	56½
30 Nov. '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	5,013,054	9,940,009	10,500	14,963,554	(oper. by Penn. R.R. Co.)					20
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,095	20,072,323	7,271,879	—	27,716,253	509.5	3,328,229	9,239,341	4,306,150	15	46
31 Oct. '64	90.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		999,200	250,000	—	1,249,200	28.2	175,447	224,006	477,658	10	146½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,466	163,004		8,647,300	692,000	—	9,349,300	197.0	889,238	3,205,560	1,365,200	10	58½
31 Dec. '64	408.2	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	9
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottaville	1,178,773	112,824		8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	94½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Westchester & Philadelphia	15,760,623	—		500,000	791,597	Leas'd to Northn Cen		87,070	226,318	107,490	10	40
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,684		1,313,526	102,983	—	1,555,443	26.4	118,698	273,232	149,817	—	—
								RHODE ISLAND.				684,036	1 009,095	162,312		29.0	95,566	293,338	211,317	8	43
31 Aug. '63	50.0	—	2.0	—	12	17	105	N. Y., Providence and Boston	2,158,000	*		391,800	372,000	1,343	968,137						
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	1,508,000	256,800	—	.....	62.0	297,700	421,757	198,155	8½	115
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
								TENNESSEE.				.....	2,043,833	.....	.....	.....	.....	1,499,636	701,943	7	—
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	556,854	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	907	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,707	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.0	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	89,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,209	.....	47.4	54,175	83,129	44,686	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,580	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,558	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	305,810	107,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,706	556,275	—	2,233,376	3,257,471	896,219	6,386,186	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	82.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,046	292,587	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper. by Vt. Central				8	98
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	616,164	793,200	.....	1,301,886	23.7	48,995	64,267	28,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	.....	.....	oper. b. Troy		& Bost.	53,552	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	156,502	45,082	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,302	—	—
30 Sep. '59	105.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	455,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,555	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	121	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	328,554	218,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	559,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	156	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,064,064	163,783	79,585	6	93
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	79
30 Jun. '60	304.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,239	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,459	247,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	953,183	1,711,281	606,380	—	54
10 May, '64	105.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	46	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,682	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,889	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	75.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	90.1	402,670	407,286	191,183	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	6.9	12.0	—	14	18	271	European & North American	4,559,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	129,455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,181	—	—
								NEW GRANADA.													
31 Dec '63	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,565	5,000,000	3,375,000	—	10,703,723	48.7	.....	5 027,458	1,328,924	13	220

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	....	....
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	24
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	92½
Chicago & Northwestern (pref.)	2,400,000	7	5½	56½
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	46½
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	92
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	75
Toledo & Wabash (preferred)	984,700	7	7	60
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,000,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	92
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	....
" " sterling	4,375,000	5	"		1890	....
Preferred bonds	1,700,000	6			18..	....
Delaware Division:						
1st Mortgage	600,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	116
2d Mortgage	600,000	6	M. & S.		1870	....
Delaware & Raritan:						
See Camden & Amb. RR.	....	....	....		....	....
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	....
Interest Certificates	161,990	6	"	"	1866	....
Lehigh Navigation:						
1st Mortgage	414,008	6	M. & S.		1870	91
Six per cent. Loan	2,432,274	6	A. & O.		1884	....
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	....
2d Mortgage	57,000	6	"	"	1865	....
Morris:						
1st Mortgage	466,500	6	A. & O.		1876	100½
2d Mortgage	295,750	6	....		....	97
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	78
Improvement	568,500	6	M. & N.		1876	84
Susqueh'a & Tide Water:						
Maryland Sterling Loan	$16,000	5	J. & J.		1865	....
Md. stg. loan converted	200,376	5	"	"	1865	....
Mortgage bonds	993,000	6	"	"	1878	53
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1885	18
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	75
Wyoming Valley.						
1 t Mortgage	660,000	6	J. & J.		1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,226,595	—	....
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	4,282,950	6	53½
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	....	—	....
Sault Ste Marie	100	....	—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred).	50	2,722,607	—	27
Susquehanna and Tide Water	50	2,048,260	—	8
Union	....	....	....	....
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	8	100
Wyoming Valley	50	700,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 — @	45 —
Pig, American, No. 1	35 — @	36 —
Bar, Swedes, assorted sizes (in gold)	— — @	92 50
Bar, Swedes, assorted sizes	105 —	@175 —
Bar, English, Refined	110 —	@115 —
Bar, English, common	100 —	@105 —
Scroll, English	150 —	@210 —
Bar, American, Common & Refined	115 —	@120 —
Band, English	142 50	@ — —
Horse Shoe	145 —	@150 —
Rods, English	112 50	@190 —
Hoop, English	150 —	@230 —
Nail Rod per lb.	10 @	— 11
Sheet, Russia per lb.	24 @	— 25
Sheet, English, Single, Double and Treble	7½ @	— 10½
Sheet, Am., Single Double and Treble	7½ @	— 10½
Rails, English (gold) per ton	58 — @	— —
Rails, American	90 — @	95 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	19 @	— 24
English Spring (1st & 2d qlty.)	12 @	— 14
English Blister (1st & 2d qlty.)	13 @	— 20
English Machinery	14 @	— 16
German	15 @	— 17
American, Blister	13 @	— 16
American, Cast, Hammered	20 @	— 22
American, Cast, Rolled	13 @	— 16
American Spring	13 @	— 14
Milan (in bond)	— @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @	— 45
Sheathing, Yellow	— @	— 35
Pig, Chile	— @	— —
Bolts	— @	— 45
Braziers'	— @	— 45
American Ingot (cash)	— @	— 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @	— —
Spanish	8 37½ @	8 50
German Refined	8 37½ @	8 50
English	8 37½ @	8 50
Bar per lb.	— @	— 12
Pipe and Sheet	— @	— 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	28½ @	— —
Straits	27 @	— 27½
English	— @	— 24½
Plates, Charcoal I. C. per box	12 25 @	13 —
Plates, I. C. Coke	10 75 @	11 50
Terne, Coke	9 50 @	10 —
Terne, Charcoal	12 50 @	13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	5 50 @	— —
Clinch (cash)	6 75 @	7 —
Horse Shoe, Forged (cash) per lb.	— @	— 30
Wrought, English (cash)	— @	— 50
Ausable Horse, Norway Iron, Forged	— @	— 35
Zinc Nails (6 mos.)	— @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	35½ @	— 36
Ref'd, free, L.S. to pr. Wh. (110@120 test)	68 @	— 69
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)	50 @	— 50½
Naptha, Refined (60@63 gravity)	— @	— 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th 1.	F. 2.	Sat 3.	M. 5.	Tu. 6.	W. 7.
American Coal Co.	....	....	....	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	115	....	115	....	115	
Canton Co.	36	36½	36¾	36½	38½	
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" " pref.	92½	....	....	....	....	....
" " 1 M.	....	....	98	....	98	
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	104	....	106	
" " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	24¾	24½	24¾	24	24¾	
" " pref.	54½	54½	53¾	54½	56½	
" " 1st M.	....	....	....	79	79	
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	93¾	93¾	....	94½	96½	
" 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	59½	58½	58	58¾	62¾	
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	95	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	90	....
" " S. F. 7 p.c.	....	....	....	....	98	....
Cumberland Coal, pref.	38½	38½	39¾	39	39½	
Del. & Hudson Canal	....	....	135	136	....	
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8p.c. '71-5	....	....	....	....	....	....
" " 2M. 8p.c. '81	....	....	....	....	....	....
Erie	71¾	72½	72½	74½	76½	
" pref.	....	....	....	85	....	....
" 1 M. 7 p.c. '67	....	....	....	100½	....	....
" 2 M. 7 p.c. '79	....	....	....	102½	....	....
" 3 M. 7 p.c. '83	....	100½	100	100	....	....
" 4 M. 7 p.c. '80	....	....	95	....	....	....
" 5 M. 7 p.c. '85	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	96	....	....	....
Hudson River	100½	100	99¾	97½	101¾	
" scrip	....	....	....	....	....	....
" 1M. 7p.c. '69	....	....	102	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	117	117	....	116½	119	
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	11	11½	11¾	....	10¾	
Michigan Central	....	....	....	....	109	
" S F. 8p.c. '82	....	....	....	110	....	
" conv. 8p.c. '69	....	....	....	....	....	
M. S. and N. I.	57¾	58½	57¾	59	59¾	
" " guar'd.	....	....	....	....	....	....
" " 1M. S. F.	....	....	....	....	....	96½
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	34	....	....	....	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L. G. bonds	....	....	....	....	....	35
Missouri 6s	65	65	66	....	....	....
" iss. to H. & St. J. R.	....	....	....	76	78	
" " Pacific	67	....	....	....	....	....
New York Central	89½	89½	90	89¾	90½	
" Real Estate	....	90	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	91	90	....	....	92	
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " pref. "	....	....	....	....	....	....
" " 1M. 7p.c. '73	....	....	....	....	....	....
" " 2M. 7p.c. '64	....	....	....	....	....	....
" " 3M. 7p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	23¾	23½	23	23	24½	
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	....	....	260	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	91½	91	89½	90½	92½	
Pitts. Ft. W. & Chicago	92½	93	92½	93½	95	
" " 1M.	....	100	100	100½	101	
" " 2M.	....	....	....	95	....	
" " 3M.	....	....	83	....	....	
Quicksilver Mining Co.	50½	51	50½	49½	50½	
St. L., Alton & T. H.	....	30	....	....	31½	
" " pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	64½	64¾	65½	65½	....	
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	91	91	90	
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	94¾	95¼	95¼	95¾	95¾	
U. S 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	106¼	106¼	
U. S. 6s, 1881, cou.	108¾	109¼	109¾	109¾	109¾	
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	114	....	111	110	110¼	
U. S. 6s, 1868, reg.	112x	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, 5-20s, coupon	102¼	103¾	104	103¾	103¾	
U. S. 6s, 5-20s, new	....	103¾	103¾	103¾	103¾	
U. S. 6s, " reg.	....	103¾	103¾	103¾	....	
7.30 Notes, 1st series.	....	....	....	....	....	....
" " 2d series.	99¼	99¼	....	99¾	99¾	
American Gold	....	136¼	136	137¾	137¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	11	....	11¼
" preferred	24	....	....	....	....	....
Camden & Amboy	....	....	....	....	127	127
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	....	....	....	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	....	....	....	....	....	....
Ches. & Del. Canal 6s '60	....	....	....	....	....	92
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	95¼	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	54¼	....	54	....	53¾	55¾
" " 6s,'70	....	....	....	91	....	....
Lehigh Valley R. R.	....	....	....	....	58	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	86	....	....	....
Minehill	56	....	56	....	56	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s. 85	....	....	85	....	....	....
" " 10s.	....	....	....	....	....	....
Northern Central	....	....	45	....	....	....
Pennsylvania R. R.	55¼	....	55¼	55	54¼	54
" 1st m.	....	....	103	....	103	....
" 2d m.	97¼	....	98	....	....	....
Penn. State, 5s	....	....	87	....	....	86¼
" " 5s, coupon	....	....	89	89	....	....
" " 6s, W. L.	....	....	100	....	100¼	100
Philadelphia City, 6s	....	....	....	....	....	86
" " new	....	....	....	....	90¼	90
Philad., Germ. & Nor.	....	....	....	....	55	....
Phila. & Reading	45	....	45¼	45¼	44¼	44¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	20	....	....	....	....	....
" " 6s	....	....	92¼	92	91¼	91¼
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	27	....	27	....	....	26¼
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" " 6s '78	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	18	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	15	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	10¼	10¼	11	11
2d and 3d streets,	....	....	....	....	77	....
Spruce & Pine, "	....	....	....	....	23	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Baltimore City 6s, 1876	....	99¾	....	....	100	....
" " 1886	....	....	....	....	100	....
" " 1870	....	....	....	....	....	....
" " 1890	....	....	....	99	....	101
Balt. and Ohio	....	....	....	....	110¼	....
" " b'ds,'62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	101¼
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	100	....	....
Northern Central	....	....	45	....	45	....
" " b'ds, '85. 89	....	....	....	....	....	....
" " " 98	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston and Lowell	99¼	99	....	....	....	
Boston and Maine	....	113¼	....	....	....	
Boston and Providence	....	....	....	....	....	
Boston and Worcest.	120	120	....	....	....	
Cheshire, pref.	....	....	....	....	....	
Concord	....	57	....	....	58	
Connecticut River	....	....	....	....	....	
Eastern, Mass.	....	92¼	92¼	92¼	93	
Eastern, N. H.	....	....	....	....	....	
Fitchburg	....	....	....	110	110	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	....	....	....	....	
Northern, N. H.	78	....	....	....	....	
Old Colony and Fall R.	....	104	104¼	105	....	
Ph., Wil. & Baltimore	58¼	....	58¼	58¾	....	
Portl'd, Saco & Ports.	....	....	....	100	100	
Vermont & Canada	....	99	99	....	98	
Vermont & Mass.	40	40	40¼	....	....	
Western	....	128	129	....	128	
Broadway (Horse)	....	....	....	....	....	
Cambridge "	....	94	....	....	....	
Metropolitan "	....	....	....	47	....	
Middlesex "	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Franklin "	35	....	....	....	....	
Isle Royale "	....	....	....	....	....	
National "	....	....	....	....	....	
Minnesota "	....	....	....	....	....	
Pewabic "	....	34¼	34	34	....	
Pittsburg "	....	....	....	....	....	
Quincy "	....	....	57	55	55	
Rockland "	....	....	....	....	5	

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of May:

Maryland 6s	62	to	64
United States 6s, 1881	66	"	66¼
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	60	"	71
Pennsylvania, 1st mort., 1877	74	"	78
Do., 2d mort., 1882	69	"	71
Erie shares, $100 (all paid)	51¼	"	52¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	61¼	"	61¾
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	75	"	76
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.			
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, June 10, 1865.

Stock Exchange and Money Market.

We are gravely informed by a cotemporary that we have three hundred millions of bonds abroad, and in the event of their sudden return "we should be entirely bankrupt, the specie in the loyal States hardly exceeding forty-six millions." If this last statement be true, and the avalanche should come, we presume there would be no buyers for gold, for we should have no gold to pay for them; they would be unsaleable and remain in the hands of the foreign holders. The reshipment of bonds to this country either through fear or design, does not compel us to buy them any more than any other commodities which foreign dealers send to this country on which to raise money. The presumption is therefore a very violent one and evidently forced. On the contrary such is the growing feeling abroad in favor of this country, we believe while a spirit of speculation or of enmity might throw a portion of those bonds upon our market, especially if the Bank of England should get frightened at losing two or three millions of coin very unexpectedly, as we are told it occasionally is, yet the great majority of the foreign holders who like good investments and are able to hold them can have no such views, but will not only continue to retain them, and pocket their interest but "cry for more." The great political and financial stability of this country, and its Government can no longer be denied or even fairly disputed, and its indirect if not direct influence will be felt more than ever throughout all European financial circles. But suppose quantities should be thrown by design upon this market. The same authority in the same article from which we have already quoted assures us, that "*the supply of cash gold is abundant, and it is generally lent without interest,*" a fact that shows it is plentiful among the dealers in this commodity.

Besides the event of a return of three hundred millions at one time is impossible, such a transaction has never yet been recorded in all commercial history, and would in the very act upset all commerce and endanger the property itself. We would ask whoever heard of three hundred of millions of any kind of property being suddenly moved from one country to another? And taking the worst view of it we may, it is clear if we have sold three hundred millions of dollars of bonds to foreigners, we have received the proceeds for them and could repay them in some merchantable and paying form. We are not at present liable for more than the interest. This has been promptly paid and will continue to be. We therefore dismiss the idea of our being "entirely bankrupt," we do not believe we have lost the money we have received for these bonds, but that it remains here in some tangible form ready for legitimate and honest use, whether in active trade or appearing in some new form. On the contrary, we think the fear on the other side will eventually be that we shall be too ready to pay these off, and that interest will cease too soon. The fact is that the whole amount of the bonds held abroad is only about 100 millions, and therefore the whole argument tumbles to the ground.

But we have another class of alarmists who are equally at fault; those who presume to talk about repudiation. If this doctrine was carried into the private affairs of these persons, we know no one who would be a greater loser than the erratic agitator who for political objects, no other, has absurdly promulgated it. The immense fortune of Mr. Wendell Phillips for example, might soon melt into thin air, if his own principles were applied to himself, and if his debtors should act under his own teaching. What the effect of such language may be in England, where everything is seized upon to damage the credit of our National securities we cannot yet foresee, but here it is set down as the raving of an impracticable and unphilosophical zealot whose egotism is supreme, whose dogmas are heterodox, and whose ultra opinions will never be listened to by the intelligent people of this country. Repudiation is no word to be tolerated in these United States, and he who has dealt most largely in this as well as other discreditable doctrines, stands before the

world this day in a most humiliating attitude. If Mr. Phillips is the real friend of immediate and universal suffrage among the blacks, he has damaged their case most materially by coupling it with repudiation. Our foreign readers may rest assured that we are going to conduct our financial affairs in the soundest and most unexceptionable manner, after our old fashion, and that we shall set the old world an example in this as well as in many other things they will do well to follow. We mean to pay our National debt, principal and interest. If we could devise the right method of doing so at once, the people would eagerly adopt it. There is but one feeling on this subject throughout the country, and something will yet come out of it, of this we feel assured.

Our last advices from Europe are to the effect, that our securities are again advancing in London the most unfriendly Bourse in Europe. We notice how every unfavorable rumor is caught up there to produce a decline in the price and to favor their own 3 per cents, to alarm capital out of its present tendencies, and to sow distrust in the public mind. It is really amusing to see how in the face of repeated contradictions of such statements by the occurrence of actual events themselves, every, even the slightest fictions are seized and reproduced on the London Exchange. We were to have eternal war, the South would never yield, the guerillas were to increase and multiply, and finally Texas the last ditch, was to be impregnable and would be never abandoned. All this has proved to be moonshine, the thinnest, most unsubstantial. We wait with some feeling of the ludicrous to see what will be the next device when they hear that even Texas has caved in.

Since our last we have received the official statement of the Secretary of the Treasury of the extent and character of the National indebtedness, and we give it in full in another place. It is up to the 31st of May, as late as it was possible to give it, and the following is the recapitulation of his statement:

	Amount outstanding.	Interest.
Debt bearing interest in coin	$1,108,113,841 80	$64,480,489 50
Debt bearing interest in lawful money ..	1,053,476,371 04	60,158,384 52
Debt on which interest has ceased	786,270 09	.....
Debt bear'g no interest	472,829,270 57	.....
Totals ..	$2,635,205,753 50	$124,638,874 02

LEGAL TENDER NOTES IN CIRCULATION.

	Amount.
One and two year 5 per cent. notes...	$50,856,380
United States notes, old issue.....	472,663
United States notes, new issue.....	432,687,966
Compound int. notes, act of March 3, 1863	15,000,000
Compound int. notes, act of June 30, 1864	160,143,620
Total	$659,160,569

The sum total is $2,635,753 50, from which we must deduct the amount on which interest has ceased, $786,270 09, and that which bears no interest, $472,819,270 57—total, $473,615,540 66. And our actually funded debt is $2,161,590,212.84. We have always contended and still contend that the legal tenders or non-interest paying debt will never have to be funded, that they will continue to be useful and in demand until they are absorbed in the internal revenue receipts which are large and increasing, and that as the premium on gold is generally on the decline for commercial reasons, their absorption and cancellation will be an easy task for the Treasury. This funded debt is therefore what we have chiefly to keep in view in the future, and while it is in fact so much capital, a bond of union also, and a good medium for the exchanges of other values, it is not half the debt of England, with much more real security and positive and increasing resources of every known description. A country that adds 12 per cent. a year in a decade to its profits, and nine thousand millions to its capital during the same period, need not feel at all alarmed at the prospect of being called into pay 2,000 millions within even a brief period. We shall not call upon more than one generation of our people to help us in discharging our obligations, though if we followed the example of other nations we might easily do so. There is no people on the globe more opposed to National indebtedness than ours, and twice we have liberated ourselves from it by payment in full. This we shall do again.

The gold market is quite tranquil. The rates remain about as they were with a tendency downward. The recent sale of 8,000 bales of cotton by the Government at fair prices all taken it is supposed on foreign account is equivalent to bringing about two millions of exchange into the street, and gold accordingly declines, but it is further stated that the Government is now in possession of 350,000 bales obtained through the late successes of our army in the South, which will be in the market as soon as practicable, and will produce aalmost eighty millions in gold which may finally come in payment from the other side. In addition as restrictions in the cotton trade have been taken off, and the cotton regions particularly upon and beyond the Mississippi are now allowed to profit by the remission of restrictions the movement is already commenced on a large scale. We hear from Memphis, by way of illustration, that the supplies of cotton coming into that place already are assuming a marvellous extent. It is also announced that the demand for the long wanted and useful manufactures of the North is not only enormous, but can be met only by equally enormous quantities of the staple. So that it is now estimated that the quantity still there is double of the previous calculations, and this will all come into the hands of the North and West in return for their indispensable products. We may give one fact to show how this is working. All the furniture manufacturing houses in this city are nearly denuded of their stocks by the Southern demand, and the orders they have on hand task all their skill and capital to execute. It will thus be seen that the Money Market of New York will keep right by the force of events, and as our imports continue light, we see nothing like a convulsion or drain of specie in the present or in the future. We have an internal trade of which our official statistics take no account. The commerce between the States is greater in value annually than that of England with the whole world. Political economists do not generally think of this. They look principally at the condition of our foreign commerce, but do not consider what an enormous exchange is going on among ourselves.

This is the secret of our great prosperity, and really makes us independent of the world. Another fact it is well enough to mention in reference to the strength of our financial position in respect to foreign connections. We learn that there are millions of pounds of the best tobacco ready for market in the South, which the war has prevented from being sent out of the Country, and this too we shall feel in the future of our foreign exchange. At Lynchburg in Viriginia alone, the quantity on hand is represented as being enormous. We cannot therefore indulge in the luxury of grief, as is the habit of some of our cotemporaries. On the contrary we see the silver (and gold) lining of the clouds that so lately lowered upon us, and look for a long career of National prosperity.

The money market wears a cheerful look, it is cheap as ever. Enterprise in the right direction is in no danger of any want of means, and if we look at the traffic on our railways, and the steady increase of their earnings, we see that the world is more astir than ever. If there is any want of confidence in railway shares, it is mainly to be attributed to the manner in which they are manipulated by their Managers for stock jobbing purposes, and we are happy to perceive where the symptoms of this are unequivocal, the public withdraw their confidence from them, and they are left in the hands of those who have made them the instruments of speculation.

Some of these manipulated companies are now scarcely quoted any more in the street, and ought not to be. On the other hand the best managed companies are entirely beyond the reach of these operators, being in the hands of steady holders who are satisfied with their property. We suppose that on the return to the old state of things we shall see great steadiness in railway securities, where good management is understood to be the rule, and also the exception. We are pleased to record a marked improvement in Railway shares, with the prospect of a further advance, as may be demonstrated from the operations of the past week.

Government securities are in good demand, notwithstanding the 3d series of 7-30s remains for subscription. It is filling up as rapidly as is desirable, and may be set down as averaging a million and more a day. The "option" of the Secretary appears now to have been a prudent arrangement on his part, and opposition to it has mainly died away. It is said in some circles that further loans may yet become necessary, but we do not see it. If the army and navy expenditures are cut down as fast as it is supposed they are and will be, we shall not only not want any more loans but will have an annual surplus of from 60 to 100 millions. So prevalent is this conviction that already it is proposed that our taxation shall be reduced as early as possible at least one third. And no doubt at the next session of Congress which we think, and have long thought will be necessary at an earlier period than that fixed by the Constitution, the proposition for this reduction may be introduced.

Money continues easy and has been loaned at even 3 per cent. on good security.

The balance in the Sub-Treasury on Tuesday

was $41,433,465 40. The delivery of the notes of the 3d series of 7-30s has commenced, and is attended with increased activity in the subscriptions.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 65; Illinois Canal bonds, 1870, 95; Illinois coupon bonds, 1865, 95; Michigan State 6s, 1878, 90; N. Y. City 5s, 1870, 90; Milwaukee and St. Paul 1st mort., 70; Chicago and Northwestern, Extension bonds, 79; Mariposa 1st mort., 45; Cary Imp. Co., 22⅝; Smith and Parmalee Gold, 6; Atlantic M. S. S. Co., 174; Central Coal Co., 42; Bank of Commerce, 106½; Bank of Commonwealth, 103; Park Bank, 145⅛; 1st National Bank, 208; Metropolitan Bank, 145; Bank State of New York, 112; Importers and Traders Bank, 105; Shoe and Leather Bank, 101; Fulton Bank, 150; St. Nicholas Bank, 100.

Philadelphia.—West Chester 7s, 100; do., 8s, 77; Reading mort. 6s, 96; Union Passenger R.R., 20; Locust Mt. Coal, 40; Big Mt., 3⅜; Fulton, 4; Green Mt., 2; Lehigh Zinc, 30; Farmers and and Mechanics Bank, 117; Manufacturers Bank, 30; Consolidation Bank, 38; Atlas Oil, ⅝; Allegheny and Tideoute, 1; Allegheny River, 2; Big Tank, 1¾; Bull Creek, ⅞; Bruner, ⅜; Caldwell, 2; Curtin, 5; Continental, ¾; Cow Creek, ⅛; Cherry Run, 1⅜; Dalzell, 3⅛; Densmore, 1¼; Duncard, ⅞; Excelsior, ⅝; Egbert, 2⅜; Eldorado, ½; Hyde Farm, 2¼; Jersey Well, 1⅝; Junction, 2½; Keystone, 1; Maple Shade, 16; McClintock, 2⅛; Mingo, 2¼; Oil Creek and C. R., 2⅛; Olive Branch, 1½; Perry, 1; Royal, ⅞; Rose Farm, 1⅛; Story Farm, ⅞; St. Nicholas, 1⅝; Sugar Dale, 1½; Schuylkill and Oil Creek, ⅜; Starr, ⅜; Tionesta, ⅞; Tarr Home, 4⅛; Venango, 1½; Winslow, ⅞; Walnut Island, 1. The latest quotations are: City 6s, 90@91; do., new, 90@94; State 5s, 87@88; do., coupon, 88@91; do., 6s, W. L., 100¾@101; Phila., Wil. and Balt., 58¾; Reading, 45⅛@45¼; do., 6s, 1870, 92½@95; do., bonds, 95@96; Camden and Amboy, 126@127; Penn. R. R., 55@55½; do., 1st mort., 103@103½; do., 2d mort., 97@97½; Little Schuylkill R. R., 25@30; Morris Canal, 75@87⅛; do., pref., 110½@120; do., bonds, 87@96; Wyoming Valley Canal, 50@57; do., 6s, 90@95; Susquehanna Canal, 6@8¼; do., 6s, 48@49⅛; Sch. Nav., 20@22; do., pref., 27@27; do., 6s, 1882, 77@78; Union Canal bonds, 15@20; Delaware Div. Canal, 28@32; do., bonds, 95@95; Elmira and Williamsport, 29@30; do., pref., 46½@46¾; do., 7s, 1873, 92@98; do., Chattle 5s, 65@80; Long Island R. R. 6s, 85@86; Lehigh Coal and Navigation, 54¼@55; North Pennsylvania, 22¾@25; do., 6s, 85@85¼; do., 10s, 106@106; Philadelphia and Erie, 20@21; do., 6s, 92@93; Minehill, 55¼@57; Catawissa, 11@11¼; do., pref., 23½@24; Lehigh Valley, 59@59; do., bonds, 90@96; Fifth and Sixth streets, (horse,) 40@46; Second and Third, 77@80; Race and Vine, 9@11; West Philadelphia, 62@65; Spruce and Pine, 20@22; Green and Coates, 30⅛@35; Chestnut and Walnut, 44@50; Arch, 13@15; Thirteenth and Fifteenth, 21@25; Girard College, 21@26; Tenth and Eleventh, 45@46; Norristown, 54@56¼.

Boston.—Northern (Ogdensburg) 2d mort., 20; Boston, Hartford and Erie bonds, 66½; Rutland and Burlington 1st mort., 59; do., 2d mort., 14; Vermont Central 1st mort., 72; Connecticut and Pass. Rivers R. R. 6s, 95; Massachusetts 6s, 1871 and 1876, 104; New Hampshire 6s, 1877, 93; Augusta 6s, 1870, 89¼; Boston 5s, 1868, 98; Hallowell 6s, 1870, 88½; Chicago 7s, 1888, sewerage, 99¼; Cambridge Water Works, 6s, 94½; Boston Water Power Co., 35; Cary Imp. Co., 22; Union S. S. Co., 116; Waverly Co., 3; Belmont Coal, 5; Franklin Coal, 25; Mammoth Vein Coal, 12¾; Short Mt. Coal, 22; Boston and Lackawanna Coal, 17; Cambridge Gas, 97¾; Chelsea Gas, 88; Macomb Lead, 2; New England Oil, 1; Merchants Bank, 104; State Bank, 70; Tremont Bank, 105; Suffolk Bank, 117; Massachusetts Bank, 122; Market Bank, 100; Old Boston Bank, 66; National Bank, 98; Copper Falls Mining Co., 17¼; Canada, 80c.; French Creek, 40c.; Huron, 40; Native, 50c.; Phœnix, 12; Star, 2½; Toltec, 1⅜; Winthrop 1½.

Baltimore.—Marietta and Cincinnati bonds, 84; Western Md. bonds, 75; N. W. Va. 2d mort., 94; City Passenger R. R., 18; Guilford Mining Co., 0.50; Santa Clara, 17¾; Gardner Hill, 0.85; Copper Hill, 1.75; Penn. Oil, 0.90; Lake Chrome, 0.15; Baltimore Chrome, 1.50; Maryland Anthracite, 23½; People's Bank, 15; Franklin Bank, 12; Merchants Bank, 107½. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1867, 99@100; do., 1875, 100½@101½; do., 1880 100½@101½; do., 1885, 98½@100; Northern Central, 45@45½; do., bonds, 1885, 89½@89¾; N. W. Va. 1st mort., 96@100; do., 2d mort., 93@95; do., 3d mort., 23@30; do., guar., 93@95; Marietta and Cincinnati 7s, 1891, 83½@85; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 70@80; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100@101; Baltimore 6s, 1876, 97½@99; do., 1873, 97@101; do., 1875, 99@100; do., 1886, 99@100; do., 1890, 101@101; do., coupon, 99½@100; do., 5s, 1838-'70, 80@88; City Passenger R.R., 17½@18; Canton Co. 36@36½; Gardner, 0.75@0.95; Gas Coal, 1.15@1.75; Maryland, 0.40@0.50; North State, 0.25@0.25; Springfield, 0.50@0.90; George's Creek, 102@108; Santa Clara, 17½@19; Balt. Chrome, 1.15@1.65; Bare Hill, 1.50@2.25; Atlantic Coal, 0.85@0.90; Mineral Hill, 1.00@1.10; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.25@4.40.

Insurance against Accidents.

Our readers will find in another place the advertisement of the New York Accidental Insurance Company, which has a capital of $250,000 fully paid up, and its place of business at 141 Broadway. Among the names of the Officers and Directors we find those of persons of the highest standing in this community. This idea of insuring against accidents has been successfully adopted for many years in England, and the system has been found not only beneficial to the public, but remunerative to the companies. This New York Company has already acquired such a hold on the public favor that it has issued policies to the extent of a million of dollars, and among the assured are many of our most prominent citizens.

The premiums are small, but the advantages are large. In case of death, or incapacitation for business by accident, whether in home or foreign travel, in ordinary or diversified pursuits, the parties insured by this Company may secure ample remuneration for their families or themselves. We do not doubt but that this Company will become a popular one, and be of great public and private utility.

Raritan and Delaware Bay Railroad.

We invite attention to the advertisement of this company in another column. The route is very pleasant in summer, being down the Bay and through the Pines of Jersey, within the cooling influence of the sea breeze nearly the whole distance. There is less dust than by any other route, while the cars are new, clean and comfortable, and the time but five hours—being the shortest, cheapest and best route across the State for passengers going from New York to Camden.

Toledo, Peoria and Warsaw Railway Co.

At the annual meeting of the Toledo, Peoria and Warsaw Railway Company, held in Peoria, May 16th, 1865, the following gentlemen were elected directors for the ensuing year:

Charles L. Frost, of New York; John B. Brown, of Portland; E. Weston, H. G. Marquand, Zeno Secor, Jas. W. Smith, of New York; and Wm. H. Cruger, of Peoria.

And at a subsequent meeting of Directors held in New York, on the 26th ult., the following gentlemen were elected officers for the ensuing year: Charles L. Frost, President; Wm. H. Cruger, Vice-President; D. W. McWilliams, Treasurer; Thos. H. Williams, Assist. Secretary.

Trial of a Steam Passenger Car.

A "Dummy Engine" enclosed in a compartment of an elegant car, filling a space not much larger than that of the platform occupied by the driver of horse cars, made a trial trip in Chelsea recently, on the Lynn and Boston Horse railroad. The trip was highly successful. The engine was built at an expense of $6,000, and weighs five tons. The Lynn and Boston Railroad Co. intend to use the "dummies" on the journey to Lynn.

☞ J. F. D. Lanier, Esq., has been elected a director of the Erie Railway Co., to fill a vacancy.

☞ The certificates of stock of the Pittsburg, Fort Wayne and Chicago Railway Company, are hereafter to be registered at the Third National Bank, corner of Nassau and Cedar streets.

Cleveland and Pittsburg Railroad.

The earnings of this road for five months, viz: December 1, 1864, to May 1, 1865, were $1,013,617 62, against $883,537 34 in the corresponding period of the previous year—an increase of $130,080 28. The following is a statement of receipts and expenses for fiscal year 1864, as per the annual report:

Gross receipts		$2,512,315 50
Operating expenses		1,505,636 54
		$1,006,678 96
Lease of track	$8,5000.00	
P. F. W. & C. div. of earn'gs.	102,689.51	
		187,689 51
		$818,989 45
Interest on bonds		289,109 71
		$529,879 74
Dividends in April, 1864.	$159,253 00	
Dividends in Oct., 1864.	161,355 00	
		320,608 00
		$209,271 74

Railroad Earnings--Monthly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of May, 1865, were.....$353,194 00
Corresponding month of previous year 267,126 00

Increase..... $86,068 00

For the first quarter of the present fiscal year, the earnings have been $1,132,761, against $936,-231 in she corresponding period of the previous year—an increase of $196,530.

The earnings of the Chicago and Rock Island Railroad Company for the month of May, 1865, were.....$227,260 00
Corresponding month of previous year 198,679 00

Increase..... $28,581 00

The earnings of the New York Central Railroad for the month of May 1865, were $1,204,435
Corresponding month of previous year. 1,004,435

Increase $200,000

The earnings of the Chicago and Northwestern Railroad in May 1865, were.....$568,903 82
Same period last year..... 466,830 10

Increase (21.86 per cent.).....$102,073 72

The earnings of the Michigan Central Railroad for the month of May, 1865, were....$401,455 65
Corresponding month of previous year 271,552 73

Increase.....$129,902 92

Journal of Railroad Law.

EXEMPTION OF COMPANY FROM LIABILITY FOR ACCIDENTS UNDER SPECIAL AGREEMENT.

The case of the Indiana Central Railway Company against Mundy, decided in the Supreme Court of Indiana, is interesting as illustrating the liability of a railway company for accidents after a contract with the passenger that the latter assumed all risk of personal injury.

The action was brought by Mundy against the company to recover damages for an injury received by him while riding upon a train of cars of the defendant, through the alleged carelessness of the agent of the company. Verdict and judgment for the plaintiff.

The facts are briefly these: the plaintiff shipped on board the defendant's cars at Indianapolis, a steam fire engine, to be transported to Richmond, on which he paid the freight. He also, being desirous of accompanying the engine, with his assistant, procured from the company without further consideration than the freight on the engine, a pass, in the following terms, viz:

"Conductors: Pass free, F. Munday & S. Wicks from Indianapolis to Richmond.

J. S. NEWMAN,
Pres't Ind. Central Railway Co.

(Turn over.)"

On the back of which were printed the following words: "It is agreed that the person accepting this ticket assumes all risk of personal injury and loss or damage to property whilst using the same on the trains of the company."

About the time the train on which the engine was placed was about to start, the plaintiff entered a passenger carriage which was attached to the back end of the train, having inquired and being told that that car was going to Richmond. The train started with the carriage which the plaintiff had entered attached. The train proceeded a short distance when an employee of the company told the plaintiff to get into the car ahead if he was going in that train. The plaintiff went from where he was then standing to get his carpet bag, &c., and went out upon the platform of the car and stepped with one foot across upon the car ahead, but before he could get across upon the other car as directed, the passenger car slackened its speed and separated from the other, the pin or bolt connecting them having been withdrawn without the plaintiffs knowledge, and the plaintiff fell upon the track between the cars, and was run over and severely injured by the passenger car. The car was thus detached by an employee of the company for the purpose of leaving it.

A new trial was asked on the ground that the verdict was not sustained by the evidence, and because the Court erred in giving the fifth, sixth and eighth instructions, and in qualifying the fifth instruction asked by the defendant, as will be hereafter stated.

These several instructions were as follows:

No. 5. "The endorsement upon the pass given to the plaintiff cannot relieve the railroad company from responsibility for injuries sustained by the plaintiff in consequence of gross negligence in running and managing the train.

No. 6. "The endorsement upon the pass cannot relieve the railroad company from responsibility for injuries sustained by the plaintiff, in consequence of the gross and wilful negligence and mismanagement of the agents of the company in running and arranging the train.

No. 8. "The endorsement upon the pass given to the plaintiff cannot be construed as stipulating for wilful misconduct, gross negligence, or want of ordinary care in the running and management of the train by the agents of the company; if it were competent for the company to stipulate for the gross negligence of her agents it could be done only in terms that would leave no doubt as to the meaning of the parties."

The fifth instruction asked by the defendant is as follows:

If the jury find from the evidence that the plaintiff received from the defendant the pass set out in the third paragraph of the complaint, and in the defendants answer indorsed on the back as therein stated, and the plaintiff could read the same, said pass and condition amounted to a contract between the plaintiff and defendant, which it was competent for the parties to make, and the defendant would not be liable for the injuries received by the plaintiff while he was riding upon said train and using said pass. "This charge was given," but the Court added at the end, "except for wilfully gross negligence on the part of the defendant."

WORDEN, J.—Counsel have discussed the question whether a common carrier can by contract exempt himself from liability for the consequence of his negligence. We shall not, in the present case decide that question, it being unnecessary to do so. We may remark, however, that the authorities upon the point seem to be conflicting. In a late case in New York it was held that such a contract with a gratuitous passenger was valid. Wells *vs.* The New York Central R. R. Co., 24 N. Y., 181; *vide* also Perkins *vs.* same, *i. d.*, 196. It is thought that the weight of American authorities is the other way, but we pass this point without expressing any opinion upon it either way.

We go back to the terms of the pass or contract in question. By that the plaintiff "assumed all risk of personal injury and loss or damage to property whilst using the same on the trains of the company." Without undertaking to determine precisely what risks the plaintiff assumed by this contract, we think it clear, under the authorities, that he did not assume any risks arising from the gross negligence of the servants of the defendant in running the train. It may be that there is no foundation for the classification of the degrees of negligence as "slight," "ordinary" and "gross," and we should say negligence without the epithet "gross." *Vide* the cases above cited from New York, also Story on Bailment-Sec. 17 and note.

The following authorities on the construction of the contract seem to us to be in point and decisive. New Jersey Steam Navigation Company *vs.* Merchants Bank, 6 How. U. S., 344. There one Harnden had shipped goods with a carrier to be transported. The Court say (p. 383,) "The special agreement in this case, under which the goods were shipped, provided that they should be conveyed at the risk of Harnden; and that the respondents were not to be accountable to him or to his employers in any event for loss or damage. The language is general and broad, and might very well comprehend every description of risk incident to the shipment. But we think it would be going farther than the intent of the parties upon any fair and reasonable construction of the agreement, were we to regard it as stipulating for wilful misconduct, gross negligence, or want of ordinary care, either in the seaworthiness of the vessel, her proper equipments and furniture, or in her proper management by the master and hands. * * * * If it is competent at all for the carrier to stipulate for the gross negligence of himself and his servants or agents in the transportation of the goods, it should be required to be done at least in terms that would leave no doubt as to the meaning of the parties."

In that case the language of the contract was much broader than in the case at bar. There it was not only stipulated that the goods should be at the risk of Harnden, but it was further agreed that the respondents were not to be liable in any event for loss or damage. In Wells & Tucker *vs.* The Steam Navigation Company, 4 Selden, 375, it was held that where a boat was to be towed "at the risk of the master and owners," the contract had reference to the perils of navigation not arising from the gross negligence of the contractor. That a stipulation in a contract to exempt from gross negligence must be specific and distinct. It will not be implied from a clause containing a general expression which might otherwise be construed." To the same effect is the case of Wright *vs.* Gaff, 6 Ind., 416. There a flat boat was to be towed at the risk of the owner. It was held that the steamer towing the boat was liable for gross negligence.

The above cases in Howard and Selden are approved in Perkins *vs.* N. Y. Central R. R. Co., *Supra* p. 206. *Vide* also Penn. R. R. Co. *vs.* M'Closky's Adm'r, 23 Penn., 526.

The contract in question not exempting the railroad company from gross negligence, but little more need be said in the case. We have not examined the charges given at the instance of the plaintiff very critically, though in the main they

appear to be correct; but if they were not altogether accurate, they were set right by the sweeping charge given at the instance of the defendant, with qualification appended by the Court. By this charge the Court told the jury that, under the contract the defendant would not be liable "except for wilfully gross negligence on the part of the defendant." Of the charges, taken all together, we think the defendant has no just ground of complaint.

On the evidence we cannot disturb the judgment.

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, Nov. 15, 1864, was...$13,500,751 47

During the six months there has been redeemed of the foreign loan of 1860	$436,169 02	
Of the domestic loan of 1863, (all)	4,000 00	
		440,169 02
Outstanding May 15, 1865		$13,060,582 45

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT.

Loan of 1860, 6	per cent.	interest	..	$705,336 55
" 1865, 5	"	"	..	1,015,000 00
" 1868, 6	"	"	..	379,866 00
" 1870, 6	"	"	..	2,183,531 93
" 1875, 6	"	"	..	1,600,000 00
" 1881, 6	"	"	..	4,095,309 48
" 1886, 6	"	"	..	2,400,000 00
Total foreign debt				$12,379,043 96

DOMESTIC DEBT.

Stock of 1849, not bearing interest	$1,765 00
National road bonds, not bearing interest	60 36
Union loan of 1866, not bearing int.	500 00
" 1869, 6 per cent. int.	279,213 13
" 1881, 6 per cent. int.	400,000 00
Total domestic debt	$681,538 49
Total funded debt, May 15, 1865	$13,060,582 45

The receipts into the sinking fund, and the disbursements therefrom, during the past six months were as follows:

RECEIPTS.

Balance in the Treasury Nov. 16, 1864.	$719,821 30
From taxes—sinking fund	555,376 32
From taxes—war loan fund	63,742 13
From school lands	68,699 40
From surplus revenue	14,197 95
From dividends, assets, etc	17,318 90
Total receipts	$1,439,156 00

DISBURSEMENTS.

For interest on foreign debts	$373,527 77
For interest on Union loan	30,879 06
For interest on school or trust funds	190,306 87
For redemption of foreign debt	437,825 02
For redemption of domestic debt	4,000 00
For sundry expenses	4,491 18
Total disbursements	$1,041,029 90
Balance in the Treasury	$398,126 10
Add balance in New York	61,010 32
Total amount of sinking fund on hand May 15, 1865	$459,136 42

☞ A special meeting of the stockholders of the Cleveland, Painesville and Ashtabula railroad company will be held in Cleveland on the 14th inst., for the purpose of voting upon the question of increasing the capital stock of the company one million of dollars.

Public Debt of the United States.

Official statement of the Public Debt, as appeared from the Books, Treasurer's Returns and Requisitions in the Treasury Department on March 31, and May 31, 1865:

DEBT BEARING INTEREST IN COIN.

Denominations.			Amounts. March 31, '65.	Amounts. May 31, '65.	☞	Increase or Decrease.
6	per cent.,	Dec. 31, 1867	$9,415,250	$9,415,250		$
6	"	July 1, 1868	8,908,342	8,908,342		
5	"	Jan. 1, 1874	20,000,000	20,000,000		
5	"	Jan. 1, 1871	7,022,000	7,022,000		
6	"	Dec. 31, 1880	18,415,000	18,415,000		
6	"	June 30, 1881	50,000,000	50,000,000		
6	"	June 30, 1881 (exchanged for 7-30s)	139,146,400	139,155,650	Inc.	9,250
6	"	May 1, 1867–'82 (5-20 years)	510,756,900	514,780,500	Inc.	4,023,600
6	"	Nov. 1, 1869–'84 (5-20 years)	85,789,000	90,789,000	Inc.	5,000,000
5	"	Mar. 1, 1874–'1904 (10-40 years)	172,770,100	172,770,100		
5	"	Jan. 1, 1865 (Texas Indemnity)	1,507,000	842,000	Dec.	6,165,000
6	"	July 1, 1881 (Oregon War)	1,016,000	1,016,000		
7-30	"	Aug. 19, and Oct. 1, 1864	615,250		Dec.	515,250
6	"	June 30, 1881	75,000,000	75,000,000		
Aggregate of debt bearing coin interest			$1,100,361,242	$1,108,113,842	Inc.	$7,752,600

DEBT BEARING INTEREST IN LAWFUL MONEY.

4	per cent.,	Temporary Loan } 10 days notice	$650,477	$650,477		$
5	"	" }	5,708,262	11,365,820	Inc.	5,657,558
6	"	" }	46,093,589	59,412,425	Inc.	13,317,836
6	"	Certificates (one year)	171,790,000	126,536,000	Dec.	45,254,000
5	"	One and two years notes	69,522,350	50,856,380	Dec.	18,665,970
6	"	Three years' compound inter notes.	156,477,650	175,143,620	Inc.	18,665,970
7-30	"	Three years' Treas'y notes, 1st series	300,000,000	300,000,000		
7-30	"	" " 2d series.	812,800	300,000,000	Inc.	299,187,200
7-30	"	" " 3d series.		29,511,650	Inc.	29,511,650
Aggregate of debt bearing lawful money int'st.			$751,055,128	$1,053,476,371	Inc.	$302,421,243

DEBT ON WHICH INTEREST HAS CEASED.

Three years' notes (7-30s)	$	$456,150	Inc.	$456,150
Other bonds and notes	349,420	330,120	Dec.	19,300
Aggregate of debt on which interest has ceased	$349,420	$786,270	Inc.	$436,850

DEBT BEARING NO INTEREST.

United States notes	$400,000,000	$400,000,000		$
" " (in redemption of Temporary loan)	33,160,569	33,160,569		
Fractional currency	24,254,094	24,667,404	Inc.	413,310
Total currency	$457,414,663	$457,827,973	Inc.	$413,310
Uncalled for "pay requisitions	$114,256,549	$40,150,000	Dec.	$74,106,549
Less amount in Treasury	56,481,925	25,148,702	Dec.	31,333,223
Net floating debt	$57,774,624	$15,001,298	Dec.	$42,773,326
Aggregate debt bearing no interest	$515,189,287	$472,829,271	Dec.	$42,360,016

RECAPITULATION OF INDEBTEDNESS.

Debt bearing interest in coin	$1,100,361,242	$1,108,113,842	Inc.	$7,752,600
Debt bearing interest in lawful money	751,055,128	1,053,476,371	Inc.	302,421,243
Debt on which interest has ceased	349,420	786,270	Inc.	436,850
Debt bearing no interest	457,414,663	457,827,973	Inc.	413,310
Net floating debt (no interest)	57,774,624	15,001,298	Dec.	42,773,326
Aggregate debts of all kinds	$2,366,955,077	$2,635,205,754	Inc.	$268,250,677

ANNUAL INTEREST.

Payable in gold	$64,016,632	$64,480,489	Inc.	$463,857
Payable in lawful money	38,819,899	60,158,385	Inc.	21,338,486
Aggregate interest	$102,836,531	$124,638,874	Inc.	$21,802,343

—not, however, including interest on the three years' compound interest notes, which is payable only at maturity.

LEGAL TENDER NOTES IN CIRCULATION.

One and two years five per cent. notes	$69,522,350	$50,856,380	Dec.	$18,665,970
United States Notes (currency)	433,160,569	433,160,569		
Three years compound interest notes	156,477,650	175,143,620	Inc.	18,665,970
Aggregate Legal Tender	$659,160,569	$659,160,569		$

East Boston Land Co.

The annual report of the Directors of the East Boston Land Company, shows sales of land during the past year to the amount of $12,491, reducing the net indebtedness of the company to $28,867. The report states that there is an improved state of feeling in reference to the property of the company in the Island ward. The following directors were chosen for the ensuing year:—J. S. Farlow, H. P. Cushing, S. Pierce, T. B. Hall, J. C. Delano, J. Noble, C. Allen Browne, E. A. Kelley, John Pearce.

☞ The Kennebec and Portand railroad company have leased the Somerset railroad for 20 years, at $36,000 a year; and it is expected before the expiration of the lease measures will be taken

by which the two roads may be consolidated. The road and bridges are fast being put in good repair.

RAILROAD IRON.

1000 Tons, 56 lbs per Yard,
1000 " 50 " "

Shortly to arrrive, for sale by

FOWLE & CO.,

1m-23 **No. 11 South William St., New York.**

FOWLE & CO.,

No. 11 South William St., New York,

Are prepared to contract for the

EARL OF DERBY'S CELEBRATED

ROUND OAK IRON,

AS FOLLOWS, VIZ:

For Flats, Rounds, Squares, Half Rounds, Ovals, Convex and Bevilled Iron, Angle Iron, T Iron, Boiler Plates unsurpassed in quality, Sheets, Strips and Hoops. Delivered f.o.b. in Liverpool. 6m-23

NEW YORK

Accidental Insurance Co.,

No. 141 Broadway, New York,

FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - $250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.
EDW'D W. LAMBERT, M. D., Consulting Physician.
SAMES W. ALEXANDER, Attorney.
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on $10,000, without compensation, $30; with compensation of $50 per week in case of injury, $50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

IF AGAINST DEATH WITH COMPENSATION,

the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS,

include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke; the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

INDUCEMENTS:

The rates of premium are very low.

No MEDICAL EXAMINATION IS REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

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RARITAN AND DELAWARE BAY R. R.

NEW YORK TO CAMDEN.



FROM PIER 3, N. R., DAILY, at 11 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton.

And 4.15 P. M., for Highlands, Middletown, Red Bank Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squamkum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid Steamer JESSE HOYT will leave as above, daily, at 11 A. M., for Camden direct, through in 5 hours. Fare $2; Excursion tickets, good for three days, $3 00.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

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COMMISSION BROKERS,

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WILLIAM R. TRAVERS. JOHN D. PRINCE.

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AT SPUYTEN DUYVIL, N. Y.,

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

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MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

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J. F. D. LANIER, Prest., of Winslow, Lanier & Co. J. V. CULVER, Vice-Prest. of Culver, Penn & Co.
PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITARY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.
C. N. JORDAN, Cashier.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. W. COMPANY, PITTSBURG, May 31, 1865.

REGISTRATION OF STOCK.—Notice is hereby given that, in accordance with an order of the Board of Directors, the THIRD NATIONAL BANK OF THE CITY OF NEW YORK has been appointed Registrar of the stock of this company, and will be prepared to act as such on and after June 2, prox., at which time new certificates will be issued by the Transfer Agents at New York, Messrs. WINSLOW, LANIER & CO., No. 52 Wall street, and countersigned by the Registrar, either to the present or future shareholders, in exchange for those then outstanding. 2t-23 G. W. CASS, President.

ESTABLISHED A.D. 1846.

Chas. Washburn & Son,

WORCESTER, MASS.

MANUFACTURERS OF

IRON WIRE

OF EVERY DESCRIPTION.

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CHARLES WASHBURN. CHARLES F WASHBURN.

Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent., free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.

3m-19 HENRY A. SMYTHE, Esq., is the President.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, May 17, 1865.

THE BOARD OF DIRECTORS has this day declared A SEMI-ANNUAL DIVIDEND for the six months ending June 1, 1865, of THREE AND ONE-HALF PER CENT. on the Preferred Stock of this Company, payable (less the Government tax) at this office on and after the 20th day of JUNE next to all holders as shown by the Company's books at the close of business on the 10th day of June.

The books for the transfer of Preferred Stock for the above dividend will be closed on the afternoon of the 10th, and will reopen on the morning of the 21st of June.

The books for the transfer of both the common and preferred stocks for the Annual Meeting to be held in Chicago on the 1st of June next, will be closed on the afternoon of the 20th of May, and reopen on the morning of the 3d of June.

By order of the Board of Directors.
4t-21 JAMES R. YOUNG, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 24.] SATURDAY, JUNE 17, 1865. [WHOLE No. 1,522, VOL. XXXVIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 17, 1865.

☞ By referring to the advertisements of Messrs. FOWLE & Co., in another column, it will be seen that they have for sale 2,000 tons railroad iron 50 and 56 lbs. per yard, shortly to arrive. Messrs. FOWLE & Co., are prepared to contract for the Earl of Dudley's celebrated Round Oak Iron for Flats, Rounds, Squares, Half Rounds, Ovals, Convex and Bevilled Iron, Angle Iron, T Iron, Boiler Plates, Sheets, Strips and Hoops, delivered f.o.b. in Liverpool.

Vermont Central and Vermont and Canada Railroads.

The trustees and managers of these roads have published a statement, giving the earnings and expenditures for the fiscal year ending November 30, 1864, from which we make the following extract:

The gross earnings were		$1,413,970 51
Ordinary expenditures..	$966,328 39	
Extraordinary " ..	238,900 00	
		1,205,228 39
Net earnings		$208,752 12

The extraordinary expenditures comprise the cost of 4 new locomotives, $60,000; 6 new passenger cars, $20,400; 65 freight, 10 stock and 50 platform cars, $98,500; iron from Swanton Branch, $60,000—Total as above, $238,900.

The litigation which for many years has embarrassed the property has been adjusted, and the rights of all parties settled by a permanent decree of the Court of Chancery in Vermont.

An arrangement has also been concluded by which the past due rents of the Vermont and Canada were reduced in amount, and then funded and made a part of their capital stock. The capital stock of this Company was thus increased from $1,348,500 to $2,000,000.

This arrangement also provided, that sufficient of the income of the property, after the payment of the accruing rents to the Vermont and Canada Company should be appropriated to the construction of "the Swanton Branch," (an extension of the Vermont and Canada road from Swanton to Canada line,) and that to the extent of $250,000 of such expenditure, stock of the Vermont and Canada Company should be issued and distributed to the holders of the first mortgage bonds, which would thus bring the permanent capital of this Company up to $2,250,000.

This arrangement was afterwards confirmed by a decree of the Court of Chancery in Vermont.

In pursuance of this decree, stock of the Vermont and Canada Company has been distributed to the holders of the first mortgage bonds to the amount of $140,000, and the residue, $110,000, remains to be distributed.

The following statement exhibits the amount of the several securities in their priority, as determined by the decree of the court, viz:—

Capital stock of the Vt. & Canada Co.	$2,250,000	Int. 8 p. c.	$180,000
1st mort. bonds....	2,000,000	Int. 7 p. c.	140,000
2d mort. bonds....	1,500,000	Int. 7 p. c.	105,000
	$5,750,000		$425,000

This statement excludes the interest unpaid on the first and second mortgages, which if required to be paid, would change the result. Whether an arrangement will be made between the first and second mortgage bondholders, by which the accrued interest can be funded or otherwise disposed of, is a subject upon which the Trustees and Managers have no authority to speak. But they suggest that the interest of the property can best be promoted by a spirit of harmony among all the parties.

Since 1860, the branch into Burlington, through what is known as the "sand bank" has been fully completed, including the wharves and buildings at Burlington. The "Swanton Branch" has also been completed during the past season so as to admit of the passage of trains. This road connects at the boundary line in the town of Highgate, with the Montreal and Vermont Junction Railroad, just completed, and a shorter and more direct route to Montreal is thus secured.

A favorable connection is also made at Montreal with the Grand Trunk Railroad, for Western and Upper Canada business, having the advantage of the Victoria Bridge for crossing the St. Lawrence River, and securing to the Vermont Central line, one of the best all-rail lines between the West and the seaboard.

The business of the road has shown a steady and healthful increase for the past six years, except for the year 1861, the first year of the war, when the earnings were largely reduced. This increase may reasonably be expected to continue, unless prevented by a general disturbance of the business of the country. More business has offered than the road had capacity to do, and it has only been by taxing its equipment to its utmost limit that it has been enabled to accomplish what it has. With the addition now being made to the equipment, we believe that with a prosperous condition of the country, the income of the road can be largely increased.

The following statement will show the comparative increase of business since 1859:—

Jan. 1, 1859, to Jan. 1, 1860, earnings.	$733,358 71
" 1860, to Jan. 1, 1861, earnings.	812,194 08
" 1861, to Dec. 1, 1861, 11 mos...	692,755 58
Dec. 1, 1861, to Dec. 1, 1862.....	853,165 54
" 1862, to Dec. 1, 1863.....	1,039,927 25
" 1863, to Dec. 1, 1864.....	1,413,979 51

The Committee chosen by the bondholders to inspect from time to time the accounts of the Trustees and Receivers, and audit them, make a report, in which, after warmly commending the system of keeping the accounts of the Road, they proceed to give the result of their examination of the accounts of the Trustees. We give the following extracts:

Gross earnings of the road, from July 1, 1861, to June 1, 1862, 11 months	$731,417 73
June 1, 1862, to June 1, 1863, 1 year	941,045 59
June 1, 1863, to June 1, 1864, 1 year	1,227,807 35
June 1, 1864, to Dec. 1, 1864, 6 mo'ths	798,385 08

Besides paying the rent due to the Vermont and Canada Railroad Company, as it has accrued, there has been paid from the accumulated net earnings and other sources, the cost of

Burlington Branch, and improvements at Burlington	$377,032 55
Towards construction of Swanton Br.	220,760 16
	$597,792 71

The full cost of the Swanton Branch will be not less than $300,000, though only $250,000 of Vermont and Canada stock was appropriated by the decree for this purpose, and consequently the balance of the cost will have to be paid out of the net earnings of the roads, with no stock to repre-

sent this balance, unless provided for hereafter. This branch, ten miles in length, extends the Vermont and Canada road to Canada line, in the town of Highgate, and there connects with a new road, twenty-two miles in length, built in Canada, called the Montreal and Vermont Junction Railroad. The extension, and the new road in Canada, will enable trains going out of the Boston and Lowell depot in the morning, to enter Montreal over the Victoria Bridge in the evening, and trains leaving Boston in the evening to arrive in Montreal the next morning, without in either case changing cars, and connecting, at the latter city, with the Grand Trunk Railroad, west.

In conclusion, the Committee would say, that there seems to be no reason, why the traffic of our road should not steadily increase in the future, as it has in the past. The only embarrassment in the way of the Managers, which they find, indeed to be serious, is to provide the additional means required, to do the constantly increasing business. Much has been added, in years past, to the rolling stock, but it is still altogether inadequate for present wants. We need, to-day, twenty more engines, and cars to correspond, and if we had them could probably run up the gross receipts of the road this year towards $2,000,000.

Journal of Railroad Law.

NO ONE LIABLE TO A RAILROAD COMPANY FOR PREVENTING THEM FROM BUILDING A TRACK WHERE THEY HAVE NO RIGHT.

Railroad companies are not infrequently found laying their tracks upon land where they have really no right, under the supposition that they have it. This occurs sometimes from a misapprehension of the facts, and sometimes from erroneous impressions as to the law. In the case of the Bangor and Millford Railroad Company against Smith, the Supreme Court of Maine held that such attempts may be resisted by any person, without liability to the trespassers.

The plaintiffs in that case undertook to construct a branch track of their railroad across the public highway to Old town. The defendant, with others denying the right of the plaintiffs to construct the branch track as claimed by them, interfered and prevented the laying down of the same. For this interference the plaintiffs have brought a special action on the case, setting forth their right to construct such branch track and the doings of the defendant, by which they were prevented from constructing it.

The plaintiffs introduced evidence to prove and the witnesses testified, that at the time alleged in the writ, the plaintiffs were proceeding under the direction of their President, to build or construct a branch track of their road over the land of Samuel Veazie, in Old town, with his consent, he being at the time President; that while so engaged on the land of said Veazie, this defendant, with a large number of other men, resisted their further proceedings, and continued their opposition so long that they finally abandoned their work and never afterwards resumed it.

It also appeared from plaintiffs' testimony that their intention at the time was to construct a track across the public highway on a curved line, such as this court, in this case have decided (407 Maine 34) they had no right to construct, that the only purpose of the persons so engaged was to extend the track across the road, and the only object of the defendant and other citizens of Old town, was to resist the laying across the road; that no question was made at the time, whether they were on Veazie's land or not, and that plaintiffs object was not to build merely on Veazie's land to the street, unless the track could be carried across said street, which the defendant as a citizen of Old town, resisted.

Nothwithstanding the decision, the plaintiff now claim damages for being prevented from building said road or constructing the track upon the said Veazie's land, although they had no right to continue it across the road, the track in such case being capable of being used as a side track.

The presiding judge being of opinion that the action could not be sustained to recover such damages, the case was taken from the jury and continued, on report, with the agreement that if the action cannot be sustained, a new suit is to be entered, otherwise, the action should stand for trial.

The plaintiffs moved for leave to amend their writ, if, under the foregoing facts, any action can be sustained, so as to make it conform to their rights.

The opinion of the court was delivered by APPLETON, J. as follows:

When this case was before under consideration, the court ruled that the plaintiffs, not having brought themselves within the provisions of the law could not legally construct the branch track in the way and manner proposed by them.

The branch track described in the plaintiffs' writ, and to which all the evidence relates, crosses the public highway. The branch is an unit. The plaintiffs were desirous of and had commenced building the track as a whole, the writ alleges no intention of building a part of the same. They were undertaking to build the branch track. They had no right to do so. Undertaking, what by law they were not authorized to do, and what, if done, would have been the proper subject for an indictment, they were prevented by the defendant from executing their unlawful purpose.

The action, then, is one in which the plaintiffs' claim damages because they were prevented from doing an illegal act, and for which, if done those engaged in its commission would have been criminally punishable. It is difficult to perceive how the prevention of an offence constitutes a cause of action on the part of the would-be offender, who is interfered with in the commission of his intended offence. It is still more difficult to understand how any damages can have been sustained by reason of such interference. But it is insisted that the defendant's interference took place before the plaintiffs reached the highway over which they were about laying their track. But this does not alter the case. The branch track would be utterly useless if it were not laid its whole length. The plaintiffs had no intention of laying it a part of the way. The grievance complained of is the not being permitted to lay the branch track, not an useless portion of the same. The defendant had no objection to the laying of part of the track so long as it did not interfere with the public highway; and the case shows that the building of the track across the highway was the sole matter in dispute.

The plaintiffs' writ, coupled with the facts admitted in the case, negatives the plaintiffs' right to recover. It alleges that the track in question was "legally and properly located and established by consent of the owner of the land over which it was so established and laid out, and fully confirmed and approved by the Commissioners of Penobscot county, in a proper and legal manner." But it has been determined that the track in controversy has not been legally located and established, and that the plaintiffs had no legal right to construct the same as they proposed to do.

The claim for damages set forth in the second count is, that "by reason of such unlawful proceedings of the defendant as aforesaid, the plaintiffs have wholly lost all right and power to hold said road, and are therefore without right and power to finish said road, and to enjoy the benefits thereof; but on the contrary are daily ever since, and ever must be hereafter, subjected to great additional expense and trouble, as well as dangor, to pass their cars and trains from the mills on their track, and thus to Bangor," &c. In the first count, the damages are set forth as having arisen from the defendant's "having prevented the plaintiffs' resuming and finishing said track until the full time had expired within which the plaintiffs had right or authority to complete or construct said road," &c. The damages are alleged to follow from an interference by the defendant with the plaintiffs, in the enjoyment of certain rights, particularly that of building the branch track. But as the plaintiffs had no legal right to construct and complete the branch track, as they claimed to do, they cannot have sustained any loss from that special cause, and having lost nothing, they have set forth no ground for awarding damages to them. * * * *

The prevention of the doing an unlawful and unauthorized act does not, *per se*, constitute a good case of action on the part of the would-be and incipient wrongdoer, and that is the whole of plaintiffs' case.

The plaintiffs were therefore non-suited.

Toledo, Peoria and Warsaw Railway Co.

This company closed its fiscal year on the 14th ult. The Secretary's report made up to 1st inst. shows the following results compared with the year 1863–'64:

Gross earnings for the year ending June 1, 1865	$489,874 30
Gross earnings for the year ending June 1, 1864	312,395 04
Gain in 1864–'65	$177,479 26
Total earnings as above	$489,874 30
Operating expenses, and road and bridge repairs	278,924 58
Net earnings	$210,949 72
Paid six months' interest on $1,876,000	48,160 00
To credit of income account	$162,789 72

Equipment placed on the road from income acc'nt and sale of bonds, viz:

116 Box cars cost	$114,000 00	
Less due on same	30,000 00	
		$84,000 00
10 Coal cars		8,000 00
8 Passenger cars		14,250 00
160 Tons iron for new track to Destilleries and shops in Peoria		19,200 00
3 New locomotives	$59,000 00	
Less am't due on same	4,190 00	
		54,810 00
Brick round house and machine shops in Peoria		26,000 00
		$206,260 00

Length of road from State line to Peoria 111 miles.

Rolling stock on hand, June 1, 1865:	
15 Locomotives (5 new,) value	$225,000 00
201 Freight cars (116 new)	150,000 00
66 Flats and cattle (22 new)	52,000 00
6 Passenger cars	25,000 00
3 Baggage cars	3,000 00
5 Conductors cars	9,000 00
Value	$464,000 00

BONDED DEBT AND STOCK.

Total bonded debt	$1,600,000 00
Issued to date	$1,376,000 00
On hand belonging to the company to complete equipment	209,000 00
Due assignees C. S. & Co.	15,000 00
	$1,600,000 00
First preferred stock	$1,700,000 00
Issued to date	$1,621,783 80
On hand belonging to the company 782 shares	78,216 20
	$1,700,000 00
Second preferred stock	$1,000,000 00
Issued to date	$904,472 61
On hand belonging to the company 955 shares	95,527 39
	$1,000,000 00
Common stock authorized	$1,700,000 00
Issued to old shareholders of Peoria and Oquawka R. R. Co.	427,700 00
On hand belonging to the company 12,723 shares	1,272,300 00
	$1,700,000 00

Total bonds and stock issued:

1st mortgage 7 per cent. bonds	$1,376,000 00
Due C. S. & Co. assignees	15,000 00
	$1,391,000 00
1st preferred stock	$1,621,783 00
2d "	904,472 00
Common stock	427,700 00
Total amount of bonds and stock issued	$4,344,955 00

The above company was originally the Eastern Division of the Peoria and Oquawka Railroad Company, commencing at the State Line of Illinois, and running west to Peoria, and was reorganized by act of the Legislature of Illinois in 1863.

For reasons of difficulties with contractors the corporation was placed into the hands of Charles L. Frost, Edward Weston, and H. G. Marquand as Trustees, by mutual consent of the bondholders and contractors, and was foreclosed under the several mortgages, and was purchased by the Trustees for the benefit of parties in interest in the old company.

Principal and interest in all the indebtedness was allowed. New first mortgage bonds were issued for first mortgage indebtedness, and first preferred shares were issued for 2d mortgage bonds.

Second preferred shares were issued for contractors claims, and common stock for the original subscribers to the old company.

The company now own the following bonds and stock of the company for the purpose of purchasing additional equipments, and for building the road to Warsaw under the charter of the Mississippi and Wabash Railroad Company, which corporation is to be amalgamated or consolidated with this company, viz:

1st mortgage bonds	$209,000
1st preferred stock	78,000
2d "	95,000
Common stock	1,272,300

Distance from State Line to Peoria .... 111 miles.
From Peoria to Warsaw and Keokuk .. 116 "

Whole length will be ..... 227 miles.

The road west of Peoria is built and running from Warsaw to Carthage 18 miles, and more than 70 miles of the road between Carthage and Canton is now graded and ready for the ties and iron.

Vigorous efforts will be made the coming year to complete the road to Canton in Fulton Co.

The line runs through the most densely populated, agricultural region of Illinois, and forms in connection with the Toledo and Wabash Railroad Company, a direct line from Lake Erie to the Mississippi River, and comes into direct competition with the Chicago and Burlington Railroad Company for the Eastern business from Southern Iowa and Mississippi River, as it will shorten the line to Warsaw and Keokuk some 100 miles. Arrangements are being made to open a direct line from New York and Philadelphia to Peoria and Warsaw *via* Fort Wayne by the New Jersey Central and Pennsylvania Central Railroad Company, which will save some 12 hours in time to Peoria.

When the line is completed to Warsaw it will connect with the Alexandria and Bloomfield Railroad at Warsaw, and the Iowa and Missouri State Line Railroad to Nebraska City, forming a continuous line from New York, to connect with the "Central Pacific" to Fort Kearney; and from Keokuk it connects with the Keokuk, Des Moines and Minnesota Railroad which is now in operation to within 20 miles of Des Moines, and to which place it will be completed this year without doubt.

The Iowa and Missouri Railroad under the efficient management of E. Robinson, Esq., President, has already some 70 miles of road graded, and there appears to be a determination on the part of the people on the line to open this great highway to the Gold Region and to California before any other road in Iowa is completed to Omaha, to connect with the Union Pacific Railroad Company.

The Patent Laws.

The constantly increasing difficulties and injustice that occur both to the public and Patentee through either an actual or supposed use of a patented article, seem to demand some change in respect to the rights of Patentees and particularly to the public. Under the present system of the Patent Office, patents are issued without limit, the Patentee is guaranteed the entire monopoly; and being usually an uneducated and poor man, and elated with a prospective fortune or reward, relying with faith upon the wording of his letters patent, he devotes his entire attention and expends his last dollar for the purpose of putting his improvement before the public. This done, others adopt the plans and use them; they are duly notified of the infringement, but pay no attention. When applied to for damages or reward, deny the validity of the patent, and tell the Patentee to sue. This resort to law is well, provided both parties occupy equal grounds. The Patentee, poor, must farm out his patent to a Solicitor, who either compromises the claim for a song, or else, fatigued by the active defence, abandons the cause to give attention to something more profitable, and the patent dies a national death for want of means to prosecute the parties using it. In fact the Patent Office encourages the genius of our countrymen, promises protection in securing a monopoly, but through a desire to please the applicant by issuing patents too freely, has brought the public to disregard and treat with contempt its opinions as to the validity of a Patent it issues. Patentees decry the way in which they are encouraged by the Patent Office, to exhibit their improvements with an idea that they are to be protected, and are so robbed; while on the other hand the public denounce the Patentee as a black leg, of levying black-mail, etc., etc. Any one who has had experience in matters relating to Patents and the office, will admit the truth of the above. No nation has made greater advancement than the United States in the arts, and this is of course from our native talent which for what it has and will yet do, demands a better protection and security in reaping a reward for its labor, which in no country has been more denied than with us. The majority of our Patentees are denounced as black legs. Indeed, my experience with this class of men through a long and extensive practice in the Patent Laws has brought one rather to advise a client to abandon the idea of securing a patent; for too often have I seen them after raising the means at a sacrifice of their family comfort, fail even to receive back as much as was necessary to pay the required office fees; while their improvements are in use by the rich and unappreciating public. Then, on the other hand, the office has issued so many invalid patents, and our courts are called upon to try causes arising under these, thereby expending our public money in suits which with some alteration might be avoided, and the time saved our crowded courts in examining these questions, which time is so much required for matters more particularly pertaining to their duties. A change is demanded, as well by the general public as Patentees, and the public welfare; and with a united action of those who appreciate the necessity of a revision of our Patent Laws and the mode of issuing them, this can be effected to the general benefit of all classes, and especially Railroad Companies who have by our present system, both done and received injury. I earnestly invite the support and co-operation of all interested in the subject, and would like to have them exchange their opinions and suggestions upon this subject with me by letter or otherwise. With a unity of action we can in the next Congress have these faults corrected, and accomplish an end equally good as any improvement which claims therefor Letters Patent. Communications on the subject will receive prompt and grateful attention by

Yours Respectfully,

OCTAVUS I. NORRIS, At'ty at Law.

Lancaster Pa., June 14, 1865.

☞ The construction of the St. Louis, Vandalia and Terre Haute Railroad is still in agitation, but the progress of the preliminary work is not very rapid.

Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL of 21st January, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1863 and 1864 respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842–'3.

ROADWAY.

Extent of roadway operated by the company in the years 1863 and 1864:

Railroads Operated.	Miles of Track. 1863.	1864.	M. of Sidings. 1863.	1864.	Total. 1863.	1864.
Phila. and Reading	198.50	198.50	63.61	80.51	262.11	279.31
Willow street	3.50	3.50	0.54	0.54	4.04	4.04
Mt. Carbon & Port Carbon	5.00	5.00	7.18	7.98	12.18	12.98
Mount Carbon	7.83	7.83	2.00	2.07	9.83	9.90
Lebanon Valley	72.98	80.98	9.29	11.31	82.27	92.29
Chester Valley	21.50	21.50	1.80	1.80	23.30	23.30
Schuylkill Valley	25.23	25.23	1.49	1.71	26.72	26.94
Mill Creek	15.03	15.03	3.11	4.67	18.14	19.70
Union	3.47	3.47	0.61	0.61	4.08	4.08
Good Spring	6.75	9.10	0.72	1.72	6.51	6.51
Lorberry Creek	5.62	5.62	0.89	0.89	7.47	10.82
Little Schuylkill	29.56	32.83	18.83	16.37	48.39	49.20
East Mahanoy	8.04	10.00	1.07	1.61	9.11	11.61
Port Kennedy	....	0.78	....	....	....	0.78
West Reading	....	1.74	....	....	....	1.74
Mine Hill and Sch. Haven	....	88.12	....	44.78	....	132.90
Total miles	403.01	509.53	111.14	176.57	514.15	686.10
		403.01		111.14		514.15
Increase 1864 over 1863		106.52		65.43		171.95

LOCOMOTIVES AND CARS.

Locomotive engines and cars on the road at the close of the fiscal years:

	1863.	1864.
Locomotives—1st class engines	137	152
" 2d "	21	23
" 3d "	5	5
" 4th "	3	3
Total	166	183
On Mine Hill Railroad (not included above)	..	33
Aggregate on all roads operated	166	216

	No. of cars. 1863.	1864.	Equiv. 4 wheel. 1863.	1864.
Coal Cars—8 wheel, iron cars	3	3	6	6
" " wooden cars	2,634	3,134	5,268	6,268
" 4 wheel, iron cars	2,974	2,964	2,974	2,964
" " wooden cars	1,940	2,187	1,940	2,187
Total	7,551	8,288	10,188	11,425
Freight Cars—8 wheel, house	290	294	580	588
" " cattle	18	17	36	34
" " platform	199	535	398	1,070
" 4 wheel, house	175	202	175	202
" " cattle	2	2	2	2
" " platform	153	114	153	114
" " sand and ore	18	10	18	10
" " lime	24	66	24	66
Total freight trains	879	1,240	1,386	2,086
Passenger Cars—8 wheel	47	58	94	116
Baggage " "	12	16	24	32
Mail and Express Cars—8 wheel	8	7	16	14
Total Passenger Trains	67	81	134	162

In addition to the above there are used in the management of the road—

In the *Transportation Department:*	1863.	1864.	1863.	1864.
8-wheel house cars, wreck trains	3	3	6	6
" platform cars, with cranes	4	6	8	12
" crate cars, for sawed wood	28	8	56	16
4-wheel, house cars, wreck trains	5	5	5	5
" open cars, for cord wood	69	87	69	87
" " depot, fuel, &c	3	3	3	3
" pass. and baggage cars for stock trains, &c.	4	5	4	5
Total in Transportation Department	116	117	151	134
In use on the Mine Hill Railroad	..	79	..	80
And in the *Roadway Department*	302	370	342	449
Aggregate of all cars	8,915	10,175	12,201	14,330

OPERATIONS OF THE ROAD.

Statement of coal, merchandize and material carried in 1863, and 1864:

Coal Transported—Tons of 2,240 lbs.:		
Main Line—Anthracite from Schuylkill County	2,833,224	2,763,374
Lebanon V. Br.— " " " Pine Grove	1,461	2,024
" " " Trevorton	2,272	1,182
" " " Lykens Valley	9,637	245
" " " Lackawanna	2,813	.....
" " " Shamokin	.....	354
" " Bituminous from Broad Top Region	202,771	232,991
" " " Eagleton	1,265	696
" " " Westmoreland Co. &c.	11,818	64,711
Total tons of 2,240 lbs	3,065,261	3,065,577
Merchandize Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight	652,363	807,106
Materials Transported—Tons of 2,000 lbs.:		
Total, including ballast, timber, rails, etc.	234,071	242,908
Tonnage, including passengers in tons of 2,000 lbs	4,391,877	4,606,286
Total amount of coal to date, in tons of 2,240 lbs	32,759,683	35,825,360
Total tonnage of road to date in tons of 2,000 lbs.	44,650,029	49,256,315
Statement of passenger travel in 1863 and 1864:		
Number of passengers	576,861	1,048,521
Number of miles traveled	19,501,224	31,829,477
Equivalent number of through passengers	211,970	342,252
Number of passengers to date including Phila. Branch	5,435,308	6,490,837
Statement of Phila. Branch (3 m.) between Phila. and Schuylkill Viaduct:		
Tonnage—ice, beer, stone, etc., in tons of 2,000 lbs.	5,389	12,875
Passengers—total number	15,715	7,008
Receipts from passengers, freights, and bridge tolls.	$3,308	$4,112

TRANSPORTATION AND INCOME ACCOUNT.

	1863.	1864.
Receipts from travel	$566,520 38	$909,881 56
" freight on goods	673,142 61	953,776 45
" freight on coal	4,897,200 04	7,203,775 00
" United States mail	21,309 34	23,497 33
" miscellaneous	94,729 65	178,410 53
Total receipts	$6,252,902 02	$9,269,340 87
Balance from previous year	951,321 14	1,756,678 93
Total resources	$7,204,223 16	$11,026,019 80
Running account	$751,876 51	$1,251,451 85
Workshop "	571,165 42	994,626 32
Depot "	86,236 61	125,529 61
Superintendence	174,555 50	293,735 29
Lateral roads, expenses	4,322 28	.....
Repairs and renewals—		
Roadway	230,864 46	476,723 72
Bridges	20,587 96	26,107 74
Buildings	21,597 09	51,735 56
Machinery	32,806 00	45,250 40
Richmond wharves	32,057 14	68,631 07
Police	22,304 61	30,936 64
Sundries	13,994 73	22,791 15
Drawbacks and allowances	583,633 43	1,197,329 93
Renewal fund	370,157 59	376,342 27
Total expenses	$2,916,159 33	$4,961,190 55
Interest on Bonded debt	687,436 00	502,153 76
New Works and equipment	1,066,775 34	2,022,662 59
Sinking funds	210,830 30	392,020 30
State tax on capital for 1864	48,136 90	.....
Dividends on preferred stock	108,626 00	.....
Total disbursements	$5,032,963 87	$7,878,027 20
	$2,171,259 29	$3,147,992 60
Drawbacks on traffic for 1863 $40,396 86		
State taxes on dividends for 1863 .. 47,167 15		
So much of stock dividends of 7 per cent. on common stock declared Dec. 2, 1863, as was not provided for by bonds purchased & canceled. 327,016 35		
	414,580 36	
Dividend 15 per cent. on preferred and common stock declared Nov. 3, 1864 $2,618,129 15		
Less stock canceled in lieu of b'ds 104,000 00		
	$2,514,129 15	
U. S. and State taxes on debt 261,812 92		2,775,942 07
Reserved fund	$1,756,678 73	$372,050 53

GENERAL ACCOUNT.

	1863.	1864.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	11,661,427 64	15,902,394 32
" (for dividend)	.....	2,618,129 15
Aggregate stock	$13,213,227 64	$20,072,323 47
Loans—5 p. c. sterling bonds, 1836–'67	408,000 00	408,000 00
" 5 p. c. " 1836–'80	182,400 00	182,400 00
" 6 p. c. dollar " 1849–'70	2,950,600 00	2,856,600 00
" 6 p. c. " " 1861–'71	110,000 00	106,000 00
" 6 p. c. " " 1843–'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843–'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844–'80	810,000 00	804,000 00
" 6 p. c. " " 1848–'80	101,000 00	101,000 00
" 6 p. c. " " 1849–'80	67,000 00	67,000 00
" 6 p. c. " (conv.) " 1857–'86	2,480,500 00	564,500 00
" 7 p. c. " (L.V.) " 1856–'86	1,442,000 00	60,000 00
Aggregate loans	$10,077,300 00	$6,675,300 00
Bonds and mortgages on real estate	590,027 84	596,579 33
Balance of reserved fund	562,013 58	372,050 53
" of dividend fund	2,171,259 29	.....
Total debtor side	$26,613,828 36	$27,716,253 33
Railroad	$14,449,398 39	$14,449,398 39
Depots	477,699 22	477,699 22
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	1,493,005 90	1,493,005 90
P. R. and P. telegraph stock	20,730 00	20,730 00
Lebanon Valley Branch	4,548,878 57	4,548,878 57
Willow street Railroad	100,000 00	100,000 00
Pottsville W. W. company stock	24,304 65	24,304 65
Pottstown Gas Company stock	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock	531,312 83	531,312 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Propeller and barges	5,440 00	5,440 00
Cost of property	$25,469,544 01	$25,469,544 01
Assets—cash items	$574,308 05	$699,886 77
" stocks and bonds held by company.	1,230,385 17	1,915,599 84
Material on hand, &c	653,796 72	1,021,410 46
Debts due (current)	58,100 63	124,372 27
" (partly secured)	86,390 47	177,601 55
Total assets	$2,602,981 04	$3,938,864 89
Liabilities—debts due by company	$387,924 42	$606,679 70
" coupons to Jan. 1	262,318 00	154,758 00
" interest on real estate bonds	12,047 08	13,273 17
" dividend on preferred stock	54,313 00	.....
" sinking funds	551,290 83	561,236 49
" Cr. balance of renewal fund	190,803 37	95,495 29
" U. S. and State taxes on div.	.....	261,812 92
Total liabilities	$1,458,696 70	$1,692,150 57
Assets over liabilities	$1,144,284 34	$2,246,709 32
Total creditor side	$26,613,828 35	$27,716,253 33

PROGRESS OF THE COMPANY.

1.—Statement of the number of engines and cars, and of the mileage of engines annually, 1843–'64:

Years.	Number of Engines.	Number of cars. Passenger.	Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229

2.—Statement of the number of passengers and tons of coal, merchandize and material carried over the road annually, 1843–'64:

Years.	Passengers Carried.	Tonnage carried. Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,182
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,733	171,499	3,260,953
1863	576,861	3,065,261	652,863	234,071	4,391,877
1864	1,048,501	3,065,577	807,106	242,908	4,606,286

3.—Statement of the gross receipts annually, 1843–'64:

Years.	Passengers.	Coal.	Merchandize.	Total.
1843	$71,895	$278,840	$37,927	$394,318
1844	92,362	445,509	49,293	597,618
1845	103,411	886,939	60,588	1,000,381
1846	141,749	1,600,667	137,584	1,889,714
1847	156,201	1,698,664	136,220	2,000,945
1848	174,959	1,386,605	117,458	1,692,556
1849	155,908	1,648,900	106,347	1,933,590
1850	148,379	2,071,731	125,822	2,360,786
1851	152,432	2,018,871	123,672	2,294,975
1852	168,430	2,150,677	138,964	2,480,626
1853	225,763	2,254,694	180,612	2,688,288
1854	272,368	3,253,823	231,627	3,781,640
1855	301,952	3,664,095	325,851	4,291,898
1856	288,427	3,242,458	348,699	3,879,584
1857	322,612	2,412,923	329,986	3,065,521
1858	309,142	1,865,693	335,915	2,510,750
1859	365,720	1,883,685	474,888	2,724,293
1860	333,359	2,328,158	599,620	3,312,546
1861	338,905	2,111,023	406,321	2,905,839
1862	403,564	2,879,419	523,416	3,911,830
1863	566,520	4,897,200	673,143	6,252,902
1864	909,882	7,203,775	953,776	9,269,341

4.—Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year 1864:

Fiscal Years.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings. less Exp.	Dividends. on Common Stock Amount.	Rate.
1843	$7,119,292	$394,318	$214,923	$179,395	$.....	...
1844	9,398,354	597,613	329,442	268,171	.....	...
1845	10,276,351	1,078,031	570,726	507,305	.....	...
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,526	.....	...
1849	16,318,087	1,933,591	1,023,245	910,346	.....	...
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,294,975	1,304,291	990,684	.....	...
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8* 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,201	2,010,438	587,423	10*
1855	19,004,180	4,291,889	1,941,041	2,350,857	1,077,029	8* 4
1856	19,163,151	3,879,584	1,979,019	1,900,565	770,580	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031	.....	...
1859	24,070,835	2,724,293	1,478,477	1,245,816	.....	...
1860	24,161,889	3,312,546	1,686,561	1,625,985	.....	...
1861	24,481,217	2,905,838	1,282,133	1,623,705	.....	...
1862	25,126,389	3,911,830	1,816,055	2,095,774	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,923,151	2,618,129	15*

* Paid in stock.

In consulting the above tables it will be found that the coal tonnage varied scarcely at all in 1863–'64. The transportation earnings from coal in 1864, however, show an increase of 50 per cent. over the previous year, and in this item alone added nearly two and a half million dollars to the general revenue.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER.				
Acton ..... Ca.	200,000	5	----	18c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	26
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	45c
Bare Hill ..... "	----	----	----	215c
Bay State ..... L. S.	20,000	----	3½	11½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bromo ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	16½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	175c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	----	3
El Dorado (Silver) "	20,000	----	3½	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	34
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	55c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	5½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	2½
Hungarian ..... "	20,000	----	1	1½
Huron	20,000	----	16	39
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L.	20,000	5	16	91½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	¾	----
Maryland ..... Md.	----	5	----	45c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	10
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	33
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	3½	55
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	11
Pittsburg & Boston "	20,000	----	5½	60
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	16	59
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	4½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	4
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	75c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	4
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ..... "	20,000	----	----	----
Vernon ..... "	25,000	16	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ..... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	25c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	8½	3
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	60,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	115
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	55
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. ..... Md.	----	----	----	95c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	15
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton ..... "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central	----	----	----	47
Clinton	----	----	----	½
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	42½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	20
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	51
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ..... Pa.	----	----	----	3
Hampton & Balt. ..... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	65
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	5½
Locust Mountain ..... "	----	----	----	40
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Muigrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne ..... "	----	----	----	----
Penn.	100,000	50	----	140
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	5
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17
Schuylkill Valley ..... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ..... Pa.	16,000	50	----	21½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ..... Pa.	22,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) ..... N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) ..... "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	80,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) ..... "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ..... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	55c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ..... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ..... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) ..... Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) ..... Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ..... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ..... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ..... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) ..... Ca.	100,000	2	----	14
Quartz Hill (G.) ..... Col.	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	52
Renfrow (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	11½
Sacramento (S.) ..... Nev.	----	----	----	----
San Antonio (S.) ..... A. T.	60,000	50	----	----
Santa Clara (Q.) ..... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) ..... N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ..... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) ..... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l't in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	30
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.45	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	Co.)	9	....	94
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro	poll'n)	6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	80,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl	esex)	—	50	25
30 Nov. '64	31.65	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46
30 Nov. '64	6.54	—	263	141	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	....	51½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,350	—	—	(Lea	sed)	6	....	47½
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589	—	—	....	—
30 Nov. '64	11.80	—	52	8	—	Worcester	96,557	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	5.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.00	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	446,073	550,000	.....	19,794	7,008	—	....	—
30 Sep. '63	17.50	—	....	....	....	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	3.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	8	....	—
30 Sep. '63	4.03	—	—	—	—	Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	—
30 Sep. '63	16.00	—	—	—	40	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	533	6,876	1,473	—	....	—
31 Oct. '64	4.58	—	119	20	0	Fairmount & Arch st. (Phil.)	104,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	400 555	200,000	18,500	251,897	81,029	8	50	48
30 Nov. '64	24.23	—	223	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	31,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	30
31 Oct. '64	11.00	—	....	16	2	Hestonv,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	18
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	....	....	....	North Philadelphia	....	....	....	....	....	....	....	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	55,355	48,000	22,000	5,368	58,006	15,984	4	....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,556	1,418	—	....	12½
31 Oct. '64	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	29,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	356,774	98,563	27½	20	77
31 Oct. '64	8.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil.&Gr'nF.)	175,610	159,312	15,500	—	79,670	21,297	6	....	22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens.)	176,049	192,750	—	—	162,367	51,179	20	20	46
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	21
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	62
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	270,559	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	60,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	....	....	....
30 Nov '62	10.20	—	....	....	....	St Louis	298,604	298,604	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest, Rate.	Interest, Pay-able.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1863	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	67,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,500	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1869	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	113
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	114
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	104½
" " " " " ..... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104
" " " ..... coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 ..... registered	284,155,650	6	" "	1881	106
" " " ..... coupon		6	" "	1881	109
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103
" " " (5-20s) ..... coupon		6	" "	1882	103
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	94
" " " ..... coupon		5	" "	1904	96½
Loan of March 3, 1864 (5-20s) ..... registered	90,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	105
Treasury Notes of July 17, 1861 ..... coupon	458,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,536,000	6	At maturity.	---- ..	99½
One & Two Year Treas'y Notes (legal tender)	50,356,350	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	" "	1867	----
United States Notes (greenbacks)	423,160,569				
Fractional currency	24,667,404				
State Loans.					
Alabama—State bonds ..... coupon	2,422,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'65-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,987	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'65-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	95
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 909,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1885	80
" " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1859	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,936	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank) ..... "	660,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	60
" — " " (R. R. etc.) ... "	3,992,000	6	----------	'67-'99	----
" — " " (banks) ..... "	3,238,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63-'77	99½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'93	99½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'k'g conv.) ... "	200,376	5		1885	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	106
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1890	----
" — " " (") ..... "	148,711	5		'89-'90	104
" — " " (") ..... "	123,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1895	----
" — " " (") ..... "	600,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	415,500	6	" "	'90-'91	121
" — " " (" ") .. "	500,000	5	" "	1893	125
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	128
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" —	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	71
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	70½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	78
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1888	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,500	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1866	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	16,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	73
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	99
" — " " (" ") ..... "	4,095,309	6	" "	1881	100½
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	126,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	----	" "	1900	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,272	----	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	87
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,514	5	Mar. & Sept.	due.	----
" — " " "	3,241,896	5	June & Dec.	due.	----
" —Interest Certificates	210,252	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,528,673	5	Jan. & July.	1868	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	89
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	89½
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,599	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " " (Internal Impr.)	2,063,606	5	----------	Var.	40
" — " " (railroads) .... "	12,799,000	6	----------	Var.	65
" — " " (capitol) ..... "	600,000	5	----------	1890	62½
" — " " (Hermitage) .. "	48,000	6	----------	1890	74
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	60
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1992	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ..... "	100,000	6	" "	1877	----
" — " " (" ") ..... "	1,100,000	6	" "	'76-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	367,566	3,709,970
1865	354,755	383,147	449,815	406,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	838,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	126,897	141,174	122,487	104,254	80,286	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	205,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,595	139,049	134,509	145,859	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,459
1863	140,024	130,225	122,512	128,796	144,995	170,937	139,142	160,396	210,729	216,030	196,435	201,134	1,959,967
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	338,617	321,007	3,095,470
1865	305,554	248,331	289,403	186,172	227,290	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	240,209	259,888	275,506	299,607	473,186	551,122	415,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,530	521,059	482,054	519,306	655,364	708,714	705,496	545,943	5,868,297
1865	535,675	481,165	506,290	467,710	568,904	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,504	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,685	50,350	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,209	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,244	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,561	150,097	143,536	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	128,000	100,000	113,515	154,245	182,110	183,549	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	312,593	372,296	380,343	349,963	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,048
1860	354,000	345,000	433,311	457,161	393,409	263,409	319,955	477,642	600,124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,254
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,549	1,035,221	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,689	175,773	121,123	141,289	115,444	125,505	155,164	156,973	170,157	157,443	232,073	1,935,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,560	167,220	180,000	193,961	169,549	230,270	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,557
1862	307,330	281,569	308,963	202,346	192,442	151,427	159,769	193,442	212,118	289,911	270,082	403,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	296,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,356
1865	525,936	418,711	424,870	311,540	361,759	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,800	183,060	193,931	248,971	258,643	321,089	245,163	225,196	2,664,849
1861	321,844	279,268	229,334	192,054	199,488	177,829	180,280	268,983	289,862	284,920	243,249	234,401	2,999,612
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,893	359,493	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	406,372	510,100	424,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	524,555	592,276	491,297	454,604	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,666	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38 203	53,778	60,540	64,306	35,326	40,706	55,704	52,864	77,112	83,059	76,764	68,843	710,225
1864	56,540	77,874	90,855	73,215	83,964	78,055	89 533	94,375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,626	93,503	82,186	78,842	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,595	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	87,920	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	100,661	154,569	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	106,417	205,925	138,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,416	186,747	212,200	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,680	146,943	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,842	175,481	134,688	127,273	196,821	233,851	273,722	263,492	134,972	2,058,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	225,690	276,181	221,205	189,077	2,189,077
1862	163,162	153,728	187,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	309,284	279,859	2,647,823
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,954	411,806	4,120,153
1865	363,996	366,861	413 322	366,245	363,194	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,233	242,089	200,134	2,124,214
1862	230,160	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,454	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,169	375,488	339,704	300,186	3,168,056
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	408,885	405,510	376,470	3,969,010
1865	306,324	279,157	344,228	337,240	401,456	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	691,920	745,599	709,671	637,792	520,296	6,305,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	623,047	7,164,622
1861	489,065	420,798	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,541	892,744	1,018,375	968,228	1,002,788	9,993,544
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,167,818	11,069,883
1864	921,831	936,587	1,069,024	1,105,664	1,004,435	1,029,736	1,055,703	1,273,117	1,450,076	1,193,435	1,167,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	285,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	295,358	334,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,684	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815,902	746,955	526,009	6,324,682
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,581	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,935	286,544	231,253	191,176	2,335,264
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,231	370,983	3,745,210
1863	337,350	366,598	461,965	462,987	427,094	395,545	350,753	407,077	463,569	508,814	466,300	487,642	5,122,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	626,647	675,360	701,352	691,556	914,582	7,120,466
1865	684,260	606,738	886,511	738,107	601,238	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,559	96,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,590	51,296	926 725
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,557	162,858	127,086	94,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,576	116,214	168,219	170,880	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	162,585	105,554	116,379	129,686	151,052	134,593	111,329	1,436,708
1864	79,735	96,843	132,896	123,967	127,010	156,538	139,526	244,114	243,840	221,570	220,209	205,154	2,060,402
1865	144,084	139,171	155,753	144,001	138,738	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	950,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	998,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1875	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1565	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '50, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $300,000	790,600	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	99½
" " $1,700,000	1,700,000	6	"	"	1883	99½
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000						100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1883	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	99½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " ")		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,107,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1886	79½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	89½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1872	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	71
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'66-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	220	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'84	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	50½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'85-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,685					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	146,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1866	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	78
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1888	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1856	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	115
Redemption bonds	2,086,000	6	" "	" "	1900	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	104
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	550,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley :						
1st Mortgage	1,455,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	933,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
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Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1909	----
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1909	111
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	111
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	111
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	38
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee :						
Tennessee State Loan	88,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	240,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'83 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	541,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	98
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks (S. F.) B'ds	623,000	6	May & Nov.	" "	1883	91½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	804,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	95
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	92½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	----------	1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	90
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,500	7	Jan. & July.	----------	1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	75,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	81½
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1559	95
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	500,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-87	70½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,500,000	5	Jan. & July.	Harrisburg.	1994	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	125,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	500,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	105,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	96
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	83
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	60
2d Mortgage	937,500	7	" "	"	1903	14
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1868	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	70
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1565	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	68½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	16½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1860	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,200)	4,319,520	5	April & Oct.	London.	'63-'71	----
Dollar Bonds	550,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	dem.	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	*	1,067,006	777,777	240,485	2,376,028	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	605,156	260,259	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '63	25.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,999	20,666	5	.....
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,510	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,09	72.8	458,345	1,232,307	885,219	17	210
31 Dec. '64	74.0	—	8.0	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,729	428,518	150,702	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	5	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	.....	—	117½
30 Nov. '63	8.48	8.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	.....	2,363,942	.....	.....	156 863	78,631	84	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	819 982	66 0	211 836	270,672	54,299	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117 4	570,410	1 424,772	720,462	12	120
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,465	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	----	160	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	110	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,496	195,000	75,894	619,112	32.0	.....	7,867	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,280,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	198,998	95,612	—	.....
30 Apr. '60	45.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	161,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	870 408	1,716,025	764,574	10	.....
31 Mar. '60	171.0	51.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,168	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	484 418	212,676	19	72
31 July '59	80.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	80.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,349	464,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2.770,484	1,273,518	7½	89½
30 Apr. '64	240.0	996.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy.	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	694.0	1,955,619	3 090,211	1,350,499	8	107
1 Apr. '63	242.0	—	----	29.0	36	23	708	Chicago and Northwestern	12,325,899	510,983	—	3,731,316	8,336,000	226,641	13,147,13	242.0	.....	1 693,054	448,503	—	26½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000 000	1,460 500	—	9,484,782	228 4	1,212 654	3,359 391	1,891,709	6	102
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,606,000	—	10.952.115	341 7	1 454,06	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,342	190 0	.....	742,097	377,476	—	85½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	18 2:2 000	.....	38,080,110	708.3	3,386,850	6,329,447	2,468,194	8	122½
— — —	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870.586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	80	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900.000	6,700,000	—	10,600,000	209 0	18 mos.	2,202,415	704,650	—	33
								INDIANA.													
— — —	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,435	*	.....	1,106,679	1,000,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,0 0	1,254,500	15,900	2.102.761	109.0	.....	442,896	168,641	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,26 ,284	140,000	3,458,108	110 0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	20 ,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,22	108.0	312,859	527,893	208,186	—	.....
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,06 ,108	73 0	370,555	1,07,979	521,254	15	154½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,665	1,542,768	50 0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	360,044	.....	86 0	7 mo's.	85,230	44,771	—	.....
31 Dec. '63	100.0	—	----	289.0	10	7	189	Dubuque and Sioux City	3,260.485	63,951	—	2,998,253	300.000	37,020	3,529,922	100 0	134,531	276,197	155,888	—	.....
1 Jun. '58	88.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,476	82,499	—	921,449	570,000	.....	.....	88.5	11 mo's.	456,821	21,356	—	.....
— — '62	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,500,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	----	—	}	}	}	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,520	53,355	4	80
30 Jun. '63	65.1	—	----	—	13	5	150	Louisville and Frankfort	1,398,812	126,735	6,540	1,109,594	301,000	—	1,663,713	65 1		2 22 909	120 069	3	95
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,856,430	300 0	841,55	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505.250	—	3,242,318	566,000	339,297	5,855,320	80.0	180,254	481,922	225,649	—	.....
31 Mar. '61	206 0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5.570.452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,024	555 434	—	.....
31 Aug '60	58.*	—	----	105.2	..	..	—	*Vicksburg, Shreveport & Texas*	1,662.691	*	—	1,553,015	248,96	108,434	1,710,819	58.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	—	9,008,366	188.0	.....	340,898	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,804	7.740,989	—	15,066,822	329.3	1,558 2 7	3,417,1 5	1,697,060	12	112
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich S'th'n & N'th'n Indiana	13,619,155	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,127,124	4,289,466	1,881,113	7	95½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	805.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	226.6	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,242	328,092	—	.....
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,288,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	----	80.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,167	420,026	—	30
31 Dec. '62	208.8	—	17.7	68.0	21	26	307	*North Missouri*	6,388,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,490	182,895	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.5	4	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,465,420	196.7	607,040	679,956	237,346	—	.....
2 . eb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4 [illegible] 86	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
5 Sep. '62	96.5	8.5	8.2	—	16	13	219	*St. Louis and Ire Mountain*	[illegible] 53	344,168	—	1,971,127	3,601,000	87,361	5,196,277	96.1	231,85	268,23	65,280	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,538	205,664	757,351	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,932	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	99
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	109,200	556,000	—	—	37.0	—	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,864	286.8	1,963,769	4,481,859	3,054,653	6	111
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,009,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	—
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	76.9	413,213	650,999	182,610	6	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	104.3	737,505	1,272,600	443,332	8	115
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.5	457,640	1,117,340	393,908	9	121
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	93.6	638,622	1,471,985	487,864	10	123
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	881,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	8	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,156,000	1,667,200	237,200	5,059,400	89.6	527,236	1,040,189	460,423	6	93
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	134,622	868,352	309,341	8	109
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by B	oston &	Lowell)		5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	105
30 Nov. '64	25.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,850	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	5.5	27.5	—	26	66	488	Old Colony and Fall River	3,623,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	5	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	345,305	226,900	727	470,931	(Oper	ated by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)		—	48
30 Nov. '64	69.2	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,383	—	89
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	129
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	18	246	Cheshire	2,475,846	322,266	—	2,065,925	655,400	—	2,969,852	55.6	315,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	57
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	.....	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.0	32.0	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,723,648	10	126
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	54
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,557	103,645	7	116
31 Dec '63	33.8	—	.....	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,522	—	—
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,605	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	24,888	1,257,087	—	—	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,096	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	65.5	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	43,045,234	807.0	6,916,324	13,429,643	4,594,725	8	79½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,025	9,166,500	4,167	14,186,824	143.0	1,084,836	3,581,713	1,844,287	7	110½
30 Sep. '63	94.0	2.5	12.1	—	15	29	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	560,431	52,250	6	45
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	95
30 Sep. '63	130.7	2.1	31.1	—	82	90	481	New York and Harlem	9,389.919	811,987	922,663	5,722,850	6,877,518	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	5.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	673,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	496,340	294,000	22,667	823,480	38.1	70,885	162,757	83,000	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	229,750	—	938,884	58.2	151,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	43.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091.576	568,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	305,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.5	110,055	187,561	51,525	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,556	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,981	323,794	184,908	—	.....
30 Sep. '63	54.9	—	5.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,872	—	.....
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.6	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,456	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	3,369,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	5.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	280,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	156.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	655,028	857,701	350,271	—	14
31 Mar. '64	66.8	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	490,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	128
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,978	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	185.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,019,130	2 151,943	1,216,267	31	128
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,240	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	21	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	502,396	2,066,623	1,268,785	22	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,695	94,529	8,251,646	203.5	.....	1,436,317	552,800	—	68
31 May '64	109.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	750,262	1,691,266	823,714	8	105
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	532,466	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,226	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,606,673	460,583	.....	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	24	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	50.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	229,620	—	.....
30 Apr. '62	192.3	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	745,475	*	8,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '63	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	185.9	52.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	1,983,573	585,400	107,865	3,260 887	1,496,728	11,190	5,189,662	205.9	388,894	600.162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	19	11	208	Sandusky, Mansfield & New'k	2,886,166	*	—	862,571	1,299,100	127,118	2,696,694	125.0	220,717	272,202	92,283	—	.....
31 Dec. '64	243.4	—	.....	—	46	15	940	Toledo & Wabash	10,080,919	*	—	9,127,000	6 635,588	—	10,348,918	260.0	1,244,888	2,050,822	946,492	8½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$		$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	5	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '61	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	13
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	65,456	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,700	50,103	7,966	—	—
31 Oct. '64	45.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	205,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.9	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,282	1,452,154	20	58¾
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(oper. by Reading		R. R.)		6	50
31 Oct. '64	150.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	("	"	"	)	7½	56
31 Oct. '64	55.6	14.2	13.3	—	29	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,765	—	6,255,855	60.8	320,638	741,977	346,401	—	25
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385,315	6,604,810	19,860,060	16,684,540	—	43,520,356	356.9	5,846,778	14,759,057	4,065,112	10	55
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	—	1,384,100	315,000	—	1,673,100	24.0	253,739	423,147	207,886	8	54½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	6,013,054	9,940,000	10,500	14,963,554	(oper. by Pe		nn. R.R.	Co.)	—	20
30 Nov. '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879	—	27,716,253	509.5	3,328,229	9,289,341	4,308,150	15	49
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,494	—	245,695	999,200	250,000	—	1,249,200	28.2	176,447	224,006	477,658	10	145½
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	692,000	—	9,349,300	197.0	839,238	3,205,560	1,366,200	10	60
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,466	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	9½
31 Dec. '64	258.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,128	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	97
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northu		Cen	87,070	226,318	107,490	10	40
31 Oct. '64	28.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,666	228,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '65	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	82.0	297,700	421,757	199,155	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	104.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	90,145	—	—
31 Dec. '60	136.0	105.0	—	—	62	59	700	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	197,400	—	—
1859	140.0	—	8.0	—	10	19	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	657	Memphis and Charleston	5,366,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	60,870	177,256	80,029	—	—
1859	47.4	—	2.2	—	4	5	46	Mississippi Central and Tenn.	892,710	82,903	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	54.2	30,065	28,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	150.0	—	734,118	337,584	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,530	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.5	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,857	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt.		Central		8	98½
30 Jun. '63	22.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	5.6	—	—	—	—	Western Vermont	1,063,500	*	—	332,000	700,000	—	—	oper. by		R.b.Troy	& Bost.	5,852	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,434,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,617,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	122.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.6	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	166	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,000	96,823	—	78.6	159,981	279,945	148,353	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	20,853	—	43.5	1,058,054	163,753	70,583	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,920	1,539,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	35,548	3,162,754	1,480,592	52,920	4,832,929	196.0	280 968	634,081	259,130	5	70
30 Jun. '60	304.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,255,000	571,958	10,223,271	214.9	480,196	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.8	—	41	29	690	*Milw'kee and Prairie du Chien*	6,775,273	*	4,323	6,775,273	607,000	—	8,452,351	234.4	958,183	1,711,281	809,230	—	89
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,325	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,552	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,184,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	—	—	18	20	357	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,939	5,678,939	90.1	402,670	407,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,458,706	—	—	4,458,706	108.0	100,421	107,640	20,006	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,288	—	1,280,000	13,100	156,000	1,709,232	80.0	—	139,455	56,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,151	—	—
								NEW GRANADA.													
31 Dec '60	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,588	5,000,000	5,870,000	—	10,765,728	48.7	—	5 057,438	1,538,964	12	82

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	--	--	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawisa (preferred)	1,150,000	7	—	25
Chemung (guarantied)	390,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,300	---	---	----
Cheshire (preferred)	2,017,925	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	92½
Chicago & Northwestern (pref.)	2,400,000	7	5½	56½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William port (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	600,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,160	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93
" " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,235,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Rama po (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	94
Toledo & Wabash (preferred)	984,700	7	7	60
Troy & Greenbush (guarantied)	2 4,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Cheaspeake & Delaware:						
1st Mortgage	$2,057,343	6	J. & J		1886	92
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18...	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D		1885	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb RR.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1885	----
Interest Certificates	161,900	6	"	"	1868	----
Lehigh Navigation						
1st Mortgage	414,608	6	M. & S.		1870	91
Six per cent. Loan	2,432,27[illegible]	6	A. & O.		1884	----
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1905	----
Morris:						
1st Mortgage	455,500	6	A. & O.		1876	100½
2d Mortgage	295,750	6				97
North Branch:						
1st Mortgage	500,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	77½
Improvement	568,300	6	M. & N.		1876	84
Susquehan'a Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1885	----
Md stg. loan converted	200,376	5	"	"	1885	----
Mortgage bonds	903,000	6	"	"	1878	58
Preferred Interest b'ds.	227,500	6	"	"	1874	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	18
West Branch & Susqu'a:						
1st Mortgage, s'k g fund	450,000	6	J. & J.		1878	75
Wyoming Valley.						
1 t Mortgage	550,000	6	J. & J.		1876	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	59
Delaware and Hudson	100	10,000,000	10	143
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	54
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	27
Susquehanna and Tide Water	50	2,048,260	—	8½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	41 —	@ 45 —
Pig, American, No. 1		35 —	@ 37 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English, Refined		105 —	@110 —
Bar, English common		95 —	@100 —
Scroll, English		140 —	@200 —
Bar, American, Common & Refined		115 —	@120 —
Band, English		135 —	@ — —
Horse Shoe		135 —	@145 —
Rods, English		105 —	@135 —
Hoop, English		140 —	@220 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 24	@ — 25
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— 7½	@ — 10½
Rails, English (gold)	per ton	57 —	@ — —
Rails, American		80 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 13	@ — 16
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 35
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 29½	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena	per 100 lb.	— —	@ 9 —
Spanish		8 87½	@ 9 —
German Refined		8 87½	@ 9 —
English		8 87½	@ 9 —
Bar	per lb.	— —	@ 12
Pipe and Sheet		— —	@ 10

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — —
Straits		— 27	@ — 27½
English		— 24½	@ — 24½
Plates, Charcoal I. C	per box	12 50	@ 13 —
Plates, I. C. Coke		9 75	@ 11 50
Terne, Coke		9 50	@ 10 —
Terne, Charcoal		12 50	@ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 50	@ — —
Clinch (cash)		6 50	@ 6 75
Horse Shoe, Forged (cash)	per lb.	— —	@ — 20
Wrought English (cash)		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 34	@ — 34½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 70	@ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — 52
Naptha, Refined (60@63 gravity)		— 47	@ — 48

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th 8.	F 9	Sat 10.	M. 12	Tu. 13	W. 14.
American Coal Co.	57	----	----	----	----	58
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	39	37½	----	38½	38½	37½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	89½	89½	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	96	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	105	----	107	106½	106½	107
" " " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n.	25½	24½	25	26½	27	26
" " pref.	56½	56½	57	55½	56½	55½
" " 1st M.	----	----	----	----	79½	79½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	92½	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	96½	96½	97½	99½	99½	99½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	130	----	----	130	130	128
Clev. and Pittsburg	62½	62	62½	66	67½	68
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	71	----	----
Clev. and Toledo	96	----	98	----	----	105
" " S. F. 7 p.c.	98	----	----	----	----	----
Cumberland Coal, pref.	39½	39	39½	43	42	41½
Del. & Hudson Canal	136	----	136	----	140	142
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.101	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	100	----
Erie	76½	75½	76½	78½	79½	78½
" pref.	----	----	----	85	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	100	----
" 4 M. 7 p.c. '80	----	----	----	----	92½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '52	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103½	103½	105	105	105½	108
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	102½	102½	----	----	----	105
" TM. S.F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119½	121½	125	124½	124½	122½
" Can. bd. sc.	----	----	115	----	----	----
" bonds	----	115	----	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10½	10½	10½	11½	11½	11½
Michigan Central	109½	109½	110	112	112	111
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	111	----	----	----	----	----
M. S. and N. I.	61	60½	62	64½	65½	65
" " guar'd.	125	126	----	----	----	130
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	36	----	----	36½
" " 1st pref. 90	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	40	40	38	----
Missouri 6s	67	68	68	69	70	70½
" iss. to H. & St. J. R.	----	78	----	----	----	----
" " Pacific	70	70	----	----	----	----
New York Central	91½	90½	91½	93½	94½	93½
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	102
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	91	----	----	92	92	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	99
" 2M. 7 p.c. '84	----	----	----	----	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
North Carolina 6s	65	64	65½	69	72	----
Ohio & Miss. cer.	24½	24	25½	25	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	92	91½	93	94	96½	96½
Pitts. Ft. W. & Chicago	94½	93½	94½	95½	96½	95½
" " 1M.	----	----	100	----	101½	101½
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	50½	50½	50½	50½	53½	52
St. L., Alton & T. H.	32	33	35	----	33	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	70	70	----	----	----	----
Tennessee 6s, 1890	69	70	71½	75	72½	73
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex	90	----	----	----	----	----
" " 2M.	----	----	74½	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	59	59	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th.8.	F.9	Sat.10.	M.12	Tu.13.	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	103	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	97
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	95⅞	96	96⅛	----	----	96⅞
U. S. 5s, 10-40s, reg.	95⅛	----	----	----	----	----
U. S. 6s, 1881, reg.	106⅛x	----	----	----	105⅛	----
U. S. 6s, 1881, coup.	109⅞	109⅞	109⅛	----	----	109⅛
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	110⅛	111	111⅛	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	112⅛	114	115	
U. S. 6s, 1 year certif.	----	----	99⅝	----	----	
U. S. 6s, 5-20s, coupon	103⅛	103⅛	102⅞	103⅛	102⅞	
U. S. 6s, 5-20s, new	103⅛	----	----	----	----	
U. S. 6s, " reg.	102⅛	----	102⅞	103	103⅛	102⅞
7.30 Notes, 1st series	----	99⅜	99⅛	----	----	----
" " 2d series	99⅛	99⅞	----	99⅛	99⅛	99⅛
American Gold	137⅛	137⅝	137⅝	142	140⅝	143

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 13.

	W.7.	Th 8.	F.9.	Sat.10.	M.12	Tu.13.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	12⅛	13	----
" preferred	----	----	----	23⅛	25	25
Camden & Amboy	126	----	----	----	126	126
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	100	----	----	----	----	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	----	----	29	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	54	----
" " 6s, '70	----	----	----	----	----	----
Lehigh Valley R. R.	59	----	59	----	58⅝	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	115	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	108	----	----	----	----	----
Northern Central	45	----	----	----	----	----
Pennsylvania R. R.	54	54	54	54⅛	54⅝	55
" 1st m.	----	----	----	----	----	104
" 2d m.	95	----	----	----	----	----
Penn. State, 5s	86⅞	87	----	----	----	----
" " 5s, coupon	----	----	----	----	----	89
" " 6s, W. L.	100	----	----	100	----	100
Philadelphia City, 6s	86	86	----	----	----	86
" " new	90⅛	90⅛	90⅛	90⅛	90⅛	90⅛
Philad., Germ. & Nor.	----	----	54⅛	----	54⅛	----
Phila. & Reading	46	45⅞	45⅛	46⅛	47	47⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	93	----	----	----	----	----
Philadelphia & Erie	19⅛	----	20⅛	----	----	20⅛
" " 6s	91⅛	----	----	----	----	----
Philad. & Sunbury, 7s	95	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	27	----
" " 6s '82	----	----	----	----	77⅛	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	8⅛	----	8⅛
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	26	----	----	----	26	----
Chestnut & Wal. "	49	49⅛	49⅛	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	12⅛	12⅛	----	----	----	----
2d and 3d streets, "	77	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 13.

	W.7.	Th 8	F.9.	Sat.10.	M 12	Tu.13.
Baltimore City 6s, 1875	----	----	99⅛	----	100	----
" " 1886	----	99⅛	100	102	----	----
" " 1870	----	----	----	----	----	----
" " 1890	101⅛	----	102	102	----	----
Balt. and Ohio	----	----	111	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	99	----	----	----	100	----
Northern Central	----	----	----	----	----	45
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14.
Boston and Lowell	----	----	99	----	----	----
Boston and Maine	----	114	113	----	----	----
Boston and Providence	----	----	118½	----	121	----
Boston and Worcest.	129	----	120½	123	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	58	----	----	57	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	92⅛	93	----	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	109	108½	----	109	109	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	78	----	----
Old Colony and Fall R.	----	105	----	----	----	----
Ph., Wil. & Baltimore	59	----	59½	----	59½	60
Portl'd, Saco & Ports.	----	----	98½	-	99	----
Vermont & Canada	98⅛	98⅛	98¼	98⅛	98⅛	98⅛
Vermont & Mass.	39	----	----	----	----	----
Western	128	128	128½	----	129	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	46	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	33	----	----	33	32½	34
Isle Royale "	----	9¼	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	16	----	----	----	----	----
Pewabic "	82	----	----	----	83⅛	85
Pittsburg "	----	----	----	----	----	----
Quincy "	54	----	----	55⅛	56	59
Rockland "	----	----	----	4⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of May:

Maryland 6s	62	to	64
United States 6s, 1881	67⅛	"	68
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., 2d mort., 1881	71	"	73
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	51	"	52
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	56		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	78	"	82
Illinois Central 7s, 1875	61½	"	61⅞
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	76½	"	77⅛
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, June 17, 1865.

Stock Exchange and Money Market.

The great resources of this country are beginning for the first time to be fully appreciated. We really appear to have been in the dark not only about our future, but even the present. As these resources have been doubted by foreign observers, we have the more studied and explained them until we have demonstrated with success, our entire ability to meet our National obligations. That this has been the result of the discussion is evident from the eagerness with which our stocks have been taken on the continent, and from their present demand even in the unfriendly Exchange of London. The truth is we may venture upon comparison with any European Nation in almost any form of production; in some as in mining for silver and gold, we have no competition whatever.

But in our agriculture we are also greatly advanced, and with an illimitable area of soil, a most salubrious climate and unsurpassed fertility we may look forward to general superiority. And even now in some of the results of agricultural pursuits we are quite in advance of some of the principal countries in Europe. Let us apply this postulate to the case of France. Let us take the live stock of that Country, and see how it compares with our own. The French people are industrious, and till their soil with skill and assiduity. The Government of the present day has done a vast deal to encourage the farmers great and small, by the establishment of Fairs and by the distribution of rewards for successful industry. We learn from an agricultural paper, the *Journal de la Ferme* the following facts as to the number of cattle in France.

Of oxen, cows, horses and donkeys there are 14,800,000.

Of sheep, pigs and goats 39,800,000 and of dogs which seem worthy of being enumerated 2,200,000. Our last census informs us that in 1860 there were in the United States.

Working oxen and other cattle	16,787,479
Milch cows	8,668,265
Horses	6,089,942
Asses and mules	1,116,533
Sheep	22,342,537
Swine	32,497,811

Dogs with us are not used for the draught as in France and are never considered worthy of the notice of census takers. But it will be seen by the enumeration, that our working oxen and other cattle are more numerous by almost two millions than all the oxen, cows, horses and donkeys in France together. That our sheep and swine are fifteen millions in excess of all the sheep, swine and goats of the Empire and that our horses are six millions in number alone, and may be estimated as being double in number to that of France. Now as live stock bears a direct proportion to the value of the fields and farms on which they are raised, we may safely reckon that our own, where cattle are raised are more valuable than the French in about the same proportions. And yet France is a rich Country, and has recovered herself from whole generations of bloody and expensive wars both at home and abroad.

There is another interesting comparison that may be made with regard to the area of cultivation, that is worthy of consideration, and this too on the basis of agricultural power. Let us take England for our illustration. This country by itself or as England proper, contains about 50,000 square miles, and it was said by one of her poets "that every rood of ground maintained a man." Taking this standard, that of acres, population and production as going together, we find that we have 25 states and territories containing more square miles than all England, 9 states and territories with more square miles respectively than all Great Britain, and a half dozen with areas twice and thrice greater, and half a dozen more nearly of the same area. Nothing can therefore prevent our final superiority as an agricultural nation, if we were to be nothing else. It is no boast to say this, it is the truth, "only this and nothing more." Let those who from abroad look at this Country of ours, contemplate the future by the light of the present, and perhaps their opinions will become of more value than they have bee

Our advices from London, as late as the 30th ult., are that sales of United States securities for account of the German and Dutch holders had ceased, and that the disposition to realise had been changed to one for further purchases. The London market has been purposely disturbed to prevent any large demand for them. Stories of difficulties with our Government about the Alabama, assurances from such journals as the *Index* and *Herald*, that the war was to be continued by the Texas rebels, and various other statements have been put forth to impair confidence in our National securities. The London *Daily News* admits that British capitalists are getting tired of Consols and 3 per cent. interest, and they have accordingly declined to a price much below that of former years. By-and-bye they will become satisfied as to our stability and ability, and they will then rush into competition for our bonds. We look therefore for an advance, just as soon as they can be made to understand and appreciate our strength, and such an advance as will produce further orders. As it is, it is a curious spectacle, that our securities in the face of the subscriptions to the 3d series of 7-30s, now going on, bring a better price here than in England, and that our market readily absorbs all that may be sent here. It shows our confidence and our ability at the same moment, and is anything but injurious to our credit.

Gold has advanced during the past week, and having left the 30s is now ranging among the 40s using the parlance of the street. While we see no legitimate cause for the rise, commercially speaking, there are causes which in a sensitive market will have due effect. New York has a perpetual committee of foreign agencies in session, representing great financial houses throughout Europe, and they are sharp and vigilant over the interests of their principals. The interests of these principals is to make as much money as possible out of this Country, and to leave no stone unturned under which or on which a little moss may be gathered.

Now if there is a small profit in sending home the 5-20s for conversion into gold it is sure to be done. Thus while rumors, exaggerations, predictions and impressions have been actively made use of to lower the rates on the London Exchange, the difference in the New York market has allowed the opportunity of realising 2 or 3 per cent. profit by sending these securities here for sale. It is worthy of particular notice that while it appears that on the 3d June the 5-20s were quoted at 66 in London they were selling in Frankfort for 70 the same day, a difference of 4 per cent. Yet the English holders do not care to sell in Frankfort to make the 4 per cent. there, but with wonderful impartiality prefer to make their profit out of the Americans, and request remittances in our favorite double eagles for which they are willing to allow ½ per cent. extra over other coin. We think we see in such operations as these, something more than the ordinary purpose of business, something of the old feeling of hostility which marks all the policy, and all the financial schemes of our commercial rival.

An evening cotemporary asserts that a wholesale system of buying gold, or rather borrowing it on the basis of bills of exchange lodged as security is practised in this city, and that the very Banks which are depositaries of the Treasury are engaged in these transactions or rather are parties to them, a most unjustifiable and unpatriotic abuse of a public trust which calls for the immediate interference of the Secretary of the Treasury. It is said the recent sharp rise in gold which has been engineered in this way has, however, wiped out all the profits of these very transactions, and that they cannot be carried on any further at present with success. We see no reason whatever for this rise, in the actual condition of our imports which continue to be on a very moderate scale.

Perhaps the real reason for it may be in the increase during the last month of the total of the funded debt, and the statement that our army is to be kept up to 170,000 men, in our judgment without the least necessity. If the war department and the navy department continue their enormous expenditure, no Secretary of the Treasury, not even Mr. McCulloch the ablest and most popular officer in that department we have had for fifty years, will be able to make any reduction in our debt or taxation. The President must see to this without delay, or we shall fall into great financial difficulties.

It would appear from the week's returns of the associated banks to the 10th of June inst., that their specie reserves have decreased $2,865,928, about the amount of the recent shipments. This also shows an average decrease in the amount still held, and while at the same time that in the Sub-Treasury is $1,000,000 above its average. It also appears that the stock of gold on deposit in the Bank of New York, and from which are almost entirely drawn the sums daily used in the street, stood on the 10th of June at $5,765,617, being a decrease of $1,634,050 from the balance of the previous week. At the same time the associated banks show an increase of legal tenders to the extent of $5,136,390. Exchange has advanced, as might be expected if the operations already alluded to are going on to the extent indicated. These bills of exchange hypothecated as the basis of loans must be provided for whether at a loss or gain. There is no advantage in remitting money to the other side in the face of the recent reduction of the rate of interest by the Bank of England. It is not necessary to remit large sums for commercial indebtedness for none such exists to any extent. There may be orders for goods for the Southern markets to some amount, but until the South gets a currency, or its surplus cotton to the Seaboard, it will be a risky business to import much for that trade. Indeed we learn that already at Savannah, Charleston, Richmond and New Orleans, the supply exceeds the demand and large sacrifices have been submitted to, to convert goods into money. On the whole then we think the present flurry in the gold market is not to lead to anything permanent.

Our latest foreign advices are also to the effect, that heavy failures continue to take place abroad. The London *News* says, "the heavy losses in cotton and *produce* must yet inevitably bring many more houses to the ground." There is evidently an uneasy feeling in that quarter, and apprehensions of commercial disasters yet to come. Looking again to our own affairs we are astounded at the latest advices from our mineral States and territories.

A discovery of a new form of ore in Nevada is announced to produce $10,000 to the ton, and the mineralogists say it is what is known in South America as Arquerite, so called from Arqueros in Chili, the place where it is found. The South American deposit is stated by Dr. Thompson to contain of silver 86-5, and mercury 13-5, which varies a little from the proportions observed in Nevada. This ore is treated by subjecting it to the retort only, the mercury being volatilized and the silver remaining behind. The site of this new ore is in the green ledges of the Pine Mountain district. So in the prominent leads of Montana the average yields per ton of ore are between $121 to $448. The Colorado mines are also doing well, and even the copper ores which have been sent to Europe for smelting are paying many of them 100 per cent. over all expenses. In view of these facts we need not be disturbed at the departure of gold for Europe, even in considerable quantities. There is plenty more where that came from, and we hope that capital will not be slow in applying itself to the production of the precious metals which are lying in our western mountains in amounts not to be calculated.

The Money Market continues to be plentifully supplied at low rates. Its effect on prices is not to be traced in the usual way. Many articles are cheap, and others remain high. There has been a decline in some kinds of provisions, particularly those that are abundant and of a perishable nature, and the Government cattle contracts for army beef have been recently made at a very large decline from former prices.

Railway shares are improving and the market for them is buoyant. Meantime it will be perceived that the earnings of the principal companies are increasing and look very favorably for the stockholders. A large advance on present prices is confidently predicted in the street. Our exports for the week ending June 13, were $2,105,979, showing a considerable increase from the previous week.

Government bonds are not very active, but have slightly improved. The balance in the Sub-Treasury on Tuesday was $40,594,788. The subscriptions to the new series of the 7-30s are coming in rapidly, and at a rate fully equal to the expectations of the Treasury.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1875, 96¾; N. Y. State 6s, 1873, 98; do., 5s, 1876, 90; Connecticut 6s, 95; Indiana War Loan, 93; Illinois coupon bonds, 1879, 95; Illinois War Loan, 95; Galena and Chicago 2d mort., 95; Western Union Telegraph Co., 83; Cary Imp. Co., 26; Atlantic M. S. S. Co., 173⅛; Brunswick City Land Co., 5; Quartz Hill Gold, 5; Bank of Commerce, 107; Merchants' Bank, 106; Bank State of New York, 112; Continental Bank, 98; 4th National Bank, 98; Importers and Traders Bank, 105; Park Bank, 149⅞; Bank of Republic, 103; Central Bank, 101, Mechanics Banking Ass., 100.

Philadelphia.—East Brandywine 7s, 72; Allegheny coupon 5s, 75; Pittsburg 6s, 89; Huntingdon and Broad Top Mt. R. R., 20½; Camden and Atlantic, 5¾; 10th and 11th streets R. R., 46; Hestonville R. R., 18; 13th and 15th streets, 23; 2d and 8d streets 2d mort., 100; Ridge Avenue,

13; Union R. R.. 22; Big Mt. Coal, 5; N. Y. and Middle Coal Fields, 10⅛; Fulton Coal, 6¼; New Creek, ¾; do., bonds, 27; Green Mt., 3; Locust Mt., 40; Mechanics Bank, 28½; Girard Bank, 52; Commonwealth Bank, 50; Atlas Oil, ⅝; Allegheny and Tideoute, 1; Alcorn, 1; Bull Creek, ⅝; Big Tank, 1½; Bruner, ⅜; Bubbling Spring, 1½; Corn Planter, 2; Caldwell, 2¼; Cherry Run, 2; Curtin, 5⅞; Crescent, ½; Dalzell, 3⅞; Densmore, 1¼; Duncard, 1; Egbert, 2¼; Excelsior, ½; Glen Rock, 2¼; Hoover, ½; Hyde Farm, 2; Junction, 3¼; Jersey Well, 1⅜; Keystone, 1⅞; Maple Shade, 13¼; McIlheny, 2; McClintock, 2; Mingo, 2⅜; McCrea, ¾; Miller, ⅝; McKean, ¾; Olive Branch, 1¾; Oil Creek and C. R., 1¼; Perry, 1⅛; Phila. and C. R., 1; Royal, ¾; Sugar Dale, 1⅞; Sherman, ½; St. Nicholas, 1⅜; Story Farm, ¾; Starr, ⅜; Tarr Home, 4; Tionesta, ¾; Winslow, ⅞; Walnut Island, 1¼; Wm. Penn., 1¼. The latest quotations are: City 6s, 86@86¼; do., new, 90@90; State 5s, 88@90; do., coupon, 88@90; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 60; Reading, 47⅞@48; do., 6s, 1870, 93@95; do., bonds, 95@96; Camden and Amboy, 126@126¼; Penn. R. R., 55@55½; do., 1st mort., 103½@104½; do., 2d mort., 97@98; Little Schuylkill R. R., 26@29; Morris Canal, 80@85; do., pref., 114@120; do., bonds, 87@96; Wyoming Valley Canal, 54@55; do., 6s, 90@94; Susquehanna Canal, 8@8½; do., 6s, 48@48¾; Sch. Nav., 18@20; do., pref., 26@26¾; do., 6s, 1882, 76½@78; Union Canal bonds, 18@20; Delaware Div. Canal, 28@30; do., bonds, 84@90; Elmira and Williamsport, 28@30; do., pref., 46½@46¾; do., 7s, 1873, 96@100; do., Chattle 5s, 65@80; Long Island R. R. 6s, 86@88; Lehigh Coal and Navigation, 54¼@56; North Pennsylvania, 23½@25; do., 6s, 85½@86; do., 10s, 107@108; Philadelphia and Erie, 20¼@21¼; do., 6s, 92@95; Minehill, 56@56¼; Catawissa, 12¾@13¼; do., pref., 25@25½; Lehigh Valley, 57@59; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@46; Second and Third, 78½@80; Race and Vine, 11@13; West Philadelphia, 64@69; Spruce and Pine, 25@25; Green and Coates, 30¼@35; Chestnut and Walnut, 49@50; Arch, 18@20; Thirteenth and Fifteenth, 22@23⅞; Girard College, 27@30; Tenth and Eleventh, 46@46; Norristown, 54¼@55.

Boston.—Rutland and Burlington 1st mort., 60; do., 2d mort., 14; Vermont Central 1st mort., 68½; New York and Boston Air Line 6s, 39½; Boston, Hartford and Erie, 13¾; do., 1st mort., 1884, 63¼; Northern (Ogdensburg) 1st mort., 95; do., 2d mort., 23; Nashua and Lowell R.R., 115¼; Pittsfield and North Adams R. R., 78; Boston and Lynn Horse, 86¾; Maine 6s, 1882, 94; New Hampshire 6s, 1877, 93; Massachusetts 5s, 1894, 95; Boston 5s, 1868, gold, 108½; do., 1878, currency, 95¼; Roxbury 5s, 1879, 90; Brooklyn 6s Water Loan, 1899, 95; Boston Water Power Co., 34; Cary Imp. Co., 22; Waverly Co., 3; Mt. Pleasant Coal, 20¼; Short Mt. Coal, 21½; Mammoth Vein Coal, 11¾; Franklin Coal, 20; Potomac Coal, 5; Boston Gas, 740; Macomb Lead, 1¾; New England Bank, 110; National Bank, 98; State Bank, 69; Atlas Bank, 97¾; Maverick Bank, 97; Washington Bank, 105; Webster Bank, 106; Bank of North America, 98; Blackstone Bank, 106¼; Suffolk Bank, 115; Acton Mining Co., 18c.; Albany and Boston, 20; Bay State, 11½; Boston, 1½; Copper Falls, 16¾; Canada, 80c.; Hancock, 5½; Huron, 39; Phœnix, 11; Toltec, 1½.

Baltimore.—N. W. Va. 1st mort., 96; Susq. Canal bonds, 91; City Passenger R. R., 18; Canton Co., 87¾; Maryland Mining Co., 0.45; Copper Hill, 2.10; Bare Hill, 2.15; Maryland Anthracite, 22¼; Santa Clara, 18; Atlantic Coal, 0.80; Laurel Cannel Coal and Oil Co., 4.30; Penn. Oil, 0.90; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 111¼@112; do., 6s, 1867,99@100; do., 1875, 100@101½; do., 1880 101@101½; do., 1885, 99¾@100; Northern Central, 45@45; do., bonds, 1885, 89¾@90; N. W. Va. 1st mort., 96@96; do., 2d mort., 93@95; do., 3d mort., 23@30; do., guar., 93@95; Marietta and Cincinnati 7s, 1891, 83½@85; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 70@80; do., guar., 95@100; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100@101; Baltimore 6s, 1870, 97½@99; do., 1873, 97@101; do., 1875, 100@100; do., 1886, 99¾@100; do., 1890, 100@101; do., coupon, 99½@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 18@18; Canton Co. 86@36½; Gardner, 0.75@0.95; Gas Coal, 1.15@1.75; Maryland, 0.45@0.50; North State, 0.25@0.25; Springfield, 0.50@0.90; George's Creek, 102@108; Santa Clara, 18@19; Balt. Chrome, 1.15@1.65; Bare Hill, 1.50@2.15; Atlantic Coal, 0.80@0.90; Mineral Hill, 1.00@1.10; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.25@4.30.

Schoolcraft and Three Rivers R. R.

We learn that the Schoolcraft and Three Rivers Railroad of Michigan, running from White Pigeon on the Michigan Southern Railroad to Constantine, Three Rivers, and Schoolcraft, 24 miles, will soon be completed, the iron having been secured by purchase recently in this city, under the energetic action of Mr. Ransom Gardner, formerly of Detroit, who is constructing the entire line. It is expected that the road will be opened by 1st October. This will be an important feeder to the Michigan Southern Railroad.

Albany and Susquehanna R. R.

Mr. George S. Skinner, the newly appointed Superintendent of the Albany and Susquehannah Railroad, will enter upon his duties on the 15th instant. The cars commenced running to Richmondville on the 8th inst. The track is now being laid to Worcester, Otsego Co.

☞ Thomas Dodamead has been appointed, by the Board of Public Works, general superintendent of all the railroads in Virginia. James L. Morrow, late superintendent of the Greensboro' road, has been appointed superintendent of the Richmond and Danville railroad.

☞ The Oswego *Palladium* says that "the Catskill, Schenectady and Utica Railroad has been bought by the New York Central, and the citizens of Syracuse are not in with the purchase. The project of a railroad from Syracuse to Utica, therefore, to connect with the Catskill, Schenectady and Utica Railroad, has been abandoned."

☞ The Jeffersonville Railroad is to be extended to Albany, Ind., and the work will be commenced as soon as the right of way is secured.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railroad for the week ending June 9th, 1865, was as follows:

Passengers	$27,290 62
Freight and live stock	26,494 25
Mails and sundries	2,139 34
Total	$55,924 21
Corresponding week of 1864	52,871 41
Increase	$3,052 80

The earnings of the Grand Trunk Railway for the week ending June 3d, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$46,355 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	64,535 00
Total	$114,926 00
Corresponding week, 1864	111,125 00
Increase	$3,801 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1865, were.. $76,309 00
Corresponding week of previous year.. 62,077 71
Increase $14,231 29

The earnings of the Chicago and Northwestern Railway for the 1st week of June, were. $159,545 98
Corresponding week of 1864 129,443 88
Increase (23.26 per cent) $30,102 10

The earnings of the Chicago and Rock Island Railroad for the first week in June, 1865, were $86,629 00
Corresponding week of previous year.. 56,989 00
Increase $29,640 00

The earnings of the Chicago and Alton Railroad for the 1st week in June, 1865.. $75,336 00
Corresponding week of previous year. 41,623 00
Increase $33,713 00

The Michigan Southern road earned the first week in June, 1865 $83,021 00
Corresponding week of 1864 67,193 90
Increase $15,828 00

Central Railroad of Georgia.

The Directors of the Central Railroad Company, having taken the oath of allegiance, by order of Maj.-Gen. Gillmore, have been placed in possession of the road and its property, subject to the control and use of the military authorities, when necessary, while remaining here. We understand that there is a favorable prospect of the road being put in running order again, as soon as practicable, as the company propose instituting vigorous measures at once for its repair.—*Savannah Herald.*

Western and Atlantic R. R.

This, one of the most important railroads in Georgia, connecting as it does the Great West with the Atlantic coast, is fast progressing to completion. From Chattanooga it is now in running order to Cartersville, a distance of eighty-eight miles. Fifty miles more, and the whole road will be completed to this point. The large force now at work on the unfinished part of the road warrant us in stating that the whole road will be in running order in the space of three or four weeks.—*Atlanta Intelligencer.*

Oil Creek Railroad.

Extensive preparations are being made to complete the Oil Creek Railroad as far as Petroleum Centre, by August or September next. We are informed that 360 men are to be put on the work this week. This will be alike gratifying to the people of Titusville and Petroleum Centre and the travelling public. The work should never have been suspended.—*Titusville Petroleum Reporter.*

☞ The following gentlemen were elected directors of the Chicago and Rock Island Railroad for the ensuing year: Thomas C. Durant, Francis H. Tows, David Dows, C. W. Durant, E. W. Dunham, Thomas S. Sturgess, Clark Durant, John F. Tracy, Oliver Charlick, Wm. F. Havemeyer, Wm. Whitewright, Jr., John P. Yelverton.

☞ We see it stated that the steamer Sioux City has taken up the Missouri river 180 tons of iron for the track of the Union Pacific Railroad.

Muscogee Railroad.

We learn that the work of repairing this road, between Columbus and Fort Valley, is being prosecuted with energy. Six bridges in all were destroyed, the only one of magnitude being that over Flint River. For this point a new structure, already framed, has been purchased and will be put up at once. Two of the small bridges have been repaired and the work is going ahead on others. It is confidently expected that the whole line will be in working order by the 1st of July.—*Macon Telegraph.*

From the New York Tribune.

A Revolution in Mining.

Gold and Silver are very good things to have, provided they can be used; but Robinson Crusoe would have gladly swopped his lump of the yellow ore, a lump as big as his head, for its weight in tenpenny nails, simply because it was useless for his purposes. Gold and silver whether in big lumps or little, add nothing to the wealth of a country, beyond a certain point, if to bring them nto use costs more than they are worth. Our mineral wealth, enormous as it is, has these limits: first, that only a certain portion of it can be made available because of the cost of separating the precious metals from the ore; and, secondly, that a still larger portion is of no value, since they cannot be separated at all. Any process which shall cheapen the extraction of gold and silver from their ores, will add immensely to our national means, and if it can effectually unlock those that are not now reached at all, a new source of wealth is opened to us of incalculable value. Dr. J. C. Ayer, the well-known chemist of New England, has recently hit upon a method of disintegration and desulphurization of ores, which, if it does all that is promised of it, will make not only the fortune of those who are connected with him in the ownership of the patents, but add largely to the wealth of the Nation itself. If this method shall prove successful we are about to witness a revolution in mining which will so add to our National resources as to make not only the payment of the public debt an easy matter, but which will influence the commerce of the world.

It is claimed for this new process that it is effectual in the disintegration and desulphurization of rock and ores by the application of liquid or liquid solutions while in a heated state. The rock or ore is rendered soft and friable and may be easily reduced to powder, while the volatile metals are, at the same time, expelled and the base metals oxydized. This leaves the gold and silver free for amalgamation.

By the ordinary method of grinding and stamping rock, the gold therein contained is so comminuted, that a large portion of it eludes the mercury and is lost. However finely the rock be pulverized, it is found under the microscope, to be merely split into pieces or chips of stone, each of which contains gold within itself, beyond the reach of mercury, and which is, of course, lost. In the one case the metal is lost because it is itself ground and reduced too fine to be obtained; in the other, because it is not released at all. No successful method of overcoming these difficulties has hitherto been discovered, and, consequently, under the system of extraction now in use, miners only get about one-third of the gold therein contained.

Dr. Ayer's process appears to obviate these difficulties, for while it aggregates the precious metals into globules, by the natural action of heat, it destroys the molecular adhesion of the integral particles of the stone, rendering it friable like chalk. It, in fact, disintegrates the rock into its atoms, so that it may be easily rubbed up into powder. So effectual is the atomic separation that flint glass, or the hardest quartz or agate is made to absorb water like a sponge. Hence it is claimed that ores, treated by it, yield nearly all the precious metals they contain (over 90 per cent.) for the usual means of extraction. The process not only destroys the rock without dividing the gold and silver, but also expels, by chemical action, any volatile metals, such as arsenic, antimony or bismuth, whose presence forbids amalgamation by mercury; while, if sulphurets are present, the oxygen of the decomposed water, used in the process, unites with the base metals, which remain as oxydes, and the sulphur, uniting with the hydrogen, goes off in clouds as sulphureted hydrogen. Hence mines that have been abandoned because they could not although rich be profitably worked, for any of the above reasons, may now afford a munificent return, and even the "tailings" of the working mines yield more gold than has hitherto been obtained from the mines themselves by the old method. Highly sulphureted ores are frequently among the richest that are found, but they have been nearly worthless, in consequence of the insuperable difficulties of extracting the metals from them. Now those difficulties appear to be wholly removed—difficulties which have locked within the rocks an untold amount of bullion. The great points gained, then, are:

1. The integral separation of stone into its atoms, which grinding, stamping or pulverizing, can but imperfectly accomplish.

2. Desulphurization of sulphureted rocks and ores, and their purification from contaminating metals.

3. Expulsion of the volatile metals.

4. Oxydization of the base metals and separation therefrom of the precious metals held in combination.

And, these points gained, it is estimated that the process will yield a working average, say, from eighty to ninety per cent. of the precious metals contained in any kind of rock or ore, and not less than twice as much as is obtained by any method now in use. But beside this there is an immense saving in the expense of mining, as the costly machinery and power for stamping are dispensed with, and the apparatus required is cheap, and may be built anywhere. The following estimate is made:

The average cost of stamping machinery at the mines is $1,000 per stamp. (One stamp can pulverize about one ton per day.)	
The average cost of machinery to stamp 100 tons per day	$100,000
The average cost of furnaces to disintegrate and desulphurize 100 tons per day	20,000
Saving by this process of capital invested for 100 tons per day	$80,000
Assuming that 100 tons of ore are worked daily, containing $100 per ton, they would yield by the stamp process, say 30 per cent.	3,000
The same amount by this process, say 80 per cent	8,000
Daily difference in favor of this process.	5,000

Thus, on an amount of 100 tons per day, there is not only the saving of $80,000 in the first investment, but also a daily saving of $5,000 in the yield.

The results arrived at so far have been attained through a course of careful experiments upon considerable quantities of rock, and to the perfect success of these Dr. Hayes, the State Assayer and Mineralogist of Massachusetts, Professor Silliman of Yale College, and Professor Torrey, U. S. Assayer of the Mint in this city, testify in the most unqualified manner. Whether the same results will be reached by practical application of the process on a larger scale at the mines, remains, of course, to be seen. So great is the confidence felt in it, however, among capitalists and practical men, that a company has been formed in this city, under the title of the "Chemical Gold and Silver Ore Reducing Company," of which Major-Gen. Butler is President, and other substantial men Trustees.

At their office, No. 64 Broadway, they offer their discovery to the public, and their stock and royalties for sale.

The subject is attracting, we understand, a good deal of attention among those interested in mining. Its importance can hardly be over-estimated, if no unforeseen obstacle shall be developed in the practical operations of the process.

If this invention can accomplish what appears to be fairly claimed for it, viz., that it more than doubles the yield of the precious metals from ores, at a reduced cost of extraction, then it is not a wild prediction that within five years our mining interests will have so extended and developed themselves that this increase alone upon their product will pay the interest of our National debt. By one of the singular coincidences which seem too pertinent for chance. Petroleum came in when cotton failed to balance our exchanges with the world; and may we not reverently believe that the unlocking of the exhaustless treasures which our rocks contain, when we are called to pay the immense cost of eradicating our great National sin, is the timely gift of an overruling Providence. Surely our history is showing that, with Nations as individuals,

> "There's a Divinity that shapes our ends,
> Rough hew them as we will."

New Jersey Railroad and Transp. Co.

The annual meeting of the stockholders of this company was held in Jersey City on the 7th inst. The first business transacted was that of organization, which resulted in the selection of Hon. Joseph D. Randolph as chairman, Messrs. John P. Moore, of New York, and Wm. Edgar, of Rahway, Vice Presidents, and Messrs. H. J. Southmayd, of Jersey City, and W. D. Chetwood, of Elizabeth, Secretaries. From the report of the directors, which was read by F. Wolcott Jackson, Esq., Superintendent, we learn that the capital stock of the company remains the same as for the previous year. The funded debt was reduced $7,500, and a floating debt of $145,000 was incurred. An additional track from New Brunswick to the junction with the Camden and Amboy Railroad, a distance of three and one-third miles, has been laid, completing the double track over the road, and bridges for the whole length of the line, except at the Passaic bridge crossing in Newark. New car shops have been erected in Jersey City, to replace those destroyed by fire at East Newark. An engine house, capable of containing twenty-four engines, has also been erected at Jersey City, on property purchased during the year. Nine first class locomotives have been purchased, and added to the equipment, and eighteen superior passenger cars ordered, of which twelve were contracted for with builders in Jersey City and Philadelphia, and six to be built in the company's shop. The whole number should be delivered by the 1st of July. The large expenditure required for the improvements already completed consumed all of the net proceeds of the road for the year, and in addition thereto $145,900, constituting the floating debt. In order to provide for these improvements, it was deemed advisable to increase the capital stock of the company, and application was made to the Legislature for authority to do so, which was granted, and the company has now the authority to increase its capital to $6,000,000. It is proposed to increase the capital to $5,000,-

000 at this time by the issue of stock to be apportioned to the holders of stock on 20th June next, and in calling in an instalment of 50 per cent. on the same on the 1st of July. The remainder of the authorized capital will be issued as from time to time the improvements contemplated are made.

The receipts of the road show an increase over those of 1863, as follows:

From passengers	$240,164 52
From freight	52,683 21
And a decrease from miscellaneous sources of	15,841 15

The expenditures increased for the same period as follows:

Maintenance of road, bridges & buildings	$47,849 04
Repairs of locomotives and cars	22,277 56
Fuel	55,889 74
Operating the road and transporting passengers and freight, including office expenses	68,278 20
Taxes and transit duty	23,540 11

The receipts for the past four years from freight being as follows:

1861	$81,097 31	1863	$161,530 86
1862	110,392 94	1864	214,214 07

The amount paid in taxes, dividends and interest to the State was $68,066 67, and in taxes to the United States, $54,591 17; not including the taxes on the ferry and turnpikes and that paid as taxes on purchases through manufacturers.

The revenue of the road hitherto has been mainly derived from its passenger business, but the income from the transportation of freight has increased since 1860, so that the percentage of the whole business is now nearly 14 per cent. against about 9 per cent. for that year.

The increase is largely owing to the advantages of transportation through by rail, without breaking bulk between points of receiving and delivering, thereby ensuring greater despatch, diminishing the expenses of frequent handling and lessening the liability to loss or damage.

The road has been maintained in proper repair by relaying the same with 1,000 tons of new rails, and by puttting in 28,000 ties, equivalent to a renewal of the whole line in about nine years.

The whole property of the company is now covered by insurance to the value of $50,000, under what is termed a "floating policy."

Nearly four million passengers were transported last year, making a total of about fifty millions who have passed over the road without loss of life or limb to any in the cars. The attention of travelers should be called to this fact, and they should be impressed with the importance of obeying the rules of the company in order to insure their own safety. The report was, upon motion, referred it to the appropriate committee.

The committee appointed to examine the report of the directors, reported that they found the same to be correct, and offered a resolution that it be adopted. They also recommend the employment of returned and disabled soldiers, as the country owed them a heavy debt of gratitude for our present glorious peace. The committee also offered a resolution of thanks to the directors for their careful administration of the affairs of the company, and also to the employes of the company for faithful services.

The following gentlemen were elected directors for the ensuing year: Dudley S. Gregory, Henry R. Remsen, Hamilton Fish, Abram O. Zabriskie, Geo. R. Chetwood, Ferdinand Suydam, Alfred L. Dennis, Martin A. Howell, Nehemiah Perry.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of May, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	9,381.97 for	$99,263 12
Acres Int. Fund Lands sold	360.00 for	5,634 00
Acres Free Lands sold	1,089.80 for	12,439 55
Total sales during month of May, 1865	10,831.77 for	$117,336 67
To which add Town Lot Sales		3,553 50
Total of all		$120,890 17
Cash collected in May		$115,339 92

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$165,254 67
do.	Freight	269,991 10
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	8,000 00
Total Receipts in month of May, 1865		$454,604 10
Total Receipts in month of May, 1864		406,372 66
Increase		$48,231 44

From January 1 to May 31, 1865, the earnings have been $2,607,142, against $2,034,420 in 1864—an increase of $572,722.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of May, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$315,102 36	$333,755 64
Passengers	253,312 34	170,051 00
Express matter	13,936 34	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	3,978 25	1,836 25
Total	$601,237 62	$525,751 22
Increase		$75,486 40

Earnings from Jan. 1, to May 31:

1865	$3,565,576 90
1864	2,473,017 73
Increase	1,092,559 17

The earnings of the Cleveland and Pittsburg Railroad for the month of May, were $215,568 64
Corresponding month of 1864 203,514 31
Increase $12,054 33

The earnings of the Chicago and Alton Railroad for May, 1865, were $312,316 00
May, 1864 178,786 00
Increase $133,530 00

From January 1 to May 31, 1865, the earnings have been $1,378,110, against $792,721 in 1864—an increase of $585,389. The receipts for military transportation in 1865, not included in the above, were $439 59 against $621 26 last year, decrease $181 67.

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of May, 1865, were $146,943 40
Corresponding month of previous year 186,747 16
Decrease $39,803 76

The earnings of the Toledo and Wabash Railroad for the month of May, 1865 $138,738 00
Corresponding month of 1864 127,010 00
Increase $11,728 00

The earnings of the Michigan Central Railroad for the month of May, 1865, were $401,455 65
Corresponding month of previous year 271,552 73
Increase $129,902 92

For the year ending May 31, 1865, the earnings were $4,143,481, against $3,434,549 in 1864—an increase of $708,832.

The earnings of the Rome, Watertown and Ogdensburg railroad for May, were $91,172 12
Corresponding month of 1864 72,452 41
Increase $18,719 71

For three months ending May 31, 1865, the earnings have been $248,043 63, against $202,-010 05 in 1864—an increase of $46,032 58.

The earnings of the Hudson River Railroad for the month of May, 1865, were $351,759 00
Corresponding month of previous year 281,759 00
Increase $70,000 00

The earnings of the Erie Railway for the month of May, 1865, were $1,339,279 87
Corresponding month last year 1,072,293 02
Increase $266,986 35

The earnings of the Marietta and Cincinnati Railroad for the month of May, 1865... $73,841 96
Corresponding month of previous year 83,964 80
Decrease $10,122 84

THE CHEMICAL GOLD AND SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - - - $5,000,000.

50,000 Shares of $100 Each.

PRESIDENT—Major-Gen. BENJ. F. BUTLER.

TRUSTEES:

Major Gen. BENJ. F. BUTLER, of Massachusetts.
WM. H. HALL, Esq., of Hall, Southwick & Co., No. 384 Broadway, N. Y.
W. H. MELLEN, Esq., late Claflin, Mellen & Co., N. Y.
GEO. B. WALTER, Esq., No. 64 Broadway, N. Y.
Dr. J. C. AYER, of Massachusetts.
Hon. FRANK FULLER, ex-Gov. of Utah, No. 25 Nassau street, New York.
Hon. GEO. S. BOUTWELL, ex-Gov. of Mass., ex-Com. Int. Revenue, now Mem. Congress from Mass
Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.
Hon. JAMES W. NYE, U. S. Senator from Nevada

The Company offer 10,000 shares of their stock for working capital at $50 per share, par value $100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64 Broadway. Prospectus sent by addressing

1m-24 A. G. COOK, Secretary.

FOWLE & CO.,

No. 11 South William St., New York,

Are prepared to contract for the

EARL OF DUDLEY'S CELEBRATED

ROUND OAK IRON,

AS FOLLOWS, VIZ:

For Flats, Rounds, Squares, Half Rounds, Ovals, Convex and Bevilled Iron, Angle Iron, T Iron, Boiler Plates unsurpassed in quality, Sheets, Strips and Hoops. Delivered f.o.b. in Liverpool. 6m-24

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. W. COMPANY, PITTSBURG, May 31, 1865.

REGISTRATION OF STOCK.—Notice is hereby given that, in accordance with an order of the Board of Directors, the THIRD NATIONAL BANK OF THE CITY OF NEW YORK has been appointed Registrar of the stock of this company, and will be prepared to act as such on and after June 2, prox., at which time new certificates will be issued by the Transfer Agents at New York, Messrs. WINSLOW, LANIER & CO., No. 52 Wall street, and countersigned by the Registrar, either to the present or future shareholders, in exchange for those then outstanding. 2t-23 G. W. CASS, President.

RAILROAD IRON.

1000 Tons, 56 lbs per Yard,
1000 " 50 " "

Shortly to arrive, for sale by

FOWLE & CO.,

1m-23 **No. 11 South William St., New York.**

NEW YORK

Accidental Insurance Co.,

No. 141 Broadway, New York,

FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - $250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.
EDW'D W. LAMBERT, M. D., Consulting Physician.
JAMES W. ALEXANDER, Attorney.
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on $10,000, without compensation, $30; with compensation of $50 per week in case of injury, $50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

IF AGAINST DEATH WITH COMPENSATION,

the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS,

include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

INDUCEMENTS:

The rates of premium are very low.

No MEDICAL EXAMINATION IS REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

CHEAP AND PLEASANT

SUMMER TRAVEL.

RARITAN AND DELAWARE BAY R. R.

NEW YORK TO CAMDEN.



FROM PIER 3, N. R., DAILY, at 11 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton.

And 4.15 P. M., for Highlands, Middletown, Red Bank Shrewsbury, Estontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squamkum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid Steamer JESSE HOYT will leave as above, daily, at 11 A. M., for Camden direct, through in 5 hours. Fare $2; Excursion tickets, good for three days, $3 00.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st.,
NEW YORK, May 17, 1865.

THE BOARD OF DIRECTORS has this day declared A SEMI-ANNUAL DIVIDEND for the six months ending June 1, 1865, of THREE AND ONE-HALF PER CENT. on the Preferred Stock of this Company, payable (less the Government tax) at this office on and after the 20th day of JUNE next to all holders as shown by the Company's books at the close of business on the 10th day of June.

The books for the transfer of Preferred Stock for the above dividend will be closed on the afternoon of the 10th, and will reopen on the morning of the 21st of June.

The books for the transfer of both the common and preferred stocks for the Annual Meeting to be held in Chicago on the 1st of June next, will be closed on the afternoon of the 20th of May, and reopen on the morning of the 3d of June.

By order of the Board of Directors.

4t-21 JAMES R. YOUNG, Secretary.

W. R. Travers & Co.,

STOCK AND BOND

COMMISSION BROKERS,

19 WILLIAM ST.

WILLIAM R. TRAVERS. JOHN D. PRINCE.

H. J. MESSENGER,

BANKER,

AND DEALER IN GOVERNMENT SECURITIES,

NO. 139 BROADWAY,

WILL RECEIVE SUBSCRIPTIONS FOR THE

NEW 7 3-10 NOTES,

And allow ¼ Commission to Banks and Bankers.

☞ ALL DENOMINATIONS OF THESE NOTES ON HAND FOR IMMEDIATE DELIVERY.

ACCOUNTS OF BANKS, BANKERS, AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS

Four per cent. interest allowed on Deposits subject to check at sight.

Government and Railway Securities Bought and Sold on Commission at the Stock Board.

C. W. BETTS. E. H. DENSLOW.

BETTS & DENSLOW,

Bankers & Stock Brokers,

No. 2 NEW STREET,

One door from Wall street, **NEW YORK.**

Gold, Government, State and Railroad Securities bought and sold on Commission, at the **NEW YORK STOCK EXCHANGE.**

The American Bell Comp'y

HAVE REMOVED TO

No. 32 LIBERTY STREET,

Below Nassau Street, New York.

HAVE ON HAND

CHURCH, ACADEMY, AND FACTORY BELLS OF EVERY VARIETY.

Also, STEAMBOAT, SHIP, FARM, and PLANTATION BELLS at prices within the reach of all classes requiring a good and cheap Bell.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.,

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

Stone, Quigley & Burton

WOOD, IRON, AND SUSPENSION

BRIDGE BUILDERS,

424 Walnut St., Philadelphia.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,

39 Cedar Street, New York.

J. F. D. LANIER, Prest., of Winslow, Lanier & Co. J. V. CULVER, Vice-Prest. of Culver, Penn & Co.
PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITARY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents. J. F. D. LANIER, President.

C. N. JORDAN, Cashier.

ESTABLISHED A.D. 1846.

Chas. Washburn & Son,

WORCESTER, MASS.

MANUFACTURERS OF

IRON WIRE

OF EVERY DESCRIPTION.

RIVET AND WIRE RODS,

Bar Iron & Blooms Rolled to order.

CHARLES WASHBURN. CHARLES F WASHBURN.

Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars

3m-19 HENRY A. SMYTHE, Esq., is the President.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 24, 1865.

Legality and Effect of Regulation of Railroad Companies as to Passengers.

The safety and convenience of passengers as well as the interests of the company itself, demand the adoption and observance of rules and regulations for the guidance of its servants and the conduct of passengers. So long as such rules are just and reasonable, do not infringe the charter of the company, and do not conflict with the law of the land, they are binding.

The degree of care, circumspection and diligence required of railroad companies, implies, as is said by the court in one case, a degree of authority little less than absolute, in the direction and management of the trains in their progress over the road, and in regard to the time and manner in which passengers shall enter and depart from, and the condition upon which they shall remain in, the cars. (Hibbard *vs.* N. Y. and Erie R. R. Co. 15 N. Y. 454.) Such regulations as will enable a railroad corporation to execute its difficult and responsible duties, insure the comfort and safety of its passengers, and protect itself from wrong and imposition, it has an undoubted right to prescribe, provided such regulations are reasonable and just.

It has a right to require that passengers shall preserve order; that they shall be seated, and not stand up in the passage-way or upon the platforms; and that they shall abstain from any act which tends to impede or interrupt the conductors and managers in the transaction of their business. A railroad company has also a right to prescribe how and at what place the passengers shall pay their fare or passage money, and what shall be the evidence to the conductor that such money has been paid, and of the passenger's right to ride upon the train. It may also require passengers to accept tickets temporarily, to exhibit them from time to time upon the request, and for the information, of the conductors; and to redeliver those tickets before leaving the cars. And regulations of this nature, which are necessary to insure the safety of the passengers themselves as well as to insure the payment of the regular fare, may be enforced by such reasonable means as the company may have at its command; for, without some measure of power to give them effect, such regulations would be of little avail. (Commonwealth *vs.* Power, 7 Mitc., 596; Hall *vs.* Power, 12 Id., 482; Hibbard *vs.* N. Y. and Erie R. R. Co., 15 N. Y. 455.) Thus in the last of these cases, the New York and Erie Railroad Company made a regulation requiring passengers to exhibit their tickets whenever requested by the conductor, and directed the ejection from their cars of those who should refuse to do so. The court held the rule to be a reasonable and proper one, and a passenger who refuses to comply with it, forfeits his right to be carried further, and may be rightfully ejected from the cars.

In the English case of Chilton *vs.* The London and C. Railway Co., 16 Mees. and W., 212, the passenger had lost his ticket, and the company detained the passenger. It was held that the bye law of the company providing that in default of the production of the ticket, the passenger should be liable to pay, for the whole distance that the train had traveled was repugnant to the common law, and the company was held liable in damages for detaining a passenger under such circumstances.

In this state, in the case of the People *vs.* Caryl, 3 Parker, 326, the court held that a conductor might eject a passenger from a car, not only for misconduct which was such as to disturb the peace and safety of the other passengers, but as well for noisy and disgraceful conduct, such as grossly profane or indecent language. So he might for refusal to give up his ticket, on being requested by the conductor to do so, in accordance with the reasonable regulations of the road; and on a trial of the conductor for assault and battery, by reason of such ejection, the conductor might prove such regulations in justification of his conduct.

In another case, the company by its printed rules, prohibited its engineers from allowing any one, not in its employ, to ride upon the engine, and the plaintiff, though informed of the rule, prevailed on the engineer to admit him, and he rode upon the engine without the knowledge of the conductor, and paying no fare, it was held that the engineer's consent conferred no right, and that the plaintiff could not recover damages of the company for injuries sustained while riding in that place (Roberston *vs.* N. Y. and Erie R. R. Co. 22 Barb., 91).

The question is often raised, whether a certain regulation is reasonable and proper. We have already above given several cases in which the court has passed upon the reasonableness of certain regulations. The following are other cases. A regulation requiring passengers to surrender their tickets during the trip was held a reasonable one in the case of the Northern R. R. Co. *vs.* Page, 22 Barb., 130; and in the case of Beebe *vs.* Ayers, 28 Barb., 275, it was held to be a reasonable regulation that passengers choosing to stop and lie over must procure their tickets to be so indorsed as to make them a voucher for the conductor having charge of a subsequent train.

The New York Central Railroad is bound by the statute (Laws of 1857, 488) to keep its ticket offices open for one hour previous to the actual departure of each train, irrespective of the time tables for such departure. And in case the ticket office is not thus kept open, a passenger who applies for a ticket, while the office is closed, cannot be charged extra fare for want of a ticket under a regulation of the company. (Barb. 353.) In the same case, afterwards taken to the court of appeals, the court held that the conductor had no right to demand and receive the five cents in addition to the usual rate of fare. (26 N. Y. R. 523.)

In a recent case in Vermont, (Stilphin *vs.* Smith,

29 Vt. R.) it was held that railway companies have the power to make and enforce all reasonable regulations, in regard to the conduct of passengers and to discrimate between fares paid in the cars and at the stations, and to remove all persons from their cars, who persist in disregarding such regulations, in a reasonable manner and proper place although between stations.

But this may be controlled by general legislation of the state. And when a statute gives a railway company power to remove those who violated any of the bye-laws or regulations of the company from their cars, at the regular stations, this was held in the last case, to carry all implied prohibition from removing such persons at other points. So in a case in New Hampshire (Hilliard *vs.* Goold, 34 N. H. 230) it was held that where a railroad company establish and give notice of a discrimination between the amounts of fare paid at the station and in the car, a passenger who refuses to pay the additional sum in the car, may be ejected by the conductor, using no unnecessary violence. So in Connecticut where a passenger refused to surrender his ticket in exchange for a check according to the rules of the company, and without such surrender left the car, he was liable for the fare for the distance traveled by him, and the court say, the conductor might eject him, upon his refusal. (Crockey *vs.* New London &c. 24 Conn., 249.)

"GOOD FOR THIS TRAIN ONLY."

It has been held that a regulation requiring passengers to go through, in the same train, and that if one do not, requiring fare for the remainder of the route, is valid. (Cheney *vs.* Boston and Maine R. R. 11 Met., 121.) In this case, the passenger, when he bought his ticket, did not know of the regulation, but was informed of it in the cars, and his money offered to be refunded, deducting what he had traveled; but he refused to make the arrangement, and demanded his ticket, in exchange for the check which had been given him marked "good for this trip only." He stopped by the way and went on the same day in the next train; and when he presented his check it was refused, and fare demanded, which he was obliged to pay. The court held the passenger could not recover the money of the company, and that it made no difference whether the plaintiff were aware of the regulation or not, at the time he purchased his ticket. He was bound to inform himself, or accept of the ticket, for what it entitled him to demand, by the rules of the company. A similar result is arrived at in a late case in New Jersey, Slate *vs.* Overton 4 Zab. 434. In Pier *vs.* Pinel 24 Barb 514, a case in this state, where a person was put off the cars of a railway company, for refusal to pay fare, having, and offering to the conductor a ticket of the company, dated a few days before, and marked "good for this trip only," but unmutilated, as was the practice of the conductors upon that road, where a ticket had been used; it was held that the ticket was *prima facie* evidence that the holder had paid the regular fare for it, and of his right to be transported, at some time, between the places specified, on some passenger train; and if unmutilated, the presumption was, that it had never been used, and that it imposed upon the company the duty to so transport the holder.

It was also held that the endorsement, "good for this trip only," had reference to no particular trip, or any particular time, but only to some one continuous trip. That the passenger might demand a passage, as well on a subsequent day as the one upon which the ticket bore date and was issued. "This decision seems to us not precisely to meet the whole question involved in the case, that is, whether such a regulation, as was claimed to be evidenced by the ticket, and the endorsement, was a valid and binding regulation. There can be no doubt such a regulation exists upon many of the roads, in this country, and that such a ticket is understood, by the community generally as entitling the holder only to a passage on that day, at most, if not on the very next train.

We very readily perceive that the form of the ticket is susceptible of the construction put upon it by the court. But we are satisfied, that is not the intention of those who issue such tickets, or of those who buy them, as a general thing, we should have been gratified to see the main question grappled with.

We do not intend to intimate any question of the general soundness of the views expressed in this case, upon what we regard as the true construction of the ticket. We are inclined to think they are sound. For it seems to us to be contrary to the first principles of justice and equity, that if the passenger is, for sufficient cause delayed, or hindered from going, according to his expectation at the time he pays his fare, that he should thereby lose all benefit of the payment when he also desires to go. The company may not be bound to refund the money, but they are certainly bound, upon general principles, to allow the holder of the ticket the benefit of his unused portion of it, deducting of course any loss or inconvenience to them by reason of the contract not being carried into effect, according to its terms. And any regulation of the company, which should deprive the passenger of this benefit would operate a forfeiture, which no court of justice will favor where the passenger is not in fault. It seems, in principle, to be controlled by the rule of law applied to work done upon the company's road but not according to the contract, and which nevertheless the company are benefitted by, to a certain extent. In such cases the company must pay for the work at its value to them, that is, deducting all losses, in consequence of it not being done as stipulated."

PUBLICATION OF RULES AND REGULATIONS.

It is necessary that the company's rules and regulations adopted for the conduct of passengers, should be so conspicuously posted or otherwise be made known to the passenger, that the latter could not reasonably plead ignorance of them. On a breach of a rule by a passenger, it is the duty of the conductor or other officer to inform the passenger thereof, or to bring it in some way to his notice. If after such notice, the passenger persists in his conduct, the officer of the company may take such action as the rule of the company requires.

MANNER OF EJECTING A PASSENGER.

In complying with the commands of the company to eject a passenger for his breach of the regulations of the road, a conductor is bound to use no unnecessary violence, and he is liable to an action for any brutal assault upon a passenger. The conductor or other officer of the company in ejecting a passenger, is protected so far only as he acts within the strict letter of his authority; and only so far as his acts were necessary to eject the passenger.

In regard to the place of putting a passenger off a train, some of the states have provided by statute that the passenger shall be put off, when necessary, at stations only, or within a short distance of a dwelling house.

In Illinois, a passenger refusing to pay his fare on a railroad train may be ejected at any usual stopping place, but not elsewhere. (Chicago &c. *vs.* Parks, 18 Ill., 460).

In New York, the statute provides that "if any person shall refuse to pay his fare, it shall be lawful for the conductor of the train, and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place or near any dwelling house, as the conductor shall elect, on stopping the train." But it has been held under this statute, that when a train has been stopped for the purpose of putting out a passenger who refused to pay his fare, the right of the conductor to put him out was not taken away by his then offering to pay the fare. (People *vs.* Idlson 3 Parker, 234.) But, as before remarked, a conductor is responsible for any excess or improper kind of force, even in the lawful expulsion of a passenger.

☞ The Morris and Essex Railroad Company are making arrangements to change the location of their principal offices from Newark to the depot buildings at Hoboken. The superintendent and assistant superintendent are already at Hoboken, and in a short time the treasurer, freight agents, etc., will be there also.

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1863 and 1864, were as follows:

	1863.	1864.
Shipped at Mauch Chunk	458,939	446,718
" East Mauch Chunk	240,618	311,369
Total, tons of 2,240 lbs	699,557	758,087

—showing for 1864 an increase of 58,530 tons over the shipments of the previous year. During the year, the rates of toll on coal were advanced from one cent and a quarter per ton per mile to one cent and a half, and afterwards to one cent and three-quarters per ton per mile.

The distribution of coal carried on canal was as follows:

	1863.	1864.
Consumed on the line of the Lehigh Canal	114,164	93,039
Passed into the Morris Canal at Easton	208,396	194,096
Passed into the Delaware Division Canal	376,996	470,952

The coal that passed into the Delaware Division Canal divided itself thus—

Consumed on the line of the canal	24,419	27,426
Entered the Del. & Raritan Canal.	196,559	241,201
Reached tide-water at Bristol	156,017	202,325

The total amount of freights of all kinds (tons) carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1864	122,521	739,162	861,683
1863	145,677	800,539	946,216
Inc. in 1864	23,156	61,377	84,533

The Lehigh and Susquehanna Railroad, over

which no through trains had been run since the flood of 1862, there being no improvement to connect with at White Haven, was re-opened at the end of June 1864, to be worked in connection with the Penn Haven and White Haven Railroad, just then finished and since incorporated with the Lehigh Valley Railroad. It has been in constant operation since then, and the business offered has been vastly in excess of the supply of cars. The freight transported over it, and the Nanticoke Railroad, which connects with it, and is leased to the company, was as follows, viz:

	Going North.	Going South.	Total.
Coal	18,195.00	94,979.65	113,174.65
Flour	.....	31.85	31.85
Lumber	246.60	9,987.35	10,233.95
Iron	550.00	.....	550.00
Merchandi'e	20.90	103.50	124.40
Total tons	19,012.50	105,102.35	124,114.85

The coal going north, 18,195 tons, was transported from the planes to the Wyoming Canal.

The number of passengers carried was 18,566 of which 17,694 were through and 872 way passengers.

The yield of the companys coal mines for the years 1863 and 1864 was as follows;

Mined on Company's account—	1863.	1864.
Panther Creek, Summit, and Old Tunnel Mines	380,303	379,727
Mined under leases from Company—		
East Lehigh Mine	30,387	.....
Room Run Mines	80,166	92,738
Tamaqua Mines	25,816	32,685
Old heaps	588	12,030
Total tons	517,259	517,180

The yield of 1864 was sent to market over the following lines:

	via Lehigh Canal.	*via* Lehigh Valley R. R.	Otherwise disposed of.
Panther Creek, &c.	347,982	25,096	6,649
Room Run	86,706	5,656	376
Tamaqua	32,685	....	....
Old heaps	12,030	....	....
Total	479,403	30,752	7,025

The earnings and expenses for 1863 and 1864 compare as follows:

	1863.	1864.
Rents and sales of real estate	$25,880 48	$25,299 80
Sales of Contingent Fund Securities	.....	29,526 40
Coal sold, including mine rents	759,679 61	960,325 22
Tolls on Canal, less expenses of collection	346,728 89	497,820 15
Tolls and transportation on Railroad including car service.	20,405 17	47,610 45
Total earnings	$1,152,694 15	$1,560,582 02
State Tax on capital stock	$7,439 85	$17,131 80
Balance of interest account	121,670 09	119,928 47
Cost of repairs and improvements	.....	101,245 06
Total expenses	$129,109 94	$238,305 33
Net earnings	$1,023,584 21	$1,322,276 69
Add balance to credit of profit and Loss Jan. 1	2,176,109 69	3,821,840 18
	$4,199,693 90	$5,144,116 87

Which is chargeable with repairs, &c., rendered necessary by the great freshet of 1862	$229,056 72	$.....
Dividends and tax	148,797 00	357,880 79
Capital stock for the conversion of the 36,060 shares of scrip, by decree of the Supreme Court in March 1864, at $50 per share	.....	1,803,000 00
	$377,853 72	$2,160,880 79
Balance to credit of profit and loss, Dec. 31	$3,821,840 18	$2,983,236 08

The following exhibits the financial condition of the company at the end of the years:

	1863.	1864.
Capital stock	$2,479,950 00	$4,282,950 00
Loans (funded debt)	2,786,681 92	2,846,881 92
Floating debt	453,293 02	1,200,321 30
Unpaid dividends	8,621 98	16,060 07
Arrears of interest	53,123 34	51,470 38
	$5,781,670 26	$8,397,683 67
Balance to credit of profit and loss	3,821,840 18	2,983,236 08
Total	$9,603,510 44	$11,380,919 75
Canal and river improvements	$4,455,000 00	$4,455,000 00
Lehigh and Susquehanna R. R.	1,389,988 37	1,917,895 35
Real estate, mine and other lands, mine &c., and works at Phila. &c	1,729,851 91	2,072,984 50
Moveable effects: debts due, bills receivable, bonds and mortgages, etc	1,235,526 28	2,128,112 02
Contingent Fund, cost of investments including securities constituti'g the fund of $500,000 specially pledged for the payment at maturity of the outstanding balance of the loan of 1870	680,372 02	640,952 02
Cash on hand	112,771 86	165,975 86
Total	$9,603,510 44	$11,388,919 35

The indebtedness of the company at the end of 1863 and 1864 comparatively, is shown in the following summary:

	1863.	1864.
6 p. c. Loan, due Mar. 1, 1870	$2,786,681 92	$414,607 77
6 p. c. Loan, due April 1, 1884	.....	2,430,274 75
Total	$2,786,681 92	$2,846,881 92
Increase of funded debt		$60,200 00
" floating debt		747,028 28
" dividends and int. unpaid		5,785 13
Increase of debt & liabilities in 1864.		$813,013 41
Increase of stock in 1864		1,803,000 00
Total increase of debt and stock		$2,616,013 41

In explanation of the increase in the floating debt it is proper to remark that the long established terms of payment, for mining and preparing the company's coal, are one-third cash and two-thirds in acceptances at three and four months without interest. The amount of such acceptances outstanding at the end of the year 1864, was necessarily largely increased by the fact that the prices paid for mining and preparing the coal were very nearly three-fold what they were formerly.

The property and assets of the company in the meanwhile were increased by a total of $1,777,409 31 arising from the following items of disbursement, exclusive of all renewals and repairs

Lehigh and Susquehanna Railroad—	
Extensions and improvements	$527,906 98
Real Estate—	
Purchase and improvement of lands	343,132 59
Moveable Effects—	
Boats, cars, engines, supplies, coal on hand, &c.	853,165 74
Balance of cash on hand	53,204 00
Total increase of property and assets.	$1,777,409 31

The following table exhibits at one view the cost of the company's works, and the earning yearly for the last twenty years:

Years.	Cost of works, lands, mines, &c.	Gross Earnings.	Total Expenses.	Net Earnings.	Dividends.
1845.	$6,628,891	$373,896	$39,488	$334,408	..
1846.	6,821,975	488,004	73,269	414,735	..
1847.	7,017,865	575,416	102,906	472,510	..
1848.	7,160,033	473,721	102,790	370,931	..
1849.	7,172,290	575,223	83,482	491,741	..
1850.	7,188,228	607,176	179,852	427,324	..
1851.	7,182,249	645,210	248,172	397,038	..
1852.	7,142,876	722,999	153,366	569,633	6
1853.	7,015,998	804,715	134,259	670,456	6
1854.	7,116,901	1,090,652	167,136	923,516	6
1855.	7,169,727	1,019,271	209,125	810,146	6
1856.	7,241,654	864,657	237,176	627,481	6
1857.	7,263,971	593,290	127,126	466,164	6
1858.	7,228,273	595,857	92,197	503,660	6
1859.	7,228,789	672,688	97,763	574,925	6
1860.	7,288,264	753,318	83,091	670,227	6
1861.	7,357,473	528,246	201,314	326,932	6
1862.	7,454,365	307,347	123,487	183,860	6
1863.	7,574,840	1,152,694	129,110	1,023,584	6
1864.	8,445,880	1,560,582	238,305	1,322,277	10

☞ A meeting of the stockholders of the Toledo and Wabash Railway Company will be held in Toledo on the 28th inst., for the purpose of taking into consideration a contract for consolidation of the said company with the Great Western Railroad Company of 1859, the Quincy and Toledo Railroad Company, and the Illinois and Southern Iowa Railroad Company, which contract has been duly approved by the Board of Directors, and will be submitted at said meeting for approval and ratification.

☞ Telegraph communication is now open with Marquette, Lake Superior, *via* Green Bay, Oconto, Peshtigo, Menominee and Escanawba, thence along the Peninsula Railroad to Marquette, Michigan. The new line constitutes a part of the Northwestern Telegraph (formerly Wisconsin State Line.)

☞ The Cincinnati and Indianapolis Junction Railroad has just been completed and its formal opening celebrated. It extends from Connersville to Cambridge City, and traverses some of the finest agricultural counties of Ohio and Indiana.

☞ The Richmond *Times* of 17th inst., that the Virginia Central Railroad bridges over Ravenna, Moor's Creek and Mechanics River, are progressing, and hopes are entertained that the whole road will be in operation in four weeks.

☞ The Orange and Alexandria Railroad is being repaired from Charlottesville to Lynchburg. Cars are now running from the latter place to Lye River, thirty miles.

Railroads of Iowa.

The following is a comparative statement of the mileage and gross earnings of the railroads of Iowa in the years 1863 and 1864:

	1863. Miles.	1863. Earnings.	1864. Miles.	1864. Earn'gs.
Burlington & Missouri River	75	$302,314	75	$390,237
Cedar Rapids and Missouri River	84	103,062	98	236,189
Chicago, Iowa and Nebraska	82	236,400	82	425,960
Dubuque Southwestern	44	86,128	44	63,630
Dubuque & Sioux City	99	275,096	99	398,238
Mississippi & Miss.	157	318,608	157	603,209
McGregor Western	..	.....	40	51,834
Des Moines Valley	89	227,024	114	318,395
Keokuk, Mt. Pleasant and Muscatine	25	41,914	25	66,103
Total	626	$1,570,546	731	$2,553,699
" in 1863			626	1,570,546
" in 1862			579	1,109,346

Petroleum.

It is a peculiarity of the American people, that whatever their hands find to do, they do with all their might. This is a peculiarity so marked and so general that it distinguishes them from all other nations, and is the great secret of their industrial prosperity. The prosecution of the petroleum business is characterized by this trait. But a short time has elapsed since the discovery of rock oil in the United States. It was known to have existed for hundreds of years in the East Indies, but the world was but little the better for it. Naptha, as it was best known, formerly was found in Rangoon on the Irrawaddi River, and in Persia; it has been found also in Germany, and even in Derbyshire, England. But nothing of much importance has come out of it there. The naturalists and chemists believe it is the production of heat and pressure in the earth on organic matter.

At any rate when it was discovered in Pennsylvania it was not permitted to remain unnoticed. Companies were rapidly formed, locations secured, borings commenced, and at once millions of gallons were brought forth from the depths to become an article of use, merchandise and commerce. Villages and towns rose around the oil wells as if by magic. Where the capital came from was not inquired or debated, nor from whence the population sat in. The work went on.

It is well-known that oil wells had been sunk at Enniskillin in Canada West, but they were not operated with much vigor. American enterprise and capital have even there been the chief reliance; but in Pennsylvania, and latterly in Western Virginia have we seen the most remarkable results of the discoveries.

The press, always vigilant in this country on public matters, has not failed to record the history and success of most of the enterprises connected with this production, so that in this particular we should have nothing to add even if we had the space for the information, but recently attempts have been made to apply the science of statistics to this new industry, and with considerable success. In Philadelphia a large and elaborate volume has just been published giving a full account of all the known wells and companies in this country, their localities, capital, Boards of Directors and officers, and we are now able to give an abstract of them and place it on record.

The capitals of these companies vary from $5,000 to $10,000,000, many of them being well watered from the start, and making more money for those who did not bore than those who did. The dividends have ranged from 25 to 30 per cent. per annum down to nothing at all, which latter is likely to be the ruling rate with many of these companies.

At the close of the month of March last, the following statement gave a fair idea of the business and the number, localities and capital of the companies:

	No. of Companies.	Amount of par capital.
In Philadelphia	436	$230,885,000
In New York	220	214,400,000
In Pittsburg	91	22,930,000
In Boston	..	3,000,000
In Baltimore	..	2,000,000
In Chicago	..	5,250,000
In Detroit, Michigan	..	500,000
In Erie, Pa	4	*1,500,000
In Titusville, Pa.	3	*4,750,000
In Washington, D. C	2	700,000
In Indiana	7	1,780,000
In Kentucky	81	†24,000,000
In Ohio	103	25,873,500
In places not enumerated	..	7,500,000
Ninety-two companies in New York, Philadelphia & Pittsburg, whose capital is not published, estimated	..	36,000,000
Total		$580,568,500

*About. †Estimated.

It thus appears that, at the close of March, there were companies organized in the United States, the combined par capital of which amounted to over $580,000,000. At the present time, the aggregate stands, no doubt, at fully $600,000,000. The total number of companies in existence, at the beginning of this month, was 1,085, and their average par capital, $535,000.

It may be of interest here to give the following comparison of the average currency price of crude oil and refined, at New York, during 1862, 1863 and 1864:

	1862. cts.	1863. cts.	1864. cts.
Crude	20⅝	28	41⅞
Refined in bond	36⅜	44¼	64¾

The following statement shows the receipts and shipments of petroleum and its products at New York during 1864:

	Received. bbls.	Shipped. bbls.
Crude, oil	442,501	189,841
Refined	258,887	336,244
Naphtha	9,627	6,793
Tar, etc	9,096	723
Total	720,111	533,601

This comparison affords a fair indication of the proportion in which the several forms and products of petroleum are produced.

It is thus apparent that the price has actually advanced notwithstanding the great increase of production likely to be extended by the reported discovery of the oil in localities very widely separated, and in many of the Middle and Western States. Geologists are everywhere looking for the formations in which it is found, and as these are entirely independent of the coal systems contrary to former opinion, the discovery of these at an economical working depth will lead to the further prosecution of researches by adventurers.

The extensive use of the article for illumination must continue to make it one of great demand and profit. Already whale oil is almost superseded in the hot countries by the use of petroleum. A large trade in the article for South America has sprung up, and as its attendant and consequence immense quantities of lamps and chimney glasses are exported with it. American ingenuity has also been exercised to find the best kind of kegs in which it can be transported without loss, and the latest and most striking forms of these are metallic casks, which can be slung on the backs of mules to be carried from the coast over the Andes to towns in the interior. In this oil and even in its refuse, the chemists have found dormant materials for the most splendid colors. Just as out of the most ignoble substances the chemists have discovered the elements of the most delicious perfumes, so out of this greasy and stifling oil are obtained the most magnificent hues equal to the finest produced by Nature in her gayest parterres, and which transferred to silks give to the costume of our women, an unprecedented brilliancy, or the most delicate tints and shades.

Here then is another wonderful development in our country adding millions annually to its wealth in a new direction, and where least expected. If cotton ever really was King, it is nearly dethroned by this new offspring of our soil, with oily face and hands, which has sprung out of the depths of the earth, and claims his right to be henceforth considered the equal of cotton, tobacco, sugar and rice.

The great ease with which capital to the extent of six hundred millions has been raised in a short time for the production of petroleum, one-fifth of the whole National debt, is significant of the power and the growing means of the Nation.

☞ The stockholders of the Shore Line Railroad met in New Haven on the 10th inst., for the purpose of authorizing the directors to issue seven per cent. mortgage bonds to the amount of $200,000. The following resolutions was introduced and carried nearly unanimously:

Resolved, That the Directors of the Shore Line Railway be and are hereby authorized to issue bonds bearing interest at seven per cent., payable semi-annually, for two hundred thousand dollars to pay off the debt incurred by the late Trustees, and to make such further improvements and purchase such additional material as may in their judgment be necessary for the successful running of the road; and that the Directors be further authorized to secure said bonds by a first mortgage on the Shore Line Railway and all their property, rights and franchises, as provided by law; said bonds to be dated July 1, 1865, and to be payable fifteen years after date.

The following was also carried upon a stock vote, the vote standing 1,980 for and 335 against:

Resolved, That the bonds to be issued be offered in the first instance to holders of second and third mortgage bonds issued by the New Haven and New London Railroad Company, such preference to cease after the lapse of such time as the Directors shall appoint.

☞ Great efforts are being made to push forward the Grand Rapids and Indiana Railway, and the prospect is said to be encouraging.

Interest and Dividends.

The Michigan Central Railroad Company have declared a dividend of $4 per share in cash, free of Government tax, and $6 in stock, fractions to be paid in cash at par, payable July 1, in New York, Boston and Detroit.

The Boston and Maine Railroad Company has declared a dividend of 4 per cent., payable July 1.

The Boston and Worcester Railroad Company announce a dividend of 4½ per cent., payable July 1.

The Boston and Lowell Railroad Corporation will pay a dividend of 2 per cent., or $10 per share on the 30th June.

The Western Railroad Corporation has declared a dividend of 4 per cent., payable July 1.

The Eastern Railroad Company has declared a dividend of 3 per cent., payable July 1, and the Eastern (New Hampshire) Railroad one of 3 per cent., payable July 1.

The Old Colony and Newport Railroad Company has declared a dividend of $4 per share, payable July 1.

The Connecticut River Railroad Company has declared a semi-annual dividend of 4 per cent., payable July 1.

The coupons of the Central Pacific Railroad Company of California, due July 1st, will be paid by Eugene Kelly & Co., 36 Wall street.

Coupons Nos. 10, 20 and 21 of San Francisco bonds, due July 1st, will be paid by Lees & Waller.

A semi-annual dividend of three and a half per cent. on the capital stock of the Mercantile Mutual Insurance Company will be paid at their office on and after the 1st of July.

The Columbian Marine Insurance Company will pay, 1st July, a dividend of 3½ per cent.

Philadelphia and Erie R. R.

The stockholders of the Philadelphia and Erie Railroad Company will be glad to learn of the rejection by the Board of Managers on Saturday last, of the Act of Assembly, authorizing them to issue a preferred stock for an amount equal to the completion of some unfinished work on the line of road and at Erie harbor. A very satisfactory arrangement, we understand, was at the same time concluded with the Pennsylvania Railroad Company for the purchase of some of the Philadelphia and Erie mortgage bonds, which will enable the Company to finish up all its work without the issue of any of its reserve stock. Arrangements, were are informed, are made to so thoroughly stock this important thoroughfare as to enable it to meet its growing trade. The fast through-line about to be placed on the road, it is contemplated to run through to Erie in eighteen hours, connecting with a through line at Milton from New York to the West, over the New Jersey Central, Lehigh Valley, and other connecting links, thus forming the shortest route to the West from New York. The freight traffic on the Philadelphia and Erie road is large, and when met by a full supply of power and cars, as contemplated by existing arrangements, will much increase, to the advantage of the road and the northern section of the State, as well as to the trade of Philadelphia.—*Pyila. Ledger, June* 21.

☞ The value of personal property in Cincinnati in 1865 is $48,524,313, against $34,148,719 in 1864—an increase of $14,375,594. In Hamilton County, exclusive of Cincinnati, the valuation is $8,850,137, against $6,981,069 in 1864—an increase of $1,869,068. Including the city and townships, the valuation of personal property in 1865 is $57,374,450, against $41,129,788 in 1864—an increase of $16,244,662.

Receipts at Tide Water.

The quantity of flour, wheat, corn and barley left at the tide water from the commencement of navigation to the 31st May, inclusive, during the years 1864 and 1865, was as follows:

1864	51,700	2,450,400	560,400	90,100
1865	64,900	403,800	560,500	90,800
Inc.	13,200	Dec. 2,046,600	Inc. 100	Inc. 780

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 395,520 brls. flour.

The following comparative table shows the quantity of some of the principle articles of produce left at tide water from the commencement of navigation, to and including the 31st May instant, in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, brls	130,700	51,100	64,900
Wheat, bus	2,625,600	2,450,400	433,800
Corn, bus	3,224,300	369,400	560,500
Barley, bus	46,600	98,100	99,800
Malt	.....	.....	92,100
Oats, bus	1,327,000	1,180,000	1,741,000
Rye, bus	42,800	22,500	20,800
Beef, brls	4,607	1,900	2,990
Pork, brls	124,807	11,500	6,810
Bacon, lbs.	908,700	316,600	784,600
Butter, lbs.	5,700	600	8,500
Lard, lbs	9,284,700	130,300	360,500
Cheese, lbs	325,700	.....	4,300
Wool, lbs	1,800	7,500	16,100

Leesport and Moselem Railroad.

The Leesport and Moselem Railroad Company, incorporated by the legislattre last winter, has been fully organized, and Nicholas Hunter, Esq., of Moselem Furnace, Berks County elected President. The stock of the Company has all been promptly subscribed for, and the immediate making of the road depends upon the promptness with which the bonds of the company are taken. This road will be of some importance to the interests of this region by opening a new section of country, and a more direct route to the Lehigh, and therefore commends itself to the consideration of our business community. The road commences at Leesport on the Philadelphia and Reading Railroad, eight miles above Reading, and extends to Topton on the East Pennsylvania Railroad, opening a new avenue to New York and new means for supplying local demands. The Company will issue six per cent. bonds, guaranteed by the Philadelphia and Reading Railroad Company, and receivable to the extent of 33⅓ per cent. thereof in payment for freight on merchandise passing over the Leesport and Moselem Railroad, or over this road, and the Philadelphia and Reading Railroad. As a mere investment the security of these bonds is of course undoubted, in addition to which the taking of them will insure the immediate making of this important road.—*Pottsville Miners' Journal.*

☞ At a meeting of the stockholders of the Cumberland Valley and Franklin Railroad Companies, held at Chambersburg on the 31st of May last, the agreement previously entered into between and by the boards of managers of said companies to merge both companies into one under the charter of the Franklin Railroad Company was unanimously sanctioned. One consolidated road now extends from Harrisburg, Pennsylvania, to Hagerstown, Maryland, a distance of seventy-eight miles.

☞ There appears to be but little doubt that the contemplated air line railroad from Indianapolis to Chicago will be commenced before the close of the present season.

☞ A contract has recently been completed in New York between Francisco Farraya, Consul General for the United States, representing the United States of Bogota, South America, and a firm composed of residents of New York, for the erection of a line of electric telegraph, to connect Bogota with Nare. The communication, when completed, will be from the city of Bogota, via Ambelema and Honda, along the banks of the river Magdalena, to Nare, which latter place, for some time, will remain the terminus of the wire. This is the first attempt at the introduction of the magnetic telegraph into South America, and is only the initial movement, which will probably result in connecting the States of that Republic with the United States. The new line of telegraph is to be completed and in effective working within six months from the present time. The contractors are Messrs. Davison, Styles and Woolsey.

☞ An interesting point has just been decided by the Supreme Judicial Court of New Hampshire, at Manchester, in an action brought against Messrs. Hill & Co., expressmen. It seems that a package of clothing was sent to Derry by defendants' express, which was refused by the party to whom it was sent on the ground that it was not what he bought. The cash on delivery which this party had paid was handed back and the package returned to the plaintiffs, who refused to receive it, and demanded $24 which had been paid for it but refunded by the express company's agent. The court held that the defendants were not liable, and that when a package is delivered to an express company marked "cash on delivery," the consignee is entitled to a reasonable time to examine its contents, before he makes his election to take it and pay the price.

☞ A new railroad project started in Salisbury is to link Millerton station on the Harlem road with the Housatonic at Sheffield, Mass., a distance of fifteen miles. This, it is said, would give an unbroken air line route from a point near the southern boundary of Vermont to New York, and shorten the distance to New York from Berkshire County, Mass., by 30 miles; and, moreover, Salisbury could then move the 20,000 tons of iron ore (which is now conveyed by horse power) by rail.

☞ At the annual meeting of the stockholders of the Mississippi and Missouri Railroad Company, held at Davenport, Iowa, on the 5th instant, the following gentlemen were elected directors for the ensuing year: General John A. Dix, Geo. T. M. Davis, John Elliott, Geo. H. Stanton, Jr. Blakely Wilson and David Jones, of New York; Hiram Rice, J. B. Grinnell and Ebenezer Cook, of Iowa.

☞ A project is said to be on foot to build a railroad from Holly to Monroe, Michigan, forty miles—thus connecting Saginaw and Toledo and Cincinnati.

☞ Silas Seymour, Esq., has relinquished the position of engineer of the Potomac aqueduct, for the purpose of assuming the duties of consulting engineer of the Union Pacific Railroad.

☞ It is said that John Bridgeford, of Albany, has been awarded the contract, by the Cohoes Company, for building the new dam across the Mohawk river. It is to cost $200,000.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton, Ca.	200,000	5	----	18c
Acton Vale, Ca	50,000	5	----	5c
Adventure, L. S.	20,000	---	----	---
Albany and Boston "	20,000	----	20	20
Algomah, "	20,000	----	2	2½
Alliance, Ca.	200,000	2½	----	---
Allouez, L. S.	20,000	----	1	3
American, Ca.	200,000	2½	----	----
Amygdaloid, L. S.	20,000	----	25	----
Annapolis, Md.	50,000	10	----	----
Arizona, Ariz. T.	10,000	100	----	----
Ascot, Ca.	20,000	20	----	----
Astor, L. S.	20,000	----	1	6¼
Atlas, "	20,000	----	1	4½
Aztec, "	20,000	----	1	4
Balt. and N. C., N. C.	20,000	5	----	55c
Bare Hill, "	------	----	----	225c
Bay State, L. S.	20,000	----	3½	13½
Beaver, "	20,000	----	1	---
Bedford, Ca.	125,000	5	----	50c
Black River, "	200,000	2½	----	10c
Bohemian, L. S.	20,000	----	7½	10½
Bolton, Ca.	200,000	5	----	1½
Boston, L. S.	20,000	----	5*	1½
B. and Corinth, Vt.	20,000	10	----	----
Brooklyn, L. S.	20,000	----	2	----
Brome, Ca.	100,000	5	----	2
Cabot, L. S.	20,000	----	----	½
Caledonia, "	20,000	----	----	6
Cambridge, "	20,000	----	5	20c
Canada, Vt.	100,000	4	90c	95c
Carp Lake, L. S.	20,000	----	----	1½
Cascade, "	20,000	----	----	---
Central, "	20,000	----	----	43½
Champlain, Ca.	200,000	1½	----	15c
Chatham, "	200,000	2	----	---
Chaudiere, "	100,000	1	----	55c
Chester, "	200,000	1	----	12c
Cheticamp, "	30,000	5	----	1½
Chippewa, L. S.	20,000	----	----	---
Cleveland, Ca	100,000	5	----	---
Cliff, L. S	20,000	----	----	---
Clifton, "	20,000	----	----	1
Collin, "	20,000	----	½	---
Columbian, "	20,000	----	4½	9
Consolidated, "	20,000	----	5	5c
Copper Falls, "	20,000	----	24½	19
Copper Harbor, "	20,000	----	1	---
Copper Hill, "	200,000	1	----	220c
Copperas Hill, "	50,000	10	----	---
Cornwall, Vt.	100,000	2	----	25c
Dacotah, L. S	20,000	----	----	5
Dana, "	20,000	----	3½	1½
Deep River, N. C.	------	5	----	10c
Delaware, L. S.	20,000	----	----	15
Derby, "	20,000	----	----	1½
Devon, "	20,000	----	1	4½
Dorchester, "	20,000	----	6	7
Douglas, "	20,000	----	----	---
Dover, Ca.	200,000	----	1	3½
Dudley, L. S.	20,000	----	½	½
Dunham, Ca.	200,000	2	----	25c
Durham, "	200,000	5	----	25c
Eagle River, L. S.	20,000	----	3½	½
El Dorado (Silver), "	20,000	----	----	---
Escot, Ca.	25,000	20	----	4
Essex, "	200,000	----	----	20c
Etna, L. S.	20,000	----	----	12½
Eureka, "	20,000	----	----	---
Everett, "	20,000	----	----	5*
Evergreen Bluff, "	20,000	----	----	12
Flint Steel, "	20,000	----	----	13
Forest City, "	20,000	----	3	1
Forest Shepherd, "	20,000	----	6	---
Franklin, L. S.	20,000	----	6½	36
French Creek, Pa.	100,000	5	----	50c
Gardner City, L. S.	20,000	----	----	---
Gardner Hill, "	20,000	----	5	85c
Girard, "	20,000	----	----	½
Glade, "	20,000	----	1	---
Glencoe, Ca.	200,000	1	----	10c
Globe, L. S.	20,000	----	1	---
Grand Portage, "	20,000	----	1	40
Grand Trunk, Ca.	100,000	5	----	65c
Great Western, L. S.	20,000	----	2	1½
Green Mountain, Vt.	20,000	10	----	4½
Guilford, L. S.	20,000	----	5	50c
Hamilton, "	20,000	----	----	1
Hancock, "	20,000	----	6½	8
Hanover, "	20,000	----	½	1½
Hartford, "	20,000	25	12½	---
Hazzard, "	20,000	----	----	---
Highland, "	20,000	----	7	5½
Hilton, "	20,000	----	----	1½
Hope, "	20,000	----	½	1½
Hudson, "	20,000	----	----	2
Hulbert, "	20,000	----	----	4
Humboldt, "	20,000	----	2	2
Hungarian, "	20,000	----	1	1½
Huron, "	20,000	----	16	39½
Indiana, "	20,000	----	----	6
Inverness, "	200,000	2½	----	---
Isle Haute, "	40,000	----	----	---
Isle Royale, L.	50,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson, L. S.	20,000	----	----	----
Keweenaw, "	20,000	----	----	4
Kickapoo, "	20,000	----	1	----
King Phillip, "	20,000	----	2	----
Knowlton, "	20,000	----	1	6
Lafayette, Ca.	200,000	1	----	1½
Lake, "	200,000	1	----	14c
Lawrence, L. S.	20,000	----	----	----
Lennoxville, Ca.	100,000	5	----	50c
Logan, "	100,000	3	----	½
Lyster, "	200,000	2	----	----
Madison, L. S.	20,000	----	1	2½
Malden, "	20,000	----	1	----
Mandan, "	20,000	----	2½	45c
Manhattan, "	20,000	----	2½	2½
Marquette, "	20,000	----	¾	¾
Maryland, Md.	------	5	----	40c
Mass, L. S.	20,000	----	----	----
Massachusetts, "	20,000	----	----	----
Mendota, "	20,000	----	----	4
Merrimac, "	20,000	----	----	4
Meteor, "	20,000	----	----	---
Mesnard, "	20,000	----	5½	2
Michigan, "	20,000	----	----	----
Middlesex, "	20,000	----	----	----
Mineral Hill, "	------	----	----	1½
Minnesota, L. S.	20,000	----	3½	16
Missisquoi, Ca.	150,000	2	----	1½
Montezuma, N. Mex.	300,000	5	----	---
Morrison, L. S.	20,000	----	----	----
Nashua, "	20,000	----	----	----
National, "	20,000	----	5½	21
Native, "	20,000	----	3	62½c
Naumkeag, "	20,000	----	1	3
Nelson, Ca.	200,000	1	----	10c
Nequaket, L. S.	20,000	----	1	2
Nevada (Silver), "	20,000	----	----	----
New England, "	20,000	----	2	75c
Newton, Ca.	200,000	1	----	8c
New York, L. S.	20,000	----	----	½
N. Y. & Passaic, N. J.	100,000	5	----	---
North Cliff, L. S.	20,000	----	4	5
North Silver Lake, "	20,000	----	----	---
North State, "	20,000	----	3	25c
North Sutton, Ca.	100,000	5	----	1
North Western, L. S.	20,000	----	7½	32
Norwich, "	20,000	----	----	4
Ogima, "	20,000	----	----	5½
Ontonagon, "	20,000	----	----	2
Ottawa, Ca.	200,000	1	----	25c
Pacific, L. S.	20,000	----	----	---
Pennsylvania, "	20,000	25	2½	10
Petherick, "	20,000	----	2½	6½
Pewabic, "	20,000	----	2½	59
Phila. & Boston, "	20,000	----	15	2
Phœnix, "	20,000	----	----	11
Pittsburg & Boston, "	20,000	----	5½	60
Pontiac, "	20,000	----	3½	1½
Prince of Wales, Ca.	200,000	----	----	---
Providence, L. S.	20,000	----	----	½
Quincy, "	20,000	----	10	63
Reid Hill, Ca.	200,000	1	----	---
Reliance, L. S.	20,000	----	----	7½
Richford, "	60,000	5	----	---
Ridge, L. S.	20,000	----	----	---
Rockland, "	20,000	----	5	4
Roscoe, Ca.	200,000	1	----	---
Rudisell, "	------	----	----	75c
St. Clair, L. S.	20,000	----	3	4½
St. Flavien, Ca.	100,000	5	----	---
St. Francis, "	100,000	5	----	---
St. Mary's (L. & M.), L. S.	20,000	----	8½	1½
Salem, "	20,000	----	1	---
Sharon Consol, "	20,000	----	----	3
Sheldon, "	20,000	----	----	16
Silver Creek, "	20,000	----	1	---
Silver Hill, "	20,000	----	----	30c
Silver Lake, "	20,000	----	----	---
Silver Valley, "	20,000	----	----	10c
Southampton, Ca.	100,000	5	----	---
South Bedford, "	200,000	2	----	20c
South Side, L. S.	20,000	----	3	1½
Springfield, Md.	------	5	----	85c
Stadecona, Ca.	100,000	5	----	---
Star, L. S.	20,000	----	----	2
Stark, Vt.	100,000	2	7½	---
Strafford, "	30,000	10	----	50c
Superior, L. S.	20,000	----	4	4½
Sussex, "	20,000	----	----	---
Sutton, Ca.	100,000	5	----	85
Toltec, L. S.	20,000	----	20	1
Tremont, "	20,000	----	5*	1½
Union (L. & M.), "	20,000	----	----	---
Vernon, "	25,000	10	----	---
Victoria, L. S.	20,000	----	1½	---
Vulcan, "	20,000	----	----	---
Washington, "	20,000	----	----	---
Waterloo, Ca.	100,000	3	4*	15c
Waukegan, L. S.	20,000	----	----	---
West Minnesota, "	20,000	----	2½	1
Wickham, Ca.	200,000	5	----	20c
Wickopee, "	100,000	5	----	5½
Winthrop, L. S.	20,000	----	3½	3
Wyandotte, "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake, N. Y.	50,000	50	----	3
East River, "	6,000	50	----	---
George's C'k C. & I., Md.	10,000	100	----	118
Harewood, "	20,000	5	----	----
Kahtadin, Me.	3,000	100	----	----
Lake Superior, L. S.	20,000	25	----	----
Massachusetts, "	25,000	1	----	----
Mount Pleasant, Pa.	10,000	50	----	----
Teal Lake, L. S.	------	----	----	2
Tyson, "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia, N. Y.	100,000	5	----	8½
Bucks County, Pa.	------	----	----	½
Canada, Ca.	50,000	5	----	2½
Clute, "	------	----	----	½
Crystal Lake, "	------	----	----	---
Erie, "	------	----	----	21
Gay's River, "	100,000	2	----	---
Hampton, "	100,000	5	----	---
Keystone, Pa.	------	----	----	1½
Lancaster, "	------	----	----	---
Macomb, N. Y.	100,000	5	----	1½
Mineral Point, "	100,000	5	----	½
Mount Hope, N. Y.	80,000	5	2½	---
National, "	200,000	1	----	---
New Jersey, N. J.	12,000	100	----	110
N. Y. & Boston, N. Y.	100,000	5	----	2½
Oswegatchie, Ca.	100,000	5	----	1
Placentia Bay, N. F.	------	----	----	½
Ramsay, Ca.	20,000	25	----	---
Rossie, "	100,000	5	----	---
Shawangunk, N. Y.	100,000	5	----	---
Sussex, N. J.	------	----	----	40c
Union, "	100,000	5	----	57c.
Wallkill, N. Y.	------	----	----	25c
COAL & ANTHRACITE:				
American, Pa.	37,500	25	----	58
Ashburton, "	50,000	50	----	10
Atlantic & G. C., Md.	------	----	----	75c
Baltimore, "	------	100	----	2
Bear Valley, "	40,000	12½	----	12½
Beaver Meadow, Pa.	100,000	50	----	---
Belmont, "	10,000	50	----	4½
Big Mountain, Pa.	------	----	----	5
Blackhall, N. S.	8,000	25	----	---
Boston & Pictou, "	100,000	5	----	---
Bridgeport, Pa.	30,000	10	----	---
Broad Mountain, "	30,000	10	----	---
Butler, "	------	----	----	10
Cape Briton, N. S.	200,000	2½	----	---
Carbondale, Pa.	------	----	----	3
Central, "	------	----	----	47
Clinton, "	------	----	----	½
Coal Brook, "	4,000	50	----	---
Continental, "	10,000	50	----	73½
Cumberland (pref.), Md.	50,000	100	----	41½
Daniel Webster, "	5,000	100	----	---
East Mahanoy, Pa.	------	----	----	---
Everhart, "	20,000	25	----	---
Franklin, Pa.	5,000	100	----	27
Fulton, "	60,000	5	----	6½
Gilbertson, "	5,000	100	----	51
George's Creek, Pa.	10,000	----	----	102½
Grand Tunnel, "	4,000	100	----	50
Green Mountain, Pa.	------	----	----	3½
Hampton & Balt., Md.	------	----	----	91
Hazleton, Pa.	32,300	50	----	65
Henry Clay, "	3,000	100	----	---
International, N. S.	20,000	50	----	---
Lawrence, Pa.	2,000	100	----	6½
Locust Mountain, "	------	----	----	40
Lorberry, "	4,000	100	----	11
Macan, "	2,000	100	----	---
Mahanoy, "	1,000	20	----	---
Metropolitan, "	------	100	----	---
Middle Coal Fields, "	------	----	----	10½
Milford, "	2,500	50	----	---
Mill Creek, Pa.	------	----	----	---
Mulgrave, "	2,000	----	----	---
Narragansett, R. I.	8,000	10	----	---
New Creek, Pa.	------	----	----	½
North. & Luzerne, "	------	----	----	---
Penn, "	100,000	50	----	140
Penn. Cannel, "	6,000	50	----	---
Picton, "	4,000	100	----	---
Pine Knot, Pa.	4,000	50	----	---
Port Hood, "	4,000	100	----	---
Potomac, Md.	40,000	10	----	3½
Powell, Pa.	------	----	----	---
Preston, "	------	----	----	18
Princess Alex., N. S.	5,000	100	----	---
Ridgeway, Pa.	------	----	----	---
St. Clair, Pa.	5,000	100	----	18½
Schuylkill Valley, "	20,000	10	----	7½
Shawmut, "	6,000	50	----	---
Short Mountain, Pa.	16,000	50	----	21½
Stafford, "	------	----	----	---
Suffolk, "	4,000	100	----	93
Sugar Loaf, Pa.	------	----	----	---
Summit, "	40,000	20	----	---
Susq. Coal & C. Mt., "	------	----	----	4½
Tamaqua, "	------	----	----	---
Vandermark, "	20,000	50	----	---
Wyoming Valley, Pa.	22,760	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.), Col.	50,000	10	----	----
Acadia (G.), N. S.	100,000	3	----	----
Albion (G.), "	100,000	3	----	¾
Alpine (G.), Col.	150,000	10	----	----
Alps (G.), "	100,000	5	----	----
American, "	200,000	2	----	----
Am. & Mex. (S.), N. M.	------	----	----	----
Am. Pioneer, A. T.	------	---	----	----
Arizona (Silver), "	------	----	----	----
Atlantic (G.), N. S.	100,000	2	----	2
At. & Pac. (G. & S.), Nev.	50,000	10	----	33
Bay State (G.), Col.	200,000	5	----	----
Beacon (G.), N. S.	200,000	2	----	----
Benton (G.), Col.	100,000	5	----	45c
Black Hawk (G.), "	50,000	100	----	----
Boston (G.), "	10,000	50	----	105
Briggs (G.), "	10,000	100	----	----
Bullion (G.), "	200,000	25	----	----
Burroughs (G.), "	100,000	10	----	----
Canadian (G.), Ca.	200,000	2	----	50c
Central (G.), Col.	50,000	20	----	17½
Chaudiere (G.), Ca.	100,000	5	----	90c
Chebucto, N. S.	100,000	5	----	65c
Colonial (G.), Ca.	100,000	2½	----	25c
Colorado (G.), Col.	50,000	10	----	1
Consol. Greg'y (G.), Col.	50,000	100	----	25
Copalinshe (G.), "	200,000	20	----	----
Corisannie (G.), "	100,000	10	----	6
Corydon (G.), "	100,000	25	----	1
Day & Bushnell (G.), C.	300,000	10	----	----
Denver (G.), Ca.	50,000	20	12½	15
Dorset (G.), "	170,000	5	----	----
El Dorado (G.), Nev.	100,000	5	----	----
Empire (S.), "	------	----	----	----
Empress (S.), "	------	----	----	----
Eureka (G.), Cal.	------	----	----	----
Excelsior (G.), Col.	30,000	10	----	14
Frankfort (G.), "	100,000	2	----	----
Garrison's (G.), Col.	100,000	5	----	----
Gilbert River (G.), Ca.	100,000	5	----	1
Gilpin (G.), Col.	100,000	5	----	1½
Gold, "	100,000	5	----	3½
Gold Field, "	50,000	10	----	----
Gold Hill, "	50,000	10	----	----
Gold River, "	100,000	3	----	----
Gould & Curry (G. & S.), N.	------	----	----	----
Gunnell (G.), Col.	300,000	10	----	1½
Halifax (G.), N. S.	200,000	2	----	50c
Harmon (G. & S.), Nev.	------	----	----	----
Holman (G.), Col.	150,000	2	----	----
Hope (G.), "	80,000	25	10	10
Isaac's Harbor (G.), N. S.	100,000	5	----	55c
Isabella (G.), Col.	------	----	----	----
Kennebec (G.), Ca.	100,000	5	----	----
Kent (G.), N. S.	200,000	1	----	----
Lake (G.), Col.	------	----	----	----
Lake Major, N. S.	12,000	50	----	----
Libertad (G. & S.), Mex.	------	----	----	----
Manhattan (G.), Col.	100,000	10	----	----
Mariposa (G.), Cal.	100,000	100	----	12½
Massachusetts (G.), Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.), Mex.	100,000	100	----	----
Montague (G.), N. S.	50,000	10	----	----
Montana (G.), Col.	100,000	5	½	1½
Montezuma (G. & S.), N.	100,000	5	----	----
Mt. Alpine (G.), Col.	250,000	5	----	----
Mt. Vista (G. & S.), Nev.	50,000	10	----	----
New England (G.), Col.	50,000	5	----	2½
New Gregory (G.), "	50,000	10	----	----
New York (S.), "	100,000	10	----	----
N. Y. & N. S. (G.), N. S.	100,000	5	----	10c
Nova Scotia (S.), "	100,000	2	----	2½
Oldham (G.), "	100,000	2	----	----
Otate (S.), Mex.	------	----	----	----
Palma (S.), "	------	----	----	----
Peck (G.), N. S.	100,000	5	----	----
Peninsular (S.), L. Cal.	------	----	----	----
Picacho (S.), A. T.	50,000	50	----	----
Pontiac (G.), Col.	50,000	20	----	----
Prince Albert (G.), Ca.	100,000	2	----	14
Quartz Hill (G.), Ca.	40,000	25	----	5
Quicksilver, Cal.	40,000	25	----	52½
Renfrew (G.), Ca.	120,000	2½	----	50c
Riviere du Loup (G.), "	20,000	10	----	----
Rocky Mt. (G.), Col.	------	----	----	11½
Sacramento (S.), Nev.	------	----	----	----
San Antonio (S.), A. T.	60,000	50	----	----
Santa Clara (Q.), Cal.	------	----	----	----
Santa Rita, Ariz. T.	------	----	----	----
Scottie (S.), Ariz. T.	------	----	----	----
Sherbrooke (G.), N. S.	100,000	10	----	----
Sierra Nevada (G.), Col.	------	----	----	----
Silver Hill (S.), Nev.	------	----	----	----
Sonora (S.), Ariz. T.	------	----	----	----
Southam (G.), N. S.	100,000	5	----	----
Stafford (G.), Ca.	100,000	5	----	2½
Star (G.), Col.	100,000	25	----	----
Stewart (G.), Ca.	100,000	5	4	75c
Tascher (G.), "	50,000	10	----	----
Victoria (G.), "	100,000	2	----	----
Waverly (G.), "	50,000	10	----	----
Windsor (G.), Col.	100,000	10	----	----
United States (G.), "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$			$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	30
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro'poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,617	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	341	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46½
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	51½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,168	1,261	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47½
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	--	Worcester	96,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	....	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	55	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	50.18	1.80	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	....	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	448,073	550,000	.....	19,794	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.33	—	....	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	—
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris's & Ford'm	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '63	7.50	3.40	....	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	16	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	16.50	—	....	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	—
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Wechawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.50	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,3[illegible]	20,036	8	....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	400,000	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.25	—	235	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	30
31 Oct. '64	11.00	—	....	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	18
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	....	....	....	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,000	5,368	58,006	15,984	4	....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	12
31 Oct. '64	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	79
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	18
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr. F.)	175,610	159,312	15,500	—	79,670	21,297	8	....	22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	46
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	23
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	62
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,068	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	....	....	....
30 Nov '62	10.20	—	....	....	....	St Louis	296,604	296,604	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadwny [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	300,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Wechawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	50,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage.	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	114
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	116
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	106¼
" " " " ... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ... registered	284,155,650	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	94
" " " " ..... coupon		5	" "	1904	96½
Loan of March 3, 1864 (5-20s) ..... registered	90,789,600	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,536,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,000	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	----
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	96½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	5	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " .. "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	5	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'90-'95	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	100
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	60
" — " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'68-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" — " (st'k'g conv.) ... "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1885	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	105
" — " " (") ..... "	133,689	6		plens.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	5	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	128½
— " " " (" ") "	845,000	5	April & Oct.	'65-'74	----
— " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
— "	247,000	6	June & Dec.	'68-'72	----
— "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	96
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	537,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1883	75
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1563	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	73½
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	79
" — " " N. Missouri ... "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " " " (" ") .. "	200,030	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " ...	900,000	5	" "	1875	----
" " — " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " ...	1,300,000	6	" "	'68-'78	119
" " — " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " ...	11,050	5½	----	d'm'd.	----
" " — " " " ...	14,230	6	----	d'm'd.	----
" " — " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	'64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	70
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " (" ") .... "	4,095,309	6	" "	1875	99½
" — " " (" ") .... "	2,400,000	6	" "	1881	100½
" — " " (domestic debt)	125,680	6	" "	1886	105
" — " " (war loan) ..... coupon	1,500	----	" "	1863	102
" — " " (" ") ..... "	279,313	----	" "	1886	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	1868	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	87
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	89
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	88½
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'60-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	72
" — " " (intern. impr.) "	2,063,666	5	----	Var.	55½
" — " " (railroads) ... "	12,799,000	6	----	Var.	72
" — " " (capitol) ..... "	608,000	5	----	1890	55½
" — " " (Hermitage) . "	48,000	6	----	1900	72
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	60
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,756	383,147	449,815	406,680	460,422	------	------	------	------	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,996	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,541
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,356	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,979	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	------	------	------	------	------	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,832	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,557	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,563	138,374	112,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,112	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,890	334,985	336,617	321,037	3,095,470
1865	305,564	246,331	289,463	186,172	227,260	------	------	------	------	------	------	------	----------
Chicago and Northwestern:													
1863	232,206	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	464,165	3,975,935
1864	273,876	317,839	360,355	371,461	466,830	521,059	482,054	519,306	655,364	708,714	705,496	645,943	5,858,297
1865	535,675	481,165	505,290	467,710	568,904	------	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	68,907	55,085	50,386	66,573	84,608	94,406	82,467	85,400	889,499
1861	85,239	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	----------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,950	436,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	965,359	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,153	1,114,506	1,099,507	1,072,296	1,041,975	994,317	1,105,264	1,301,905	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	------	------	------	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	463,871	2,922,970
1863	468,365	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,540
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,999	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	------	------	------	------	------	------	------	----------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,403	3,445,827
1863	299,944	271,085	275,643	280,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,336	661,391	657,141	603,402	6,329,447
1865	546,410	524,555	592,276	491,297	454,604	------	------	------	------	------	------	------	----------
Marietta and Cincinnati:													
1862	23,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,775	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,393	710,225
1864	56,640	77,874	90,855	73,215	83,964	75,056	89 533	94 375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,626	93,503	82,186	73,842	------	------	------	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139.761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134.726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163 734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,353	1-5,417	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	------	------	------	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	211,265	189,077	2,189,077
1862	163,152	153,726	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	276,536	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,580	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,591	358,562	402,219	407,107	448,924	411,806	4,120,153
1865	368,996	366,361	413 322	366,245	353,194	------	------	------	------	------	------	------	----------
Michigan Central:													
1860	110,712	107,740	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,560	133,620	123,377	144,982	286,845	307,333	242,089	200,134	2 124,214
1862	230,159	169,665	151,902	175,696	186,039	174,902	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,188,665
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	401,456	------	------	------	------	------	------	------	----------
New York Central:													
1859	380,349	370,544	500,211	478,563	409,628	447,813	504,217	591,920	748,599	709,671	637,792	629,396	6,308,703
1860	387,128	402,530	561,078	555,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	623,047	7,164,622
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	666,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,353
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,196,435	1,167,818	1,039,902	13,230,417
1865	899,478	581,372	915,600	1 360,600	1,204.435	------	------	------	------	------	------	------	----------
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,908,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,684	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,635	754,551	1,032,149	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,985	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,200	696,738	886,511	738,107	601,238	------	------	------	------	------	------	------	----------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,606	120,310	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,572	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	205,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	177,625	------	------	------	------	------	------	------	----------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	126,027	77,599	81,296	856,335
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,066	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,221	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,466	151,062	134,563	111,329	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,538	139,626	244,114	243,840	221,570	229,309	245,154	2,069,822
1865	144,084	130,171	155,753	144,001	138,738	------	------	------	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	595,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1856	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1895	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1856	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6		New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $800,000	790,600	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	89½
" " $1,700,000	1,700,000	6	"	"	1883	89
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1855	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	90
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o.M.	1900	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " ")		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1864	
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	76
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	100,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	250,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'61-'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	91
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69 '70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	117
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	118
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1851	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	800,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	902,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
----	----	---	----	----	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Mariette and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	81
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----	----	1550	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central :						
1st Mortgage Sterling	467,180	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	111
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	112
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----	" "	----	36½
2d Land Grant	650,000	---	----	" "	----	----
Income bonds	511,000	---	----	----	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1500	----
Muscogee :						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc (endors.)	231,000	---	----	----	----	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1873	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	105
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	92½
D'bts of former Co's outst'ding	224,920	---	----	----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	91½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	95
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	50
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	360,000	10	" "	" "	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	82
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	96½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860 000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	----
Quincy and Chicago;						
1st Mortgage	1,220,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	86
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	50½
2d Mortgage	937,500	7	" "	"	1863	15
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	691,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	800,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	70
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	89
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	----
Dollar Bonds	850,000	6*	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1888	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	50.6	—	—	—	.....	*Alabama and Florida*	1,451,736	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.5	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	169.5	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,270	—	—
29 Feb. '60	88.5	25.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	506,156	260,289	6	—
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,200	23.8	46,938	55,939	36,666	5	—
31 Jan. '64	122.4	—	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,810	154,337	—	—
31 Aug '64	61.8	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137 036	2,350,000	927,000	—	4,280, 00	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439 775	*	28,200	2,000,000	191,000	47,000	2,085,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	28,084	1,460,193	62.0	129,574	265,387	13,968	8	—
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	5.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	9½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51.000	—	710 992	66 0	211 836	270,672	54 290	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,419	1 426,772	720,462	12	125
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,248,531	60.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	---	---	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.8	136,631	138,970	41,466	—	—
22 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	—	18,535	744,529	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	1,535	—	—
— — '62	59.9	—	5.0	—	---	---	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	---	---	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	80.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	66.7	.....	418,086	265,527	8	125
— — '62	92.6	—	8.7	70.9	---	---	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	---	---	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	23.7	—	---	---	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	525,043	8	100
30 Nov. '60	102.5	—	----	—	16	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774.244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	632,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273 618	7½	92
30 Apr. '64	240.0	996.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	107
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 033,054	448,503	—	24½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212 654	3,359,391	1,891,705	6	98
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,063	2,201,431	1,279,405	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13 232,000	—	32,080,110	708.3	3,386,850	6,329,447	2 463,194	8	122½
1 Jun. '65	111.0	—	----	—	15	14	252	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	459,874	210,950	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	200.0	18 mos.	2,202,415	704,650	—	33
								INDIANA.													
— — —	108.0	—	----	—	---	---	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	----	—	---	---	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	.....	249,967	119,242	—	—
31 Dec. '62	72.4	—	----	—	19	17	296	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	86.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	354,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,586	1,007,979	521,254	18	150½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	----	—	---	---	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '63	100.0	—	----	269.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
— — '62	135.0	95.0	----	312.0	---	---	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	25
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,903	111.8	.....	426,408	227,534	—	—
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,298,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	135.0	85.0	18.3	56.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	150,204	481,922	225,649	—	—
31 Mar. '61	206.0	—	----	206.0	45	37	512	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	—
31 Aug '60	53.7	—	----	135.5	---	---	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	245,969	108,454	1,710,819	43.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	---	---	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,598	.....	—	—
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,148	1,697,660	12	103½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,157,124	4,289,466	1,891,113	7	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	408.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	595,092	6,331,899	236,0	.....	854,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	486,949	275,000	1,974,444	59.7	.....	176,462	116,453	—	—
31 Dec. '58	83.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,947	121,559	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	30
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	165.6	.....	444,460	182,595	—	—
31 Dec. '62	152 0	—	5.6	—	—	—	—	*Pacific County*	1,200,000	*	—	600,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	44	30	420	*Pacific*	11,162,670	662,617	—	2,486,916	7,000,000	137,019	10,455,430	196.1	567,040	879,966	247,008	—	—
2 Feb. '63	77.0	—	3.0	206.0	—	—	—	*South-Western Branch*	4,[illegible]786	116,883	—	71,613	4,500,000	.....	.....	114.0	93,871	241,485	122,886	—	—
5 Sept. '62	56.5	5.6	5.2	—	16	13	219	*St. Louis and Ire. Mountain*	4,[illegible]783	344,109	—	1,[illegible]81	3,301,000	87,661	5,206,817	90.1	283,031	288,[illegible]	82,[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	367,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	98
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,768	*	—	169,200	556,600	----------	----------	37.0	---------	55,408	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	236.8	1,953,769	4,481,859	3,054,653	6	111
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	90	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	9½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	110
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	121
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	118
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	50½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,501,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	8	106
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	89½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	109
30 Nov. '64	12.4	—	2.3	—	---	---	---	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	----
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	96,684	—	600,000	—	50,485	802,562	71.0	185,647	291,618	63,019	8	115½
30 Nov. '64	24.0	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	105
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	248,305	226,900	727	470,931	(Oper by B & L Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Common wealth.)					—	48
30 Nov. '64	99.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	89
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	150
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	272	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	----
31 Mar. '63	34.5	—	.....	—	21	22	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	57½
31 Mar. '63	28.2	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	50	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	----------	52.7	.....	37,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	163,718	4	78
30 Apr, '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	----------	24.7	.....	81,121	18,183	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	-----	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	----
31 Dec. '62	63.9	32.2	.....	8.0	---	---	-----	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	----------	124.2	.....	3,040,148	1,728,548	10	124½
31 Dec. '62	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	5½
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,615	7	116
31 Dec. '63	33.8	—	.....	—	---	---	-----	New Jersey	3,640,516	448,573	1,461,396	4,297,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294,200	77,798	438,798	21.2	.....	90,618	29,502	—	----
31 Dec '62	-----	-----	-----	-----	---	---	-----	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	259,880	154,908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,069,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	326.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	75½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,166,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	169½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	258	5,024	New York Central	27,233,174	5,046,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,990	3,506,745	9	93½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	58.1	70,885	162,757	83,060	8	----
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	----
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,504	—	1,519,800	1,784,400	60,571	3,459,880	238.1	565,665	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	-----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	----
-- -- '58	223.0	—	.....	—	---	---	-----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	----
-- -- '59	97.0	—	.....	—	---	---	-----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	----------	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	236,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	----
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	50.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	466,691	10	122
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	504,168	190,745	19,180	—	----
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	128
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	----
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	68
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	58,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	105
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	----
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,677	460,583	—	2,452,217	2,905,000	—	----------	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,862	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	.....	—	—	—	----
30 Jun. '64	153.9	52.0	.....	—	33	22	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,498,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	362,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	----
31 Dec '64	242.4	—	.....	—	48	16	989	Toledo & Wabash	10,080,918	*	—	3,427,050	6 655,569	—	10,248,015	250.0	1,244,358	2,060,322	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,489	149,013	—	
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,181,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,991	8	13½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,460		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,580	202,009	—	
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	456,788	189,007	10	
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,665	1,000,000	100,000	2,909,566	32.0	21,760	50,103	7,966	—	
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	602,028	2,280,262	1,462,154	20	50
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	980,000	61,152	3,667,252	(oper. by Reading		R. R.)		6	30
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	("	"	")		7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,601	—	25
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,039,576	3,386 315	5,604,810	19,880,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759 057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norristt'n	1,139,079	262,399		1,154,100	315,500	—	1,673,100	24.0	253,739	429,147	207,893	8	54½
31 Oct. '64	237.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—		5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R.		Co.)		—	21
30 Nov. '64	162 0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072,323	7,271,879	—	27.716,253	509 5	3,328,229	9,289,341	4,308,150	15	47
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	824,006	477,658	10	145½
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,309	*		8,647,300	632,000	—	9,349,300	197 0	839,238	3,206,560	1,366,200	10	59½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	9½
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,128	12,657,060	—	23,942,670	468.3	3,910,773	7 110,466	3,019,067	10	98
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	26.4	118,696	273,232	149,817	—	
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,506	298,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2 0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	115
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,054	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	6,866,578	878,069	129,364	3,909,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	52,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	99½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	—
30 Jun. '63	59 0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper.	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,106	201,344	—	—
30 Sep. '59	55 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	146,385	7	77
30 Sep. '59	22.2	2.5	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	66
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,283,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2 0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	190 9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,361	234.4	958,183	1,711,281	505,330	—	58
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	125	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94 5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec '63	48.7	—	.....	—	11	22	120	Panama	8,000,000	*	615,658	1,000,000	3,375,000	—	10,763,723	48.7	.....	5 027,438	1,823,924	13	216

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	54
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	245,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	81½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,163	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,778,500	8	8	93
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	94
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,478	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,057,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,008	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	----
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1865	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	----	----	97
North Branch: 1st Mortgage	590,000	6	M. & N.	1870	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	53
Preferred Interest b'ds.	227,589	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley. 1 t Mortgage	450,000	6	J. & J.	1878	96

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,033,350	—	29
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	4,282,950	6	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	21
" " (preferred)	50	2,722,607	—	27
Susquehanna and Tide Water	50	2,048,260	—	8½
Union	----	----	—	----
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	40 —	@ 45 —
Pig, American, No. 1		35 —	@ 36 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
		Store Prices.	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English, Refined		105 —	@110 —
Bar, English, common		95 —	@100 —
Scroll, English		140 —	@200 —
Bar, American, Common & Refined		115 —	@120 —
Band, English		135 —	@ — —
Horse Shoe		135 —	@145 —
Rods, English		105 —	@185 —
Hoop, English		140 —	@220 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 24	@ — 25
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— 7½	@ — 10½
Rails, English (gold)	per ton	— —	@ — 58
Rails, American		— 85	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 13	@ — 16
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 35
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 29½	@ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 9 —
Spanish		— —	@ 9 —
German Refined		— —	@ 9 —
English		— —	@ 9 —
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 27½
Straits		— —	@ — 26½
English		— —	@ — 24
Plates, Charcoal I. C	per box	12 50	@ 13 —
Plates, I. C. Coke		9 75	@ 11 50
Terne, Coke		9 50	@ 10 —
Terne, Charcoal		13 25	@ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	5 —	@ 5 25
Clinch (cash)		6 —	@ 6 50
Horse Shoe, Forged (cash)	per lb.	— —	@ 30
Wrought English (cash)		— —	@ 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 34½	@ — 34½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 71½	@ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 52	@ — 52½
Naptha, Refined (60@66 gravity)		— 45	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th 15.	F. 16	Sat 17.	M. 19.	Tu. 20	W. 21.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m'g	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	38½	38½	38½	38½	37½	37½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	92	----	----	----
" " pref.	95	----	----	----	----	----
" " 1 M.	97	----	----	----	95	95
" " Inc. b'ds	85	----	----	----	----	----
Chicago, Burl. & Q.	----	----	108	----	108	----
" " " 8 p.c. '12	----	----	----	----	----	----
Chic. & Northwest'n	27	26	25½	26½	24½	24½
" " pref.	56½	55½	55½	54½	53½	54
" " 1st M.	79½	----	----	79	----	79
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	102	100½	100½	99½	97	98
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	68	67½	70	69½	65½	66½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	74
Clev. and Toledo	----	----	----	105	----	----
" " S. F. 7 p.c.	----	----	98	----	----	----
Cumberland Coal, pref.	42½	42½	42	39½	41½	----
Del. & Hudson Canal	143	143	144	----	----	----
Del., Lack. & West.	150	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	102½
Erie	78½	78	78	77½	74½	75½
" pref.	----	84½	----	----	81½	----
" 1 M. 7 p.c. '67	102	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	93
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110	107½	109½	109½	108½	109
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	103½	----	----	----
" 2 M. S. F.	----	----	----	100	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124	124	123	122½	121½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	115	----	----	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	12½	13½	12	12½	12½
Michigan Central	112	----	----	111	111½	113
" S F. 8 p.c. '82	----	----	----	112	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	65½	65½	65½	65½	62	62½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	96	----	----
" " 2 M.	----	----	87	----	----	----
Mil. and P. du Chien	39	----	38½	37	----	36
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	36½	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	71	71	72½	73½	73	73
" iss. to H. & St. J. R.	----	70	----	----	----	----
" " Pacific	70½	71½	----	73½	----	----
New York Central	95	95½	95½	94½	92	92½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	91½	92	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	100½
" " 2 M. 7 p.c. '84	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	73	73	----	71	----	70
Ohio & Miss. cer.	----	25½	25	25½	24½	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	145	----	----	----	----	----
Phila. and Reading	98½	97	97	98½	94½	94½
Pitts. Ft. W. & Chicago	98	96½	96½	96½	94½	----
" " 1M.	----	101½	----	----	----	----
" " 2M.	----	----	----	----	95½	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	52½	----	51½	52½	----	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	74	73½	73	72½	----	70
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	90	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	58	59	59	----	----	59

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th.15.	F.16	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	97
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	96⅝	96½	96½	96½	96½	----
U. S 5s, 10-40s, reg.	94	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	109⅜	109⅜	110	110⅛	110	110⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	113	114	----	114	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	110
U. S. 6s, 1868, coup.	114	----	----	116	----	115
U. S. 6s, 1 year certif.	99⅜	----	----	----	----	----
U. S. 6s, 5-20s, coupon	103	103⅜	103½	103½	102⅝	103½
U. S. 6s, 5-20s, new	103	103½	103	103⅜	----	----
U. S 6s, " reg.	103	102⅞	103	----	----	----
7.30 Notes, 1st series.	----	----	----	----	----	----
" " 2d series	----	----	----	----	99⅞	99⅝
American Gold	147	144⅛	141⅞	140⅞	140⅞	142⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 20.

	W.14	Th.15.	F.16	Sat.17.	M.19.	Tu.20.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	13½	----	----	----	----
" preferred	25½	27½	----	25¾	26	25½
Camden & Amboy	126	----	126½	126⅛	126½	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	89	----	89	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'80	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	56	----	----	----	----	----
Lehigh Navigation	54	----	----	54⅛	54⅛	54⅛
" " 6s, '70	----	----	----	----	----	----
Lehigh Valley R. R.	59	----	----	----	----	----
" " 6s	----	----	----	95½	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	115	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	24	----	25	----
" " 6s. 86	85½	86	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	55½	55½	55½	55⅝	55½	55½
" 1st m.	104½	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	87	----	----
" " 5s, coupon	89	89	----	----	----	----
" " 6s, W. L.	----	----	----	----	101	----
Philadelphia City, 6s	84	----	----	----	----	87
" " new	90	90½	90½	90½	90	----
Philad., Germ. & Nor.	----	54½	----	----	54½	54½
Phila. & Reading	48½	49½	48⅝	48¼	48⅝	47
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	94	----	----	----	----
Philadelphia & Erie	----	----	----	----	21	----
" " 6s	----	92	----	----	----	----
Philad. & Sunbury, 7s	----	----	96	----	----	----
Schuylkill Navigation	----	21	----	----	----	----
" " pref.	----	29	----	----	----	27
" " 6s '82	----	----	78	----	77¼	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	19¼	----	----	19¼	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	50	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	49½	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	12	----	----	----	----
2d and 3d streets, "	----	----	79	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 20.

	W.14.	Th 15.	F.16.	Sat.17.	M 18.	Tu 20.
Baltimore City 6s, 1875	100½	----	100	----	100	
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	100½
Balt. and Ohio	----	----	----	112	112½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	101½	102	----	99½	101½	----
" " " '80	----	----	----	----	----	----
" " " '85	99⅝	100	100	100	----	----
Northern Central	45	45½	45½	----	----	----
" " b'ds, '85	----	----	----	----	89½	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	114	110	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	118	----	----	----	118	
Cheshire, pref.	45	----	----	----	44	
Concord	57½	----	----	58	57½	
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	93½	----	90½	----	89½	
Eastern, N. H.	78	----	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	78	
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	60	----	59¾	----	59¾	
Portl'd, Saco & Ports.	95½	----	98	----	----	
Vermont & Canada	99½	----	----	----	99½	
Vermont & Mass.	40	----	----	----	39	
Western	130	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	92	----	----	92	----	
Metropolitan "	46½	----	----	46½	46½	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Franklin "	36	36½	----	36	----	
Isle Royale "	----	10½	----	12	----	11½
National "	21	----	----	----	----	
Minnesota "	16	----	----	----	----	
Pewabic "	----	----	----	39	----	
Pittsburg "	60	----	----	59½	----	60
Quincy "	63	63	----	63	----	
Rockland "	----	----	----	----	----	4

London Stock Exchange.

The following were the closing prices for American Securities on the 3d of June:

Maryland 6s	62	to	64
United States 6s, 1881	67	"	67⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., 2d mort., 1881	71	"	73
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	72	"	74
Erie shares, $100 (all paid)	50	"	50¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	78	"	82
Illinois Central 7s, 1875	61½	"	61¾
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	76	"	77
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	81	"	83
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, June 24, 1865.

Stock Exchange and Money Market.

The market has shown but little excitement since our last issue. Gold has risen several per cent, and on Tuesday went back for a time to nearly its old rate, having retreated from the 40s to the 30s, and this notwithstanding a considerable export. We have always been of the opinion that considerable amounts of money were employed in the street by friends of the Confederates and the Confederates themselves, to assist in keeping up the premium. The recent developments made public from official papers captured at Richmond and elsewhere, conclusively show that every effort, no matter how unjustifiable, was resorted to to injure the North during the contest, and there was every hope at the South that our financial power might successfully be overthrown. The New York Stock and Money Market was considered a good field for the employment of Southern funds, and that they were used here is now proved beyond all contradiction, or rather by the confessions of the agents who engaged to perform this part of the incendiarism in the programme. It having been proved before the military commission at Washington that $25,000 had been remitted to a sympathising editor of this city, and by such testimony as was not to be disputed, the transaction is now sought to be explained by a statement put forth as a defence, that the money was sent by the rebel commissioner in Canada who had $600,000 placed by Jefferson Davis at his disposal, to the editor here for the purpose of speculating in gold! The explanation is as bad as the charge, and shows that our suspicions of a traitorous attempt on the market had a good foundation. The truth which is said to lie at the bottom of the well, has come to the surface in a *wooden* bucket it is true, but it comes up at last. The amount of gold exported from this port whence almost the whole of our specie exports are made, have been since the 1st of January of the present year, about 5 months, $17,521,047. It is curious to compare this with the exports of previous years for the same number of months. We find the differences both greater and smaller than we might at first suppose.

Same time—			
1864	27,411,833	1857	20,056,996
1863	19,931,040	1856	12,236,930
1862	21,749,363	1855	15,696,472
1861	3,024,822	1854	14,364,938
1860	18,429,776	1853	7,918,836
1859	31,431,107	1852	10,518,262
1858	11,870,151		

Thus we see as far back as 1857 the export was two and a half millions or thereabouts more than during the present year; in 1859 nearly fourteen millions more; in 1862 four millions; in 1863 two millions and upwards; and last year about ten millions. And yet the country never seemed to be affected seriously or permanently by this large drain. Those therefore, who are predicting bankruptcy and "specie bankruptcy," especially from the present outgoes, do not seem to have profited by their experience of the past, and the fall in the premium after its late rise expected to keep on till the premium was 150, will have to wait a little longer to see their predictions verified. If this commodity of gold is so necessary abroad we are able to part with it. Our mountains are full of it, and its departure in large or small quantities will not retard our material progress. One cause of its recent rise is certainly legitimate, that of the increased travel to Europe the present season by individuals and families of means and wealth. The sums to be credited abroad to American travelers who have gone to Europe since the close of the rebellion would be found on examination to be very large, and will account for a good share of the late shipments. Our countrymen and countrywomen are fond of travel, and though many of the weaker sort are not much improved by it, we believe now that our country has so splendidly carried itself through a great and dangerous war, and so vindicated the power, indeed the superiority of our free institutions, that our countrymen will maintain their self-respect, and gain the good opinions of foreigners,

not by being their flatterers or imitators, but by bearing themselves as American citizens. In connection with this same subject we may remark that it is very evident our imports have been small during this same period already alluded to. The decrease of exports of British goods to the loyal States for example, during the month of May last is apparent from the official returns, and in the preceding month as appeared from the same authority, the exports from Liverpool in that direction were only £4,987,267, against £6,320,-827 for the same time in 1864, and £5,402,166 in 1863. A late Liverpool paper of June 6, remarks also in connection with the foregoing, that while the number of steamers to the United States is increased "the amount of cargo they obtain is trifling even at the reduced rates now current." And for our part we do not see why some cargoes come here at all. Take for example from the Liverpool customs entries of British goods shipped to New York on the 31st of May, the following items as a specimen: 116 bales of woollen *flock*, 1 case of leather, 3 cases wrought leather, 32 tons bar iron, 4 cases of sewing cotton, 1 cask of stationery. It seems to us that any importer who pays gold for these articles had better have saved himself the trouble and also the premium on gold by making his purchases of these articles at home.

On the 1st of June we also find shipped to this port from Liverpool 12½ cases of *essence of* lemon, 2 bundles of *beaver skins*, 1 case vulture feathers, 20 cases essential oil, 200 bags sago flour, 82 cases and 7 casks of glass beads, 12 chests of indigo, 1 box of otto of roses, 1 case of parchment, 13 cases window glass, magnesia, *gelatine*, dressed skins, alumina, *nickel*, &c. Commerce is certainly a splendid idea, but a commerce which brings all these things to us second hand, when the most of them can be had here in abundance more directly, looks very much like a farce, and is not being conducted on sound principles. But anything will sell in this prosperous country, and the foreign merchants and manufacturers understand this perfectly and profit by the knowledge. We should suppose that we might much easier and cheaper obtain lemons in any form, as fruit or essence, nearer home, and as to gelatine or the product of bones, and nickel, we presume it would be quite unnecessary to send to England for these.

We make from Maxwell's Liverpool *Price Current* of the 6th inst., the following quotations which may interest some of our readers:

Flour—		s. d.	s. d.
English, Irish, Spanish &			
French, superfine	per 280 lbs.	32 0	to 33 0
Ditto, extra superfine..	"	35 0	to 39 0
Canadian, sweet	per 196 lbs.	22 6	to 24 6
States & Western extra.	"	21 6	to 22 0
Baltimore & Phila.....	"	23 0	to 24 0
Ohio	"	23 0	to 24 0
Ditto Choice	"	25 0	to 26 0
Sour flour.....	"	19 0	to 21 0
Indian Corn—			
Galatz and Odessa	per 480 lbs.	28 9	to 29 0
Ibraila and Morea	"	28 6	to 29 0
Italian.....	"	28 6	to 29 0
American mixed & yell'w	"	28 6	to 28 9
" new.....	"	26 0	to 27 6

The amount of bullion held by the Bank of France, June 1, inst., was in sterling £19,635,000, and in the same day by the Bank of England £15,838,000, and the rate of interest in France during the last year has been uniformly lower than in England. In both countries, however, there is now continual apprehension of something or other, indicative of the uncertainty of their financial and commercial future. The failure of a single native house in Bombay has actually caused a tremor in all the commercial circles of Great Britain. American business is certainly independent of and beyond the influence of any individual misfortune however great.

It is very natural with the circumstance of our having before us a large National debt, for which we are solely obliged to the mad and unjustifiable ambition, and the want of principle of a score of Southern politicians, that we should pay attention to the subject with reference to its final extinguishment, and the means with which to accomplish this. Thus we instinctively look over our great inventory of property, see when the day of payment falls due of the principal, and how the interest is to be provided for. Happily for us, the examination not like that of hopeless accounts, is perfectly reassuring.

Thus from time to time this JOURNAL has presented extracts from the Great Ledger, and our statistics have again and again shown that we are not only perfectly solvent, but that our earnings alone are amply sufficient to clear us from debt within a reasonable time. One fact we have recently seen stated which we have not hitherto noticed as it deserved. The annual production of the precious metals has been thoroughly tabulated and these tables are carefully studied all over the world. But how few are those who consider the annual value of the other mineral products of this country. The yield of our gold and silver mines is enormous, and is likely to increase, but who thinks of the other treasures that are being exhumed.

We find a recent statement which is worthy of notice. It is there said that we produce annually of

Coal 13,700,000 tons, value	$82,000,000
Iron 750,000 "	37,500,000
Petroleum 2,200,000 bbls	24,200,000
Total	$143,000,000

This throws gold and silver quite into the shade, as it is an element of great wealth and all the product of labor.

With regard to this National Debt, it seems however that while many, or rather the most of us desire to see it paid off as soon as possible, there are those who believe it best to retain it permanently. Therefore we were not surprised to meet the recent publication in support of this view of the subject from the house of Jay Cooke, the well known contractor for the Government 7-30s. The remarkable skill, energy and success with which he has managed his agency, are entirely without a parallel in the history of Finance, and completely throw into the shade any similar transactions in our time in any Bourse of Europe. Perhaps, becoming a little excited in the contemplation of what he has achieved, he has lost his way a little in the field of political economy, so that although he maintains with bold and dexterously arranged argument that our national debt is really a national blessing, we must totally dissent from that view of the subject. This question has been discussed over and over again by the best economists and the greatest financiers, and they have come to a very different conclusion. That a moderate national debt may be turned to good account when it gives opportunities of investment to those who desire perfect safety and little trouble, and when the security is so good that it is cash and capital at the pleasure of the holder; when it becomes a standard of value for other stocks, like the British Consols, it is not so much to be dreaded, but when it becomes a heavy and pressing mortgage, when it requires even for the payment of interest onerous and inquisatorial taxation, when it presses upon labor and takes from it earnings that are really wanted for subsistence even in the most moderate way, then it is anything but a blessing. It is no answer to say that the money is left in the country, or is returned in dividends Individuals may benefit by these last, but they are few compared with those who have to pay them. And if the principle was correct that the absorption of private capital, of income or earnings is not injurious to a country, then the whole might be taken without injury, which is absurd. The result soon would be bankruptcy, and the approach to this condition of things may be accurately calculated by the amounts thus taken from individuals, in proportion to their usual earnings.

The capital necessary to set industry in motion and enable it to bear taxation would be gone, and hopeless pauperism would follow. This is the received argument among the best European writers on the subject. The hundred and fifty millions now required to pay the interest on a debt of three thousand millions, added to the charges for supporting our army, navy and civil list, is just so much taken from the sweat of labor, from the pittance of the poor, from the limited incomes of the middle classes and these are together the vast majority of the most prosperous nation. We therefore disagree with Mr. Cooke in this matter, and so will all others except millionaires, contractors and the "new rich."

What we want is appreciation of our currency, so that a dollar bill may not at one time only buy 30 cents worth of an article and another 50 cents worth; a rapid reduction of the public debt; a diminution of taxation on the production of the principal necessaries of life, and greater simplicity in the selection of taxable articles, with increased duties and charges on all articles of luxury, which will properly fall on those who have made the most money out of this war. The increase of expenditure which the increase of money has enabled a large class of operators and speculators to make, is precisely the opportunity for the Government to increase its revenue in a just and unexceptionable manner, while it may lighten the burthen of taxation on the middle and poorer classes of people.

The railway market is quite unchanged from the preceding week; it may be pronounced dull and is in the hands of broker interests that operate from day to day for themselves alone. They do not care a farthing for the roads, or for transportation, or for dividends, or for investments. What they want is to make money in the quickest manner, indifferent as to how they do it, if it can only be done. The record of such a market is of no sort of value.

The money market is plentifully supplied, and loans are frequently made as low as 4 per cent. Foreign exchange is without much demand, and it is sold at about par. Government stocks are

firm and a foreign demand is springing up for the new 7-30s. One million was taken early in the week by a foreign house for its principals abroad.

It is the interest of the exchange houses to show there is no cotton in the Country to go forward, or at least very little, and those who believe so are welcome to pay any price they are asked. All the information we have is of a contrary character. Our imports are light and so of course will be our exports, for we are able to supply ourselves to a much greater extent than at any period of our history. We see nothing alarming in this. The aggregate value of these exports from this port for the week ending June 20, exclusive of specie was $2,455,906.

The balance in the Sub-Treasury on Tuesday was $48,494,193.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 95¾; Michigan 6s, 1878, 92½; New York 7s, 1867, 98¼; Illinois coupon bonds, 1879, 95; Tennessee 6s, 55½; N. Y. 6s, 1866, 98; Kentucky 6s, 100; Brooklyn 6s, Water Loan, 96; Nicaragua Transit, 5; Western Union Telegraph Co., 81; Mariposa 1st mort., 40; Atlantic M. S. S. Co., 173; Cary Imp., 25; McGregor Western 1st mort., 71; Milwaukee and St. Paul 1st mort., 75; Long Island R. R., 80; Ashburton Coal, 10; Quartz Hill Gold, 5; Brunswick Land, 5½; National Bank, 110; Shoe and Leather Bank, 105; Central Bank, 101, 4th National Bank, 98; Bank of Commerce, 107½; Continental Bank, 98; Corn Exchange Bank, 108; Am. Ex. Bank, 116; Phœnix Bank, 105; Ocean Bank, 80.

Philadelphia.—Reading 6s, 1844-'80, 95¼; Hempfield R. R. 1st mort., 3 per cent.; Pittsburg 5s, 72; Allegheny Co. 5s, 75; Hestonville R. R., 16½; 13th and 15th streets R. R., 23; Green Mt. Coal, 3½; Clinton Coal, ⅝; Farmers and Mechanics Bank, 120; Consolidation Bank, 36½; Mechanics Bank, 28; Girard Bank, 52; Commercial Bank, 50; Atlas Oil, ⅝; Amber, ¾; Big Tank, 1⅝; Bull Creek, ¾; Caldwell, 2½; Corn Planter, 2; Curtin, 4½; Cherry Run, 2; Duncard, ⅞; Dalzell, 4⅛; Excelsior, ½; Egbert, 2¼; Glen Rock, 4⅜; Hibbard, ½; Horman, ½; Howe's Eddy, 1½; Hyde Farm, 2; Jersey Well, 1¼; Junction, 3; McIlheny, 2; Maple Shade, 13¼; Mingo, 2½; McClintock, 2; Mineral, ⅞; Noble, 3; Oil Creek, 4; Royal, ⅜; St. Nicholas, 1⅜; Sugar Dale, 1⅝; Story Farm, ⅝; Sugar Creek, 7; Tarr Home, 4; Tionesta, ¾; Upper Island, 1¼; Walnut Island, 2⅛; Winslow, ⅞; The latest quotations are: City 6s, 87@88; do., new, 89½@90; State 5s, 89¾@90; do., coupon, 89 @92; do., 6s, W. L., 100¾@101; Phila., Wil. and Balt., 59¾; Reading, 47@47⅛; do., 6s, 1870, 93@95; do., bonds, 95@96; Camden and Amboy, 126¾@127; Penn. R. R., 55¾@56; do., 1st mort., 104@104½; do., 2d mort., 98@98½; Little Schuylkill R. R., 25@30; Morris Canal, 80@ 86½; do., pref., 116@120; do., bonds, 87@96; Wyoming Valley Canal, 50@50; do., 6s, 93@94; Susquehanna Canal, 7¾@8¼; do., 6s, 48@48; Sch. Nav., 20@74; do., pref., 27@28; do., 6s, 1882, 78@80; Union Canal bonds, 19@20; Delaware Div. Canal 29@31; do., bonds, 84@88; Elmira and Williamsport, 28@30; do., pref., 46@50; do., 7s, 1873, 96@100; do., Chattle 5s, 65@80; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 54½@55; North Pennsylvania, 24½ @25¼; do., 6s, 87½@88¼; do., 10s, 107@108; Philadelphia and Erie, 21¼@21¼; do., 6s, 91½@ 94½; Minehill, 56@56¾; Catawissa, 12½@13; do., pref., 24½@25⅝; Lehigh Valley, 56@59; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 40 @48; Second and Third, 78½@80; Race and Vine, 11@12; West Philadelphia, 64@67; Spruce and Pine, 25@25; Green and Coates, 30½@35; Chestnut and Walnut, 49@50; Arch, 17½@20; Thirteenth and Fifteenth, 22@24; Girard College, 27½ @28; Tenth and Eleventh, 47¾@49; Norristown, 54¼@54½.

Boston.—Rutland and Burlington 1st mort., 59½; do., 2d mort., 15; Vermont Central 1st mort., 69; do., 2d mort., 18; Boston, Hartford and Erie R. R., 9¾; do., 7s, 60; Northern (Ogdensburg), 2d mort., 30; Boston and New York Air Line 6s, 39; Boston Water Power Co., 31; Waverly Co., 3½; Cary Imp. Co., 25; Macomb Lead, 1¾; Rocky Mt. Gold, 10; Franklin Coal, 27; Belmont Coal, 4½; Bear Valley etc., Coal, 12½; Potomac Coal, 3¾; Mammoth Vein Coal, 10¾; Cambridge Gas, 97¾; Boston Gas, 737½; New Hampshire 6s, 1884, 92½; Massachusetts 5s, 1894, 95¾; Albany 6s, 1872, 99¾; Hallowell 6s, 1870, 91; Boston 6s, 1874, 100; State Bank, 69; National Bank, 98¾; Atlantic Bank, 99; Shawmut Bank, 99½; Columbian Bank, 118¼; Maverick Bank, 98¼; North Bank, 99¾; Mt. Vernon Bank, 102; Bank of North America, 96; City Bank, 100¾; Merchants Bank, 104; Bay State Mining Co., 13½; Copper Falls, 19; French Creek, 50c.; Huron, 39½; Hancock, 8; Humbolt, 2; Madison, 2½; Mesnard, 2; Northwestern, 2; Star, 2⅞; St. Clair, 4⅞; Superior, 4⅞; Toltec, 1; Tremont, 1⅛.

Baltimore.—Western Maryland bonds, 80; do., guaranteed, 98; N. W. Va. 2d mort., 97; City Passenger R. R., 17½; Maryland State 6s, 100½; Springfield Mining Co., 0.85; Bare Hill, 2.25; Balt. and North Carolina, 0.35; Copper Hill, 2.20; Penn. Oil, 0.80; Maryland Anthracite, 23½; Santa Clara, 18¾; Atlantic Coal, 0.75; Howard Bank, 10½; Franklin Bank, 12½; Bank of Baltimore, 104½. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1867, 99@100; do., 1875, 101½@101½; do., 1880 101 @101½; do., 1885, 100@100; Northern Central, 45½@46½; do., bonds, 1885, 89½@90; N. W. Va. 1st mort., 96@96; do., 2d mort., 97@97; do., 3d mort., 23@30; do., guar., 93@95; Marietta and Cincinnati 7s, 1891, 87@89; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50 @59; do., income 1857-'60, 36@42; Western Md. bonds, 80@80; do., guar., 96½@98½; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100½@101; Baltimore 6s, 1870, 97½@99; do., 1873, 97@101; do., 1875, 100 @100; do., 1886, 98½@100; do., 1890, 100¼@ 100¼; do., coupon, 99½@100; do., 5s, 1838-'70, 80 @88; City Passenger R. R., 17@18; Canton Co. 36 @36½; Gardner, 0.75@0.95; Gas Coal, 1.15@1.75; Maryland, 0.45@0.50; North State, 0.25@0.25; Springfield, 0.85@0.90; George's Creek, 102@ 108; Santa Clara, 18¾@19; Balt. Chrome, 1.15 @1.65; Bare Hill, 1.50@2.25; Atlantic Coal, 0.75 @0.90; Mineral Hill, 1.00@1.10; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.25 @4.30.

Atlantic and Great Western Railway.

At a meeting of bond and debenture holders of this Company held in London on the 15th ult., Sir Thomas Peto in the chair, Thomas W. Kennard, Esq., the distinguished Engineer-in-Chief, reported the completion of the Main Line, including the extension to Cleveland, the Western Coal Fields, and Silver Creek Branches, with all the necessary stations, sidings, water tanks, etc. The total length now completed is—Main Line, Salamanca to Dayton, 386 miles; Cleveland Extension (broad gauge), 51 miles; Western Coal Fields Branch (Franklin to Oil City), 32 miles; Silver Creek (coal branch), 6 miles; total, 475 miles. Extensions partly constructed—Buffalo division, 70 miles; New Lisbon (coal branch), 30 miles; Erie and Niagara, Canada, 32 miles—132 miles; the company has also under lease for ninety-nine years the Mahoning Railway, 81 miles; total, 688 miles. The present position of the rolling stock is as follows: 91 locomotives in use; 35 ditto under construction; total, 126. Fifty-one passenger cars, 60 passengers each; 40 ditto under construction; total, 91. Sixteen baggage and mail cars, and 2,566 freight cars, carrying twelve tons each. The report was read to a large meeting of the English bond holders, with explanations from Mr. Kennard, who was present. Mr. Evans, the English Director of the Erie Railway was also present, and bore his testimony to the energy of Mr. Kennard and Mr. McHenry, and to the high character of Mr. L'Hommedieu, the American Chairman of the Company. A vote of thanks was passed to Mr. Kennard and Mr. McHenry, and on a subsequent occasion Mr. Kennard was honored with a banquet at the Palace Hotel, London, Sir Morton Peto, occupying the chair.

Russian Railways.

We learn from the Baltimore *Sun*, that Mr. Thomas Winans and his brothers, who for the past few years have been residing in the vicinity of London, have recently entered into a contract with the Emperor of Russia for the running and keeping in order the railroad between St. Petersburg and Moscow, one of the greatest works of the kind in Europe, and which was originally built and stocked by them. Since the retirement of these gentlemen from the management of the road, some years since, its affairs have been in the hands of a French company, but not giving entire satisfaction to the Russian Government, the Messrs. Winans have again been sought out to manage it. The new contract is for eight years, and they are to receive eight millions of roubles per annum for the work—a rouble being worth seventy-five cents in American currency.

☞ The following gentlemen have been elected directors of the Hudson River Railroad for the ensuing year: C. Vanderbilt, D. Thomas Vail, J. M. Tobin, Horace F. Clark, James H. Banker, Augustus Schell, Oliver Charlock, Smith Barker, Jr., Joseph Harkes, Dean Richmond, Wm. H. Vanderbilt, John Steward. At a subsequent meeting of the directors Cornelius Vanderbilt was elected President, and Wm. H. Vanderbilt Vice-President.

☞ The Chicago and Northwestern railway company have let the contract for extending the line of their road from Green Bay to Shawano. The Peninsula Railroad from that point to Marquette, on Lake Superior, is now completed and trains are making regular trips.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 2d week in June, 1865, were.. $78,225 14
Corresponding week of previous year.. 61,333 93

Increase $16,891 21

The earnings of the Chicago and Rock Island Railroad for the second week in June, 1865, were $70,908 00
Corresponding week of previous year.. 54,412 00

Increase..... $16,496 00

The Michigan Southern road earned the second week in June, 1865 ..... $87,929 00
Corresponding week of 1864 ..... 69,300 90

Increase $18,629 00

The earnings of the Chicago and Northwestern Railway for the 2d week of June, were. $159,250 00
Corresponding week of 1864 ..... 137,739 00

Increase $22,511 00

For two weeks from June 1st to 14th:

1864 ..... $267,183 00
1865 ..... 318,796 00

Increase $51,613 00

The earnings of the Marietta and Cincinnati Railroad for the second week in June, 1865, were:

	1864.	1865.
Passengers	$16,903 92	$7,137 37
Freight	10,298 99	9,235 87
Mail, express & telegraph	1,100 00	1,190 58
Total	$28,302 94	$17,563 82
Total this month to date	$46,096 94	$32,549 85
Total for the fiscal year commencing Jan. 1	$480,367 59	$423,264 07

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 14, were:

	1865.	1864.
Passengers	$2,660 54	$2,696 75
Freight	13,105 78	13,790 63
Express	162 80	104 16
Mail	296 58	296 58
Total	$16,225 70	$16,888 12
Previous week	$18,009 18	$16,104 69

Receipts from January 1 to June 14:

1865 ..... $245,427 90
1864 ..... 233,168 89

Increase $12,259 01

The traffic of the Great Western Railroad for the week ending June 16th, 1865, was as follows:

Passengers $31,021 03
Freight and live stock..... 23,446 17
Mails and sundries..... 2,734 44

Total $57,201 64
Corresponding week of 1864 ..... 56,620 52

Increase..... $581 12

The earnings of the Grand Trunk Railway for the week ending June 10, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers..... $48,994 00
Express, freight, mails and sundries.. 4,036 00
Freight and live stock..... 76,265 00

Total $129,295 00
Corresponding week, 1864 ..... 112,495 00

Increase..... $16,800 00

☞ The Petersburg (Va.) *News* says that the Southside Railroad is already in the hands of its officers, who are diligently and successfully engaged in making the most extensive repairs;

Railroad Earnings--Monthly.

The earnings of the Atlantic and Great Western Railway for May, 1865, were..... $460,422 00
Corresponding month of previous year 214,679 00

Increase..... $245,743 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for May, 1865, were . $177,625 10
Corresponding month of previous year 149,855 14

Increase..... $27,769 96

The earnings of the Housatonic Railroad for the month of May, 1865, were $38,044 50
Corresponding period of previous year. 30,615 18

Increase..... $7,429 32

Railroad from Vera Cruz to Mexico.

The Paris *Moniteur* of May 15th has the following dispatch, dated Mexico, April 11, 1865:

As the work on the railroad from Vera Cruz to the capital and on that from Mexico to Chalco goes on, other lines of no less importance are projected, and will soon be carried out. *The Official Gazette* has just published a decree by which it concedes to M. Louis Binel the line from Mexico to Tautitlan, passing by San Cosine, Popotla, Zacuba and Tlalnapantla, according to the plans, grades and tracings of the double track, which will be presented in the space of three months by M. Binel to the Minister of Public Works.

The State engages to cede gratuitously the ground that belongs to it, and to obtain from municipalities, at very low prices, the cession of those which they own. The materials for construction will, during the time of construction, be free of Customs duties and other imposts.

One of the two roads will be opened for traffic in the space of two years. The line may be prolonged to Arroyozarco, and across the rich country of Bajio.

The Pacific Railroad.

The excitement of the war and the startling events which mark its close have almost entirely withdrawn attention from the progress of the great enterprise which is to unite the Atlantic and the Pacific in iron bonds. The work on the eastern division, commencing at Omaha, Nebraska, and striking due west for the passes of the Rocky mountains, is so far advanced that 100 miles of the road will be in running order in December next.

The heavy work on the first division of 100 miles is all confined to the first section, between Omaha and Elkhorn River, a distance (by the line of the road) of about 26 miles. Commencing at the Missouri River, at the foot of Farnham street, the first five miles of graduation is now nearly completely. It will be ready for the iron during the present month. This portion of the work is by far the heaviest on the first division of the road. By the first of July, the grade will be completed to a point 18 miles west of this city, and the remaining 8 miles (to the Elkhorn River) will be finished by the first day of August. From the Elkhorn River to Fremont, (37 miles west of Omaha,) much of the graduation is already completed. Between the Elkhorn and the Loup Fork of the Platte River, at Columbus, nearly 100 miles distant from Omaha by the line of the road, the work is very light. Two hundred men, with the aid of the patent excavators employed by the company on the work in the Platte Valley, will finish up at least one mile of grade per day from Fremont to Columbus. September and October will afford ample time to complete the graduation of the road to Loup Fork.

Between Omaha and Columbus there will be but three bridges—one over the Little Papillion, the second over the Big Papillion, and the third over the Elkhorn River. Howe trusses for these bridges are already completed at Chicago, and will be shipped to this point by rail and river in a few days. The masonry is under contract and progressing rapidly, and will be finished by the time the grade is completed to the respective streams.

About 40,000 hard-wood cross-ties have already been prepared, and will be delivered at Omaha before the first of June, at which time it is proposed to commence laying the track.

For the purpose of supplying additional ties as the track laying progresses, the company have provided themselves with four steam saw-mills. One of these has been in operation in Washington County (14 miles north of this city) for nearly 12 months, and it is at this mill that 40,000 ties above mentioned have been prepared. The machinery for the second mill is lying at our landing. Logs for this mill will be rafted down the Missouri River from the heavily timbered districts north of the city.

Two other saw-mills have been shipped from the East, and are expected to arrive within the next ten days.

Hard-wood timber being scarce in this portion of Nebraska, the company have determined to use cotton-wood for cross-ties until they reach the western portion of the Territory, where red cedar can be obtained in sufficient quantities. For the purpose of rendering these cotton-wood ties as durable as oak, (and that this can be done has long since been attested,) the company have determined to resort to the process of Burnetizing. This process is similar to that employed for many years to prevent rotting of wood, and known as kyanizing. It is simply the expelling of the sap from the wood, by immersing it in a chemical preparation which enters the pores of the wood, and protects it against either dry or wet rot—at the same time rendering it practically fire proof, and as durable as the best oak or other hard wood.

The machinery employed in the Burnetizing process is an iron cylinder, one hundred feet long—diameter of bore, five feet and one inch. One of these immense cylinders, weighing fifty-five tons, was brought to this city on Monday, on the steamer Sioux City, from St. Louis, and is now at the landing. It will be placed in position for business within two or three weeks. Ties enough for half a mile of iron can be prepared for use every twenty-four hours.

A contract for the delivery of one million of brick by the first day of July next was made by the company a short time ago. The buildings to be erected during the present summer and fall will require very nearly, if not quite, two million of brick; but there will be no difficulty in procuring all that may be needed.

About six hundred laborers are employed upon the graduation, and the work of constructing the road is being pushed forward, in every department, with commendable energy.

Three locomotives will arrive from the East by the first of June, and the iron has been purchased (for the first 100 miles) in Pennsylvania, and will begin to arrive within the next three weeks.

We confidently expect that the first division of the road will be completed (to the Loup Fork at Columbus) by the first day of December. Such is the purpose of those who have the great work in charge, and they are certainly no physical obstacles in the way of its accomplishments. The same energy which is now exhibited in the prosecution of the work will complete it as far west as Fort Kearney by the first of December of next year.

With the building of this great national thoroughfare no longer doubtful, the rapid growth and prosperity of Omaha are fully assured. Situated as it is, at the initial point of eastern terminus of the greatest railroad in the world—on the western bank of the first navigable stream which is reached in passing from the Pacific coast to the Atlantic, and nearly equidistant between the two oceans—600 miles from any important commercial city—with a rapidly improving mining country west of us, dependent for its supplies upon the most accessible point on the Missouri River, from which these supplies can be obtained most readily and cheaply—who can doubt that we shall, with the completion of the first division of this highway of commerce, enter upon a business which

will increase, as the line extends westward, into a trade which is destined to render our city the chief commercial emporium of the Missouri Valley?—*Omaha Republican.*

Commerce with Algeria.

The Chamber of Commerce of Liverpool has recently resolved to send a delegation to Algeria for the purpose of ascertaining whether British trade may not be profitably extended in that direction.

This circumstance has induced us to look into the subject a little, for the purpose of ascertaining whether there is not an opening also for a trade between that country and the United States, and whether our New York merchants might not send regularly to Algiers some of their vessels, with the certainty of full freights both ways and a profit on both.

In the days of the Greeks and Romans the commerce of Northern Africa was extensive and important, and it seems strange that in our day, with all our immense advance in commercial principles, navigation, telegraphs and the use of capital, we should not be able to trade with advantage in places where the Greeks and Romans did. This at least is an inquiry which has excited the Liverpool merchants, and they are seeking an answer for themselves. The French writers who have been treating of the relations between the Empire and its African Colony impute its slow progress to the circumstance that its Government is a military despotism, that the sword is the only law, and that civil privileges and civil functionaries are dominated by the military power. Thus far the experiment has not been a very successful one for the French, but much is expected from the recent visit of the Emperor. In the meantime we are able to form some opinion of its resources and of the actual value of its trade.

In 1858 the value of all the imports into Algeria was 21,296,081f.; in 1859, 25,165,692f.; but in 1860 it fell to 18,152,449f.; 1861, 17,043,292f.; 1862, 17,775,136f.; and in 1863, 17,033,819f.; and the value of the exports from the colony was—in 1858, 11,429,425f.; in 1859, 7,604,401f.; 1860, 8,300,907f.; 1861, 11,568,970f.; 1862, 10,872,462f.; 1863, 15,328,468f. The share of England in this trade in the year 1863 (there is no return of a later date,) was:—Imports into Algeria: Coal (19,433 tons,) 291,503f.; grain, 177,919f.; pig iron, iron and steel, 131,451f.; cotton tissues, 124,092f.; tobacco and cigars, 92,659f.; machinery, 48,649f.; articles in skin and leather, 36,559f.; gall nuts, 31,140f.; jute tissues, 26,134f.; building materials, 25,785f.; woollen tissues, 23,695f.; olive oil, 23,337f.; wines, 22,623f.; medicinal roots, 20,763f.; indigo, 17,930f.; tobacco in leaf, 15,490f.; other articles, 137,108f.; total, 1,246,837f. Exports from Algeria: Wool, 2,331,932f.; grain, 2,076,740f.; reeds and canes, 1,284,870f.; oxen, 351,400f.; wheat, 114,668f.; woollen tissues, 78,624f.; cotton tissues, 77,818f.; hair, 76,580f.; skins, 68,995f.; tobacco in leaf, 54,347f.; horses, 51,800f.; straw plait, 50,260f.; other articles, 234,346f.; total, 6,852,380f. Small as these totals are, they include the imports from and exports to Gibraltar and Malta, as well as England.

The agricultural products of the colony are various and valuable. Of grain there are now produced annually about 27,000,000 bushels, and large quantities of hay, lucerne, madder, oil, tobacco, fruits and vegetables. These last are beginning to be sent to France, and are said to reach even the Paris market. The Liverpool merchants would like to have some of these on their own tables, where variety is rare and dear. The production of wool has also increased and might be extended indefinitely. Silk might also be made a staple. The animals are excellent, the oxen are large, good workers and easily kept; the sheep are abundant and good. Asses, mules and goats abound. There are excellent mines of lead, copper and iron, the latter with a reputation equal to the Swedish. Cochineal, indigo and hops have been acclimated, and the forests contain timber suitable for ship building as hard as teak, and other kinds especially adapted to furniture. Marble is also abundant.

The principal imports into Algeria are cottons of English manufacture and shipped chiefly *via* Leghorn. Silks, spices, metals, hardware and earthen ware. The exports as entered upon the Custom House lists were in the form principally of oil, wax, hides, skins, ostrich feathers, coral, embroidered handkerchiefs, wool, rugs, corn and fruit. The chief ports under the control of the French besides Algiers, are Oran, Bona and Mostagan. The French system of weights and measures now prevails, and the money is similar, although the old piastre worth about 1 and 6d. sterling is yet common. To conquer Algeria cost a large expenditure of life and money during a fourteen years struggle. The revenues derived from the Colony have quadrupled from those of former years, but do not defray the expense of governing and retaining it.

There is but little doubt that our cottons, furniture, wooden and earthenware might be exchanged in considerable quantities for many articles saleable here. At all events if there be any of our readers looking about for a new scene of operations, we venture to suggest that Algeria may be worth trying.

Extension of the Atlantic & Great Western Railway to Buffalo and the Lakes.

A communication to the *N. Y. Times* dated Fort Erie, C. W., June 14, 1865, says: Quite an important work is now in progress here, to unite Buffalo with Lake Ontario by means of a tubular bridge and a broad-gauge railway from the terminus of the Buffalo extension of the Atlantic and Great Western railway. The "extension" starts from Randolph, Cattaraugus County, N. Y., (seventy miles), to Buffalo, thence across the Niagara River to Fort Erie, C. W., and thence by the Erie and Niagara railway, (thirty-two miles,) to the village of Niagara, on Lake Ontario, the whole of which is already graded and the iron being laid as rapidly as possible. The Erie and Niagara division is nearly complete, and as soon as finished will be equipped and operated with the rolling stock of the Great Western railway. The extension toward Randolph will be operated in like manner by the Atlantic and Great Western, which now forms an important link in the great chain of the broad-gauge lines from St. Louis to New York, via the Erie and the Ohio and Mississippi railways. The river is to be crossed by means of a tubular bridge, similar to the great Victoria Bridge at Montreal, (the charters having been obtained several years ago,) now to be worked into the grand scheme of connecting the oil and coal regions of Pennsylvania and the grain regions of the West with Lake Ontario, by the way of Buffalo and the Niagara.

While the work is progressing here, the representatives of the several connecting companies are now in England, where the bulk of the stock is owned, and negotiations are in progress by which, as it is supposed, the entire line, bridge and all, will be incorporated into the Atlantic and Great Western railway, and constitute its individual outlet, independent of the Erie, by which alone it now finds egress to the ocean.

The report made last month to the London directors of the Atlantic and Great Western railway says: "The engagement with the Erie railway to supply rolling stock to the extent of five millions of dollars, for the purpose of the through traffic between New York and Cincinnati is being faithfully and energetically fulfilled by that company." It is shown that the receipts per mile have more than doubled from January, 1864, to March, 1865, viz.: from $207,298 to $447,815; and the restoration of peace, it is believed, will materially increase this result. This new extension to the lakes will be a still further means of augmenting the receipts of this flourishing company, for it is already substantially one enterprise, and must soon be so in name as well as in fact.

Western Maryland R. R.

A large and enthusiastic meeting was held at Emmittsburg, Md., on the 15th inst., having for its object the extension of the Western Maryland railroad from its present terminus at Union Bridge, Carroll Co., to Hagarstown. The entire route to Hagarstown is now surveyed, and most of it permanently located. The company however have decided, in order to accommodate the people of Emmittsburg and of Mechanicstown, to leave the selection of the route from the West bank of the Monocacy to the South Mountain to those in either vicinity who may subscribe most liberally; or, in other words, who take the largest amount of stock. Assurances were given that the road would be put under contract and extended as soon as the requisite subscriptions were made. It is said that liberal amounts have been subscribed within the last few weeks by the people of Washington Co., who are evidently in earnest in their efforts to procure the proposed extension of the road.

☞ At the annual election of the Rome, Watertown and Ogdensburg Railroad Company the following gentlemen were elected directors for the ensuing year: William C. Pierrepont, Charles E. Bill, Samuel F. Phelps, John Ferguson, Marcellus Mussey, Edward Strong, H. Alexander, Jr., Springfield, Mass.; Calvert Comstock, Delos De Wolf, David Utley; Solon D. Hungerford, Adams; William Lord, Brownville; Talcott H. Camp.

☞ The St. Paul and Superior Railroad Company have deposited $20,000 in the State Treasury, to be forfeited unless they build 20 miles of their road the present year. The company intimate that they have the money provided to push the road to completion within three years.

☞ The Raleigh *Standard* states that the line of travel is now open from Weldon to Petersburg. Travelers can go from Raleigh to Petersburg in twenty-four hours, and from Raleigh to Baltimore in forty-eight hours, by the way of Petersburg and Fortress Monroe.

☞ The State Treasurer of Illinois has sent $93,000 to New York to meet the July interest on the State debt. Fifteen thousand dollars of this amount is paid in gold.

☞ The Jamestown Branch of the Cleveland road is now completed from Jamestown to Brownsville, a distance of twenty-four miles.

Central Pacific Railroad.

SAN FRANCISCO, June 18.—The cars of the Central Pacific Railroad are running up to Upper Gap, forty-three miles from Sacramento, and will probably go twenty miles further by the fall.

RAILROAD IRON.

1000 Tons, 56 lbs per Yard,
1000 " 50 " "

Shortly to arrrive, for sale by

FOWLE & CO.,

1m-23 **No. 11 South William St., New York.**

FOWLE & CO.,

No. 11 South William St., New York,

Are prepared to contract for the

EARL OF DUDLEY'S CELEBRATED

ROUND OAK IRON,

AS FOLLOWS, VIZ:

For Flats, Rounds, Squares, Half Rounds, Ovals, Convex and Bevilled Iron, Angle Iron, T Iron, Boiler Plates unsurpassed in quality, Sheets, Strips and Hoops. Delivered f.o.b. in Liverpool. 6m-24

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. W. COMPANY, PITTSBURG, May 31, 1865.

REGISTRATION OF STOCK.—Notice is hereby given that, in accordance with an order of the Board of Directors, the THIRD NATIONAL BANK OF THE CITY OF NEW YORK has been appointed Registrar of the stock of this company, and will be prepared to act as such on and after June 2, prox., at which time new certificates will be issued by the Transfer Agents at New York, Messrs. WINSLOW, LANIER & CO., No. 52 Wall street, and countersigned by the Registrar, either to the present or future shareholders, in exchange for those then outstanding. 2t-23 G. W. CASS, President.

CHEAP AND PLEASANT

SUMMER TRAVEL.

RARITAN AND DELAWARE BAY R. R.

NEW YORK TO CAMDEN.



FROM PIER 3, N.R., DAILY, at 10.45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton.

And 4.15 P. M., for Highlands, Middletown, Red Bank Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squamkum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid Steamer JESSE HOYT will leave as above, daily, at 10.45 A. M., for Camden direct, through in 5 hours. Fare $2 7. Excursion tickets, good for three days, $3 00.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

Washington Iron Works,

NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.
GEO. M. CLAPP, Treasurer.
JOS. BELKNAP, Superintendent.
Address

Washington Iron Works,
Newburgh, N. Y.

W. R. Travers & Co.,

STOCK AND BOND

COMMISSION BROKERS,

19 WILLIAM ST.

WILLIAM R. TRAVERS. JOHN D. PRINCE.

H. J. MESSENGER,

BANKER,

AND DEALER IN GOVERNMENT SECURITIES,
NO. 139 BROADWAY,
WILL RECEIVE SUBSCRIPTIONS FOR THE
NEW 7 3-10 NOTES,
And allow ¾ Commission to Banks and Bankers.

☞ ALL DENOMINATIONS OF THESE NOTES ON HAND FOR IMMEDIATE DELIVERY.
ACCOUNTS OF BANKS, BANKERS, AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS
Four per cent. interest allowed on Deposits subject to check at sight.
Government and Railway Securities Bought and Sold on Commission at the Stock Board.

C. W. BETTS. E. H. DENSLOW.

BETTS & DENSLOW,

Bankers & Stock Brokers,

No. 2 NEW STREET,
One door from Wall street, **NEW YORK.**

Gold, Government, State and Railroad Securities bought and sold on Commission, at the **NEW YORK STOCK EXCHANGE.**

The American Bell Comp'y

HAVE REMOVED TO

No. 32 LIBERTY STREET,

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HAVE ON HAND

CHURCH, ACADEMY, AND FACTORY BELLS OF EVERY VARIETY.

Also, STEAMBOAT, SHIP, FARM, and PLANTATION BELLS at prices within the reach of all classes requiring a good and cheap Bell.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.,

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

Stone, Quigley & Burton

WOOD, IRON, AND SUSPENSION

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424 Walnut St., Philadelphia.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,
39 Cedar Street, New York.

J. F. D. LANIER, Prest., of Winslow, Lanier & Co. J. V. CULVER, Vice-Prest. of Culver, Penn & Co.
PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.....$1,000,000.

DESIGNATED DEPOSITARY of the UNITED STATES AND AUTHORIZED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents J. F. D. LANIER, President.
C. N. JORDAN, Cashier.

ESTABLISHED A.D. 1846.

Chas. Washburn & Son,

WORCESTER, MASS.

MANUFACTURERS OF

IRON WIRE

OF EVERY DESCRIPTION.

RIVET AND WIRE RODS,

Bar Iron & Blooms Rolled to order.

CHARLES WASHBURN. CHARLES F. WASHBURN.
Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars

3m-19 HENRY A. SMYTHE, Esq., is the President.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER, and MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete and Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 3, 1865.

United States Telegraph Company.

There is no one subject which interests the American people more than that of the Telegraph. For beyond all question its present success, as well as its origin, are due to American genius and enterprise. To Morse we owe the first practical measures to convert electricity into an active, obedient agent, and his simple yet efficient instruments have maintained their popularity all over the world. The needle system of Wheatstone is kept up in England from National prejudice, while on the continent Morse's is preferred. Here we use his instruments together with the pointing machine of House, and find full employment for both. All classes use the telegraph, and it is the medium alike of business, of friendship, and general information. It even performs the duties of Exchange, and assists in the operations of banking, not only between our great commercial cities, but the Atlantic and Pacific coasts. It will be perceived by an article in another part of this day's issue that Oceans do not prevent its use, and when the Atlantic cable is laid there will be a net work of telegraphs all over the best part of the civilized world. There are already in this Country thousands of miles of wire along which are every moment passing messages of every description, all the work of a few years. There are hundreds of stations, and many hundreds of operators as a part of the system, and some of the companies employ large capitals of millions and upwards in the prosecution of their business. The vastness of the telegraph system is only equalled by its utility. Competition is also stepping in to cheapen the cost of its use, and like cheap postage is contributing everywhere to the security and happiness of our people. This last circumstance is signally illustrated by the operations of the United States Telegraph Company. Within the year past several of the old companies, to secure greater uniformity of price, management, and organization, have consolidated themselves under this title, and now form one grand line. The arrangement was effected in August, 1864, and embraces the Independent Line from Portland to Washington; the United States Line, from New York to Milwaukee; the U. S. Extension and Inland Companies, which touched Baltimore, Pittsburg, Cincinnati, St. Louis, and other ports. These companies at the time united a capital stock of $2,800,000, and covered about 5,000 miles of route, and more than 14,000 miles of wire. The stock of the United States Telegraph Company is nominally $6,000,000, inclusive of the $2,800,000 issued for the purpose of the consolidated lines. This is held by more than two thousand stockholders, who bought it at subscription price when the lines were consolidated. They are generally active business men, and are scattered along the whole extent of the line.

Since August last nearly three thousand miles of new line have been constructed, and the number of miles of wire now exceeds twenty thousand. Contracts have been made with responsible parties to build a first class two-wire line to the Pacific, with connections throughout California and Nevada, including two branches from Fort Kearny, the one to St. Louis and the other to Chicago. This important commercial connection will be in working order within eighteen months. The extensions of the lines into the South, touching all important points, will have rapid progress, and the officers of the company are confident that within twenty-four months their lines will reach all important business points in the United States and Canada. In the month of August communication will be had with Atchison, Kansas, and in July with La Crosse and Prairie du Chien. The company are building a line to the copper regions, having the exclusive right of way on the military road. This line will connect Green Bay, Ontonagon and Copper Harbor. It will be completed by September 1. At this time the company transmits messages to all commercial points between Montreal and Portland on the North; Washington, South; St. Paul, in the Northwest, and Cincinnati, Louisville and St. Louis.

The earnings for the first four months of the present year, although several of the principal cities and towns of the West had not then been reached, were as follows:

January	$33,662
February	42,199
March	50,078
April	56,085

Taking the average of these earnings, they will be for the current six months $273,048, which is about 8 per cent. on $3,500,000, the amount of its stock placed, and which will complete its lines.

The main office of the company is in the large building, No. 117 Broadway, New York, which has been specially arranged for this business.

The list of officers and directors, which is given below, embraces some of the most eminent business and public men in the country.

President.—James McKaye, New York.

Vice-Presidents. { Lewis Roberts, New York. T. H. Wilson, Philadelphia.

Secretary.—Silas C. Hay, New York.

Treasurer.—Theo. F. Hay, "

Auditor.—J. D. Lawrence, "

Gen'l Sup't.—M. L. Wood, "

Directors.—James McKaye, Lewis Roberts, Samuel Munn, Chas. J. Martin, James S. Sturgis, S. C. Hay, New York; Hon. Freeman Clarke, G. W. Burbank, Rochester; Hon. Wm. B. Ogden, Chicago; Delos De Wolfe, Oswego; Chas. Macalaster, Thos. H. Willson, Jno. D. Taylor, John Hulme, Theo. Adams, Philadelphia; Josiah King, Pittsburg; Geo. P. Plant, St. Louis; Henry Morgan, Aurora; David Fleming, Harrisburg; Geo. F. Davis, Cincinnati; J. M. Schermerhorn, Homer.

☞ Northern capitalists are said to have bought the little village of West Point, Va., the eastern terminus of the Richmond and York River Railroad.

Marietta and Cincinnati Railroad.

OFFICE MARIETTA AND CINCINNATI R. R. Co.
Chillicothe, O., Feb., 15, 1865.

To the Stockholders:

The Board of Directors respectfully submit the following as the Fourth Annual Report for the fiscal year ending the 31st of December, 1864:

BALANCE SHEET DECEMBER 31, 1864.

Railway and equipment		$9,986,124 19
Union Railway purchase (on acct. of) in cash	$111,346 67	
Do. do. in bonds	50,971 91	
		162,318 58
Hillsboro' & Cincinnati Railway p'rchase (on account of), in cash.	$4,486 05	
Do. do. in shares	1,816,140 09	
		1,820,626 14
Scioto and Hocking Valley Railway purchase		800,000 00
Materials on hand		105,521 05
Cash due from Banks and Bankers.		466,012 42
Real Estate		297,524 79
Constr't'n—Main Line.	$1,236,648 37	
" Cin. extension	871,944 23	
Discount on 1st mortgage bonds	108,595 58	
		2,217,188 18
		$15,805,315 35
Capital Stock—		
First prefence share and scrip		$6,205,474 67
Second " " "		3,819,771 78
Common stock and scrip		2,022,484 75
		$12,047,731 20
Liabilities—		
Sterling bonds issued.	$1,000,000 00	
Dollar "	1,691,292 99	
Scioto & Hocking Valley R. R. mortgage.	300,000 00	
City of Balt. Loan to Union R. R. Co.	20,000 00	
		3,011,292 99
Pay roll	37,332 46	
Bills payable	18,494 44	
Cash dividends on preference shares (unpaid)	14,515 50	
		70,342 40
Profit and Loss—		
Balance resulting from net earnings		675,948 76
		$15,805,315 35

REVENUE ACCOUNT.

From January 1, 1864, to December 31, 1864.

Receipts—	
Passenger	$466,913 74
Freight	518,167 86
Mail	23,970 82
Express	15,316 80
Telegraph	13,796 03
	$1,038,165 25
Expenditures—	
Locomotive running	$93,798 85
Locomotive repairs	56,166 94
Repairs of pass. and baggage cars	11,988 26
Repairs of freight cars	30,004 14
Repairs of construction cars	634 78
Road repairs	87,181 98
Stations, rents and repairs	5,606 64
Traffic expenses	158,355 55
Telegraph expenses	9,218 49
General charges	66,017 56
Portsmouth branch	91,787 02
Balance to profit and loss	427,405 14
	$1,038,165 25

PROFIT AND LOSS ACCOUNT, DECEMBER 31, 1864.

Cash dividend No. 2 on first preference shares, three per cent. on $5,999,150, for six months ending 30th June 1864		$179,974 50
1st mort. bonds coupons, due 1st Feb. 1864	$56,098 00	
1st mort. bonds coupons due 1st of August, 1864	84,577 50	
S. & H. V. R. R., bonds coupons, due 1st May, 1864	10,500 00	
S. & H. V. R. R., bonds coupons, due 1st Nov., 1864	10,500 00	
		161,675 50
Rent of Little Miami Railroad Track		60,000 00
Federal taxes	$10,169 31	
State taxes	9,332 49	
		19,501 80
Interest on City of Baltimore Loan to U. R. R.		1,200 00
1st mort. bond scrip interest		146 47
New York office expenses		4,081 78
Balance		675,948 76
		$1,102,528 81
Balance December 31, 1863		$342,464 34
Net earnings year ending 31st Dec., 1864		427,405 14
Interest account balance year ending 31st Dec. 1864		45,879 58
Premiums derived from Sterling bonds sold		286,779 75
		$1,102,528 81

Construction Account.—The expenditures on this account are as follows:

From Aug. 15, 1860, to June 30, 1862	$157,623 98
From July 1, 1862, to June 30, 1863	119,017 02
From July 1, 1863, to Dec. 31, 1863.	245,120 00
From Jan. 1, 1864, to Dec. 31, 1864.	714,887 37
Total as charged construction acct.	$1,236,648 37
Cincinnati extension, from July 1, 1863, to Dec. 31, 1864	871,944 23
	$2,108,592 60

Revenue Account.—The revenue from traffic for the fiscal year amounted to | $1,038,165 25
Deduct working expenses | 610,760 11
Leaving as net earnings | $427,405 14

—which sum is carried to the credit of profit and loss.

Dividends—The board declared a cash dividend of three per cent. on the first preference shares, which was paid on the 10th of August last, and a stock dividend of three per cent. on the first and second preference shares, payable in kind, on the 10th March, to stockholders of record, on the 1st of January.

General Balance Sheet.—By this account it will be seen that the Company is free from floating debt. It has in hand funds sufficient to complete the work of the extension of its line so as to secure the benefit of its proposed entrance into the west end of the city of Cincinnati, enabling it to make close connections with the three great lines of railway extending from that city westward, and reaching all the great business centres of the States of Indiana, Illinois, Missouri, Iowa, &c.

It also affords a favorable location for freight and passenger traffic in this part of the city, and near the centre of business and population.

It appears by the balance sheet that the sum of $297,524 79 has been expended in the purchase of "real estate," the lands thus purchased are for purposes of rights of way, depot grounds, and materials for masonry and earth embankments.) It is expected that after the completion of the Cincinnati extension, upon which all this real estate is located, the lands, which will no longer be needed for the purposes of the Company, and which will be greatly enhanced in value by the railway, can be sold at prices which will reimburse the Company for a very large portion of this expenditure.

Completion of Main Line.—The work required to complete the main line has been prosecuted in the face of serious discouragements, arising from the scarcity of labor and the high prices of all kinds of supplies required for that purpose. Notwithstanding these difficulties the contractors, Messrs. Dodge, Balch & Co., have maintained a good force on their work, prosecuting it with great energy, and making considerable progress towards its completion. The aggregate length of trestling which has been filled under their contract amounts to two and four-tenth miles, embracing 764,239 yards of embankment. They have also built 2,651 yards of arch, 10,690 yards of bridge, and 2,778 yards of culvert masonry.

All the masonry and embankment required under their contract, west of Warren Station, except one culvert and about 1,000 feet of trestle yet to be filled, has been completed. Thus giving us a permanently built, substantial track from Loveland, eastward, for the distance of 140 miles. Considerable progress has also been made in filling up the trestles between Warren's and the Ohio river. The temporary grades, which have hitherto proved serious obstacles in working the road, have been, in many cases, removed.

The track from Harmar and Belpre, westward, to Tunnel Station, a distance of 15 miles, has been brought to a proper surface and well ballasted. There have been constructed since the re-organization of the company 3,008 lineal feet of new bridges.

Cincinnati Extension.—At the date of the last report, the grading, masonry and bridging on the new line from Loveland into the City of Cincinnati, had been placed in the hands of contractors. This work has encountered the difficulties in prosecution arising from the unsettled state of public affairs, and has also been retarded seriously by the unfavorable weather which has prevailed since the 1st of October last. Notwithstanding these embarrassments the work has been energetically prosecuted by the contractors, and so far advanced as to justify the commencement of track laying at Loveland.

The ties and timber for the superstructure must be transported for a considerable distance, thus requiring more than ordinary time for this work, but as soon as the weather will permit, a large force will be placed upon the line, and it is expected that at no point will the contractor's work delay the advance of the track.

Rails of the best quality have been provided and are now on the ground ready for laying down.

Seven miles north of the City Terminus we are offered a connection with the Dayton and Hamilton Railroad, at a point where the lines of the two railroads approach very nearly to each other.

A contract has been agreed upon with that company for the joint purchase and use of convenient grounds for exchange of traffic. We are thus brought into immediate and business working connection with the entire net-work of railways extending through western Ohio and central and southern Indian, affording good routes also to Indianapolis, Chicago and St. Louis.

The Dayton and Hamilton Company have also offered us the use of their line into the city to a point east of Mill Creek Bridge, where an easy connection with the tracks of Cincinnati and Indiana company will be effected.

In this way we shall enjoy the use and benefit of our central location on Pearl street, much earlier than can be obtained by the construction of the embankment upon our own line through Mill Creek Valley.

Ohio River Bridge.—A contract has been concluded with the Baltimore and Ohio Railroad Company, providing for the construction of a railroad bridge over the Ohio river at Parkersburg, so as to connect their road direct with this line.

The structure is planned for stone piers and abutments across the river, a stone viaduct on the eastern side and earth embankment on the west

side to connect the tracks of the respective roads.

The superstructure of the bridge will be of iron, and the whole structure built in accordance with the provisions of an act of Congress "To Regulate Post Roads," passed May, 1861.

Considerable progress has been made in stripping quarries and getting out stone for the piers and abutments. It is the intention of the parties to the contract to press the work forward with the utmost vigor during the coming season. The North-western Virginia road is now the property of the Baltimore and Ohio Company. Upon the completion of the bridge, their ownership will therefore extend to the west bank of the Ohio river, thus giving the best assurance for cordial co-operation in building up a traffic in what, to them will be the shortest route to Cincinnati, St. Louis and the South-west.

Shops at Zaleski.—The high price demanded for all kinds of machinery, together with the long delay experienced in securing either cars or locomotives at any of the manufacturing shops in the country, has induced the adoption of the policy of manufacturing our own machinery of all classes.

The buildings at Zaleski, designed originally for locomotive works and repairs, have been necessarily occupied as car-shops for several years, for want of proper structures adapted to that purpose.

It has been necessary, therefore, to erect new shops for car-works. One structure, 175 ft. long and 66 ft. in width, with engine house, steam dry house, and blacksmith shop adjacent, has been, during the past season, brought so near completion that it will be ready for use by the 1st of April. This will relieve the buildings originally designed for locomotive works, and enable us to place in them the proper machinery and tools for construction and economical repairs of engines.

The foundations for another car building of the same dimensions as the one completed, are laid, and it will be completed and brought into use as early in the season as practicable.

New Locomotives and Cars.—The following new locomotives have been purchased and placed on the road during the past year, viz:

4 ten-wheel freight, and 5 eight-wheel passenger locomotives.

At our own shops at Zaleski the following new cars have been built: 2 passenger, 4 box freight, and 68 platform cars.

In addition to the above there has been built at the Zaleski shops 39 eight-wheel cars, designed for the use of the contractors while engaged in filling up the trestles.

Revenue and its Sources.—The gross earnings of the road for the year 1864 amounts to $1,038,165 25, derived from the following sources:

Freight	$518,167 86
Passenger	466,913 74
Mail	23,970 82
Express	15,316 80
Telegraph	13,796 03
	$1,038,165 25

A classification of the freight earnings shows that there has been derived from the transportation of—

Agricultural products	$154,850 55
Merchandise	134,601 10
Minerals	162,799 87
Products of forests	22,154 75
Miscellaneous	43,761 59
	$518,167 86

Of the above amount it is also found that only $66,000 has been derived from what may be termed "Through Freight."

It is also found that barely 100 through passengers passed over the road, furnishing a revenue of $600.

These facts provoke an inquiry into the causes which have resulted in depriving this route of a full share of the business constantly tending between the seaboard and the interior. It cannot be the fault of its geographical position, for it connects important business centres by the shortest practicable route.

It cannot be the result of inadequate capacity for the traffic, for passengers and freight have been moved during the year with as much safety, comfort and promptness as has been afforded by other routes.

The main cause of this meagre result is found in the fact that since the commencement of the present war we have been practically deprived of any reliable railroad connection with the seaboard.

The Baltimore and Ohio Railroad, which is our only dependence, has been so frequently interrupted by the movements of hostile armies and depredations of guerilla bands that freights, as well as travel, have sought more satisfactory routes. The business which we have received of a through character has been pressed in this direction rather by the crowded condition of other and rival lines than from choice.

It has been deemed inexpedient to run more than one through passenger train per day, on account of the large amount of construction work in progress along the line. This train, having the distribution of the mail and express, has been necessarily a day train.

The trains of the Baltimore and Ohio Railroad have not run in connection with this train for nearly a year past, so that passengers have been compelled to lay over at Parkersburg.

The construction work is now so far advanced that we expect to add a night train early this season, to which will be attached sleeping cars, thus affording an attractive route to through passengers, and furnishing a most convenient and desirable accommodation for the business of a more local character. Passengers from either termini of the road may pass over the line at night—have a full day for the transaction of business, and return the following night—thus practically requiring but one day to transact business on any part of the line.

With this additional train upon the road, we are promised a close running connection with our passenger trains by the Baltimore and Ohio Railroad Company, without change of cars between Baltimore and Parkersburg.

Local Business.—For over three years the road has been sustained almost entirely by its local resources. This source of revenue is in every respect the most valuable. It is not subject to the misfortunes or policies of others.

Its extent and value is more dependent upon the skill and care with which it is developed, and is therefore a more reliable source upon which to calculate a permanent income.

Its constant increase from the first opening of the road to the present time is a matter of much gratification to the managers and owners of the road.

The gross receipts for the year 1857—then as now, mainly from local sources—were $386,000. We have now a gross amount of $1,038,165 25 of which $171,259 58 is from the Portsmouth Branch.

Notwithstanding this large increase, it is also true that the most valuable source of local revenues has as yet received only a very partial development. The minerals abounding along the route constitute its great wealth, and must forever give to this railroad property a security against fluctuations of value which cannot be enjoyed by any road traversing an agricultural district.

The revenue derived from the transportation of minerals in 1863 was about $58,000; in 1864 it was $162,799 87. This shows a handsome increase. But the result falls far short of the capacities of the country through which the road passes.

Expenses.—The balance sheet shows an aggregate of expenditure amounting to $610,760 11, leaving the sum of $427,405 14 as net receipts. This shows that a large per cent. of the earnings was absorbed by the increased current expenses. This has resulted from the large increase in the prices of labor and all the supplies needed for operating the road. This increase in all the departments of the service is about 100 per cent. over the prices prevailing before the war.

The following statement of the mileage of the trains and expenses and current expenses for several years will serve as an illustration of the comparative cost of operating the road:

In 1857 the mileage of all trains was	556,732 miles.
The gross expenses were	$328,745
In year ending June 30, '63, mileage	445,157 miles.
Expenses same time	$320,394
For the year 1864 the mileage was (except construction	456,408
Expenses same time	$610,760 11

Comparatively, it cost in 1857, 60 cents per mile for each mile run by the trains; in 1863, 72 cents; in 1864, $1.33.

It must also be borne in mind that the same trains passing daily over the road would have accommodated a large through traffic, with a very slight addition to the current expenses. While the peculiar position of this road, with reference to its sea board connections, has deprived it of through traffic, other lines have benefitted by the loss we have thus sustained. The restoration of peace, will secure public confidence in the Baltimore and Ohio road. This route will then have its proper share of patronage, so that a cessation of hostilities will not work any damage to this road.

An apprehension exists to some extent that railroad property will diminish in value upon the restoration of peace. A proper consideration of the greatly increased expenditures, as shown by the above statement, together with the stimulus given to all branches of production, by the distribution of so large an amount of capital, ought to quiet any fears as to the prosperity of railroads.

The price of labor must fall, by the return of so large a number from the army, to meet all the demands of industry. The price of supplies will sympathize with a decline in gold and an increased production of the articles. It is not a reasonable supposition that inaction and depression are to follow upon a state of assured peace, or that the immense supplies of capital which has been earned during the war, and is mainly in the hands of our own people, will either stagnate, or move sluggishly in the channels of enterprise.

The people will find themselves in possession o a currency that represents a solvent and powerful sovereignty. Wild and extravagant speculations may abound, the participators in many schemes may fail, and their money pass into the hands of wiser men, but the capital is not thus lost, and the distribution of so large a surplus must give life and energy to all industrial and commercial pursuits.

In no section of the country can be found a more inviting field for permanently profitable investments than in the mineral district of south-western Ohio, traversed by this railway.

In view of the great magnitude of the interests involved in a thorough development of the minerals along the route of this road, and for the purpose of presenting distinctly and in a convenient form their great value, as a basis of the future traffic of the road, a map has been prepared and published with this report, showing the exact position and extent of the coal, iron, ore, salt, oil, &c., which abound in southeastern Ohio, and which must find their way to market over this road. This map has been prepared under the supervision of Professor E. B. Andrews, of Marietta College, and is accompanied with his report on the minerals of this district. It is presented to the stockholders of the railroad and the public, as an accurate and reliable statement of the *mineral facts* now being eagerly sought for by enterprising capitalists. Large investments have already been made, and there is every reason to expect that the immense value of these mines of wealth will at length be thoroughly tested and successfully developed.

By order of the Board of Directors,
NOAH L. WILSON, President.

☞ It is expected that a railroad will be constructed from St. Paul Minnesota, to Lake Superior, within two years. The work will commence at once.

Law of Insurance.—Exception in Policy Construed.

It is quite usual for insurance companies to insert in a fire policy an exception that if loss should occur in any specified way, the company should not be answerable.

Much litigation has necessarily arisen upon these exceptions, and their construction by the Courts is a matter of no little interest to the mercantile and commercial community. One of these cases is Hayward *vs.* The Liverpool and London Fire and Life Insurance Company, decided by the Superior Court of this city. The action was upon a policy of insurance issued by the defendants whereby they insured the plaintiff against loss or damage by fire, to the amount of $10,000.

It is not necessary to state the pleadings further than to say, that they are sufficient to present the single question upon which the plaintiffs claim and the defense of the defendants depend, viz., whether the defendants are liable under the policy, for a loss by fire caused by the explosion of the boiler of a steam engine used in the building, and being itself a part of the property insured? The parts of the policy material to the question are as follows:

"The conditions and stipulations referred to in this policy!"

(Among these conditions and stipulations, which were thirteen in number, is the following:)

V. "That this company will not be answerable for any loss or damage by fire, occasioned by any invasion, foreign enemy, insurrection, civil commotion, riot or any military or usurped power whatsoever. Neither will this company be answerable for loss or damage to stock or goods, while undergoing any process in which the application of fire heat is necessary, nor for loss or damage by explosion of any k nd."

And endorsed on the policy is the following notice:

"Please to read your policy and the conditions."

By stipulation the following facts were admitted:

The making of the policy; the plaintiffs ownership of the property insured; the destruction, by fire, of property insured to the value of $84,573 39; that if the plaintiff is entitled to recover, such recovery should be for the full amount of the policy, and interest from November 28, 1857; that due proof of loss was furnished to the defendants. Also, 4th. "The said plaintiff admits that the said fire, by which said insured property and premises were destroyed, occurred on the morning of the 29th day of October, A. D., 1857, soon after, and originated from, and was caused by an explosion of one of the boilers of the steam engine, belonging to and used in said India Rubber Factory, and covered by said policy; a steam engine being necessary, and ordinarily used in the carrying on of an India Rubber Factory."

It was also proved that, "at Hayward factory, India Rubber boots and shoes are manufactured. After the shoes are formed they are put into a heater, and subjected to heat of from 250 to 280 degrees Fahrenheit, for the purpose of vulcanization. They are universally made so."

And the plaintiff read in evidence a circular, issued by the defendants, to show what they decided to be extra hazardous risk, of which an extract is as follows:

"Extra-hazardous risks—as livery stables, large hotels, book binders, printing offices, carpenters and cabinet makers, wholesale druggists, mills, machine shops, manufactories, &c., &c., and in general all establishments where fire is used for other purposes than warming the premises, or where large numbers of workmen are collected together you will in general decline."

The Judge found the facts in conformity with the foregoing statement and proofs, and thereupon stated, and decided as a conclusion of laws: That the fire which caused the loss, having originated from an explosion of a steam boiler, the case was within the exception in the policy, and the defendants were not liable for such loss.

"By the Court. WOODRUFF, J.—In St. John *vs.* The American Mutual Fire and Marine Insurance Company, (1 Duer., 371,) the defendants had insured the plaintiff's property against loss or damage by fire, and by one of the conditions annexed to the policy, had provided that they would not be liable "for any loss occasioned by the explosion of a steam boiler, or explosions arising from any other cause." A steam boiler, in the basement of the building, in the upper stories of which the insured property was contained, exploded; the walls of the building were mostly thrown down, and the fires in the boiler furnace, and in stoves, in various parts of the building were communicated to the frame and wood work of the building, and the insured property was burned. It was held in this Court, that the insurers were not liable for the loss, and that decision was affirmed in the Court of last resort. (1 Kern., 11 N. Y. R., 516.) Unless some discrimination, operating in favor of the plaintiff can be made, which shall distinguish the present case from the one referred to, this case was correctly decided and the judgment must be affirmed.

To our minds, whatever differences exist between the two cases, are strongly and decidedly favorable to the defendants claim to exoneration.

It is not and cannot be denied that the contract of insurance, like every other contract fairly and voluntarily made, is to be construed according to the plain and natural import of its language; nor that it is entirely competent for the parties to agree to any terms and conditions defining, limiting or apportioning the risk which they may think proper, or for their interest respectively.

When, therefore, the insurers consented to give to the plaintiff an indemnity against loss by fire, it was entirely competent for them, as a part of the contract, to define affirmatively the causes of fire, the consequences of which they would be responsible for, and to exclude fires arising from other causes, declaring that for the consequences of such fires they would not be responsible. In one form or another, this discrimination probably enters into every contract of insurance customarily made, and the varying premiums upon fire risks are adapted to the varying hazards assumed, while there are some causes of loss by fire which are rarely assumed at all by insurers.

In the present case, the defendants, in the very body of their policy, have declared—and the other party to the contract must be taken to have consented by accepting the policy—that the defendants "shall not be liable to make good any loss or damage by fire which shall happen or arise by any explosion." These terms are too plain to admit of doubt respecting their meaning; they create an exception to the general language of the previous clause, by which they promise to make good such loss or damage as shall be occasioned by fire to the property insured. It is as if the company had said, we will make good to you any loss which you may sustain to your building, goods, machinery, fixtures and steam engine, by fire, unless the fire is caused by the explosion of the boiler, or some other explosion.

Had this company in another department of their business, insured the life of the plaintiff, and provided that they would not be responsible, if he was drowned by being wrecked when on a voyage at sea, there would be no doubt we apprehend, of the validity and full effect of the exception.

The terms "any explosion" are comprehensive enough to embrace every kind of explosion, and in a policy which covers property in a building containing a steam boiler, and even covers the steam engine itself, would seem to be used with necessary and primary reference to the liability of the boiler to explosion, though not with such exclusive reference to that as to leave them liable for fires caused by other explosions.

It was argued that the very circumstances here mentioned, viz., that the steam engine was insured created an inconsistency in the policy itself, and therefore the subject of insurance, viz., the steam engine being named in writing, the exception, which was a printed portion of the policy, must be disregarded. That by insuring a steam engine against fire, the defendants necessarily assume the risk of a fire arising from the explosion thereof, and that an exception of fire arising from explosion is so repugnant to the defendants' undertaking, that it must be rejected. No such repugnancy exists. Fires arising in many ways might occur, and by the destruction of the building and property therein, so far injure the steam engine as to render it worthless except for the materials therein which were not consumed. As above suggested, the exception is simply saying, if the cause of the fire be the explosion of your steam boiler, we shall not be bound to make good the loss; and the plaintiff is to be deemed to say, as to the hazard of fire arising from that cause, I will bear the risk. So an insurer of life may insure the specific life generally, for a term of years, but provide that he shall not be liable if the insured die by violence, or by a particular specified disease or epidemic. This would create no repugnancy. The cases relied upon Harper *vs.* Albany Insurance Company, (17 N. Y. R., 194,) and Bryant *vs.* The Poughkeepsie Mutual Insurance Company (Id. 200,) do not appear to us in any degree to conflict with these views. They hold that an insurance of a particular trade or business, ex vi termini, imports a licenses to use those articles which are necessary or customary in that trade or business, for the usual and customary purposes thereof, and therefore, that when such an insurance is made, the prohibition of the use of those articles must be referred to the use of them for other purposes than such as are embraced within that license, and to the like effect is Harper *vs.* The City Insurance Company in this Court, (1 Bow., 520.) In the present case, it is expressly conceded to the plaintiffs that they may use a steam engine, but agreed that if the boiler explode and fire be caused thereby, the loss shall not be within the insurance. All parts of the policy are in harmony. To recur then to the case

of St. John *vs.* The American Mutual Insurance Company above cited. In that case the words of the condition under which the defendants were protected, were that the company should not be liable "for a loss occasioned by the explosion," &c., and the subject of contention was, whether this exempted the company from liability for a loss by a fire which was caused by the explosion. It was argued that the insurer was liable for all damage sustained by fire, however the fire was caused. That the fire and not the explosion, was the immediate cause of the loss, and that the exemption was only from a liability for a loss sustained by the mere *force* of the explosion. And this appears to have been the whole ground of contest, and this was the view taken by Mr. Justice Gardiner in his dissenting opinion. He insisted, that the fire was the proximate, and the explosion the remote cause of loss, and for the immediate cause of loss the defendants were liable. But the other judges of the Court of Appeals held, as this Court had held, that the clause ought to be construed as if the words had excepted a liability for "a loss by a fire occasioned by the explosion," while at the same time its greater generality would make it include any injury from explosion. Now in the case before us, as if the parties had before their minds the very doubt which led to the litigation in that case, they have employed to describe the exception, the very terms which, by construction, that policy was finally determined to include, viz., "any loss or damage by fire which shall arise or happen by any explosion," and this in the very body of the policy itself.

They did even more than this, they further declared in the body of the policy, that the agreement to indemnify was subject to the conditions and stipulations indorsed thereon, which constitute the basis of the insurance, and in one of those conditions, they declare that the company will not be answerable "for loss or damage by explosion of any kind." They have in the condition the very words which were held to exonerate the defendants in the case referred to; and they have in the body itself, adopted a form of exception which removes the only doubt which existed in that case. And to prevent any pretence of a design to entrap the insured by obscure conditions, they have indorsed on the policy a notice cautioning him to read both the policy and its conditions.

It is suggested, that in the case last mentioned, the steam engine was in the basement of the building, and was not covered by the policy. That may be true, but we are not able to see that that affects the question more favorably to the plaintiff. On the contrary, we have already said that to our minds, the fact that the engine in the case before us was insured, subject to the exception, would rather indicate that the company did not intend to protect the engine itself, nor any other property, against the consequences of the explosion of its boiler, and that the insurer bore that risk himself, whether it caused fire or did mischief.

We are unable to form any other conclusion than that this case is fully within the case of St. John *vs.* The American Mutual Insurance Company, and were we to dispose of the case uninfluenced by that decision, we must still say that the defendants are protected by the exception in the body of the policy, and the condition annexed thereto from any liability. The judgment should be affirmed.

New Jersey Railroads.

The following is a synopsis of the Annual Reports of the Railroad Companies of New Jersey, for the year 1864, presented to the Legislature:

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock, $6,500,000; first mortgage bonds, $1,400,000; second mortgage bonds, $600,000; quarterly dividend, 2½ per cent., due Jan. 16th, $159,117 50; interest accrued not yet due, $47,-883 33; accounts payable, $429,399 40; balance to credits of general fund, $628,254 87; value of road and appendages, $9,764,589 49; receipts, $2,537,184 45; expenses, $1,231,554 54; passengers carried, 698,808; passengers carried one mile, 19,397,115.

NORTH BRANCH RAILROAD COMPANY.

Work done to January 1st, under head of grading and construction account, $342,048 53; paid on account of right of way, $52,606 74; amount received on capital stock, $340,000. The road is leased at the annual rent of 6 per cent. on its capital stock to the Central Railroad Company, who have operated it since July last.

WARREN RAILROAD COMPANY.

Capital stock and actually paid in, $1,408,300; first mortgage bonds (1875) sold $600,000; earnings of the road, $209,022 04; expenses, $129,-512 12; passengers carried 76,306½.

THE JOINT COMPANIES.

Earnings of Railroad for 1864	$4,634,056 16
Earnings of Canal for 1864	1,065,024 26
	$5,699,980 42
Expenses of Railroad	$4,278,795 49
Expenses of Canal	280,397 29
Current net of Railroad	784,626 97
Current net of Canal	356,100 67
	$5,699,980 42

FREEHOLD AND JAMESBURG AGRICULTURAL R. R.

Capital stock, $230,840 80; cost of road and equipment, $230,100 37; receipts, $41,350 71; expenses, $27,719 76; dividends paid, $16,809 11; passengers carried, 61,284. The extension of the road to Dean's Pond has been commenced.

BELVIDERE DELAWARE RAILROAD.

Capital stock, $997,112 24; funded debt, $2,-193,000 00; special loans, $120,072 10; temporary loans, $182,512 43; cost of road and equipments, $3,386,285 27; receipts, $484,444 15; receipts from Flemington road, $501,885 48; expenses of working road, $367,057 64; expenses of working Flemington road, $16,913 95. No dividends.

RARITAN AND DELAWARE BAY R. R. COMPANY.

Capital stock, $2,360,700; first mortgage bonds, $1,000,000; second mortgage bonds, $250,000; convertible bonds, $140,000; Toms River (branch bonds) $39,900; other debts, $544,426 38; cost of road and equipment, $2,596,481 11; number of passengers carried, 171,929; receipts, $229,475 83; expenses, $256,275 18.

MORRIS CANAL AND BANKING COMPANY.

Capital stock, $2,202,000; funded debt $831,-279 28; cost of canal and appurtenances, $3,011,-262 64; paid for repairs past year, $130,719 93; cost of navigation and employees, $48,570 64; superintendence and management, $31,874 38; earnings, $597,004 71; dividends, $214,625.

ROCKY HILL RAILROAD COMPANY.

Capital stock, $43,495; funded debt none; other debts, $300; cost of road to date, $41,615 38. The road has been worked but a few weeks and no report is made of receipts and expenses.

BURLINGTON COUNTY RAILROAD COMPANY.

Capital stock actually paid in, $177,650; mortgage and other loans, $76,800; cost of road and equipments, $250,000; receipts, $57,925 89; disbursements, $61,967 20.

CAMDEN AND ATLANTIC RAILROAD COMPANY.

Capital stock paid in, $1,062,243 06; funded debt, $1,035,275 80; floating debt, $123,929 81; cost of road and equipment, $1,881,414 32; interest paid during year, $73,507 87; receipts, $231,-466 11; expenses, $160,359 95.

SALEM RAILROAD COMPANY.

Capital stock, $180,550; bonded debt, $100,000; cost of road and equipment, $250,777 85; receipts, $34,489 25; expenses, $27,826 98. A guaranteed dividend of three per cent. has been paid in cash.

CAPE MAY AND MILLVILLE COMPANY.

Capital stock, $300,000; bonded debt, $200,000; other debt, $124,064 20; cost of road and equipment, $622,746 01; receipts, $63,749 57; expenses, $42,591 52.

MILLVILLE AND GLASSBORO' COMPANY.

Capital stock, $168,198 36; funded debt, $8,-750; floating debt, $28; cost of road and equipment, $408,035 77. Paid one dividend of 8 per cent.

WEST JERSEY RAILROAD COMPANY.

Capital stock, $588,400; loaned at 6 per cent., $700,000; total cost of road, $1,068,685 12; other capital expenditures, $392,564; receipts, $207,-952 34; expenses, $116,408 17.

NEW JERSEY RAILROAD COMPANY.

Capital stock, $4,397,800; funded debt, $635,-000; floating debt, $145,000; profit and loss, surplus earnings represented by permanent improvements, $594,542 13; dividend paid, $219,887 50; cost of road and equipments, $4,271,809 30; receipts, $1,563,606 70; expenses, $785,980 28; passengers, 3,310,940½; passengers over whole line 78,387½; persons killed by accidents, 28.

MILLSTONE AND NEW BRUNSWICK COMPANY.

Capital stock and floating debt, $111,114; passengers carried 20,479; receipts, $12,511 46; expenses, $7,325 57.

PATERSON AND RAMAPO COMPANY.

Capital stock, $248,000; funded debt, $85,000; bonds redeemed, $15,000; cost of road and equipments, $350,000; income (rents from Erie Railroad,) $26,500; dividends paid, $18,640; expenses for contingencies, taxes, &c., $2,553 99; paid sinking fund to redeem bonds, $5,000; paid interest on bonds, $5,950.

MORRIS AND ESSEX RAILROAD COMPANY.

Capital stock, $3,041,950; funded debt, $1,164,-500; floating debt, $31,200; contingent fund, $299,266 07; cost of road and appendages, $4,057,-275 97; receipts, $570,764 03; expenses, $486,-569 37; dividends paid, $121,440 12; passengers, 1,032,978.

NEWARK AND BLOOMFIELD COMPANY.

Capital stock, $103,890; cost of road and equipment, $112,151 36; receipts, $31,499 38; expenses, $30,583 07; one dividend of five per cent. paid, $5,180; passengers, 155,650.

SUSSEX RAILROAD COMPANY.

Capital stock, $192,900; funded debt, $200,000; floating debt, $4,924 17; cost of road and equipment, $397,824 17; receipts, $45,325 50; expenses, $26,602 64; paid interest on debt, $18,-107 09. No dividends.

HACKENSACK AND NEW YORK RAILROAD COMPANY.

Capital stock, $94,600; funded debt, $40,000; paid on construction from receipts of 1862, $8,-508 66; in 1863, $3,688 89; receipts, $40,485 94; expenses, $36,842 77. No dividends.

☞ The bridge across the Hudson at Albany, for the Hudson River Railway, is commenced, under the charge of Mr. Julius W. Adams, C. E. The draw, to allow vessels to pass, is to swing upon a circular rail about 27 feet diameter, and will weigh about 200 tons. The masonry is in progress, and preparations for the iron work are well advanced.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	18c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	25	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	225c
Bay State ..... L. S.	20,000	----	3½	13½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	50c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	●	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	80,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	½
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	19
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	220c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	8
El Dorado (Silver) "	20,000	----	----	4
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	1½
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	8	----
Franklin ..... L. S.	20,000	----	6½	34
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	35c
Girard ..... "	20,000	----	----	8
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4
Humboldt ..... "	20,000	----	2	2
Hungarian ..... "	20,000	----	1	1½
Huron	20,000	----	16	29½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	11

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	45c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	14
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	21
Native ..... "	20,000	----	8	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	5c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	3½	33
Phila. & Boston... "	20,000	15	2	2
Phœnix ..... "	20,000	----	----	11
Pittsburg & Boston "	20,000	----	5½	50½
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	50
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	8
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	5½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	90c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	55c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	55c
Superior ..... L. S.	20,000	----	4	4½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	5½	----
Winthrop ..... L. S.	20,000	----	3½	2
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	6½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	58
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. ... Md.	----	----	----	75c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	12½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	4½
Big Mountain ..... Pa.	----	----	----	4½
Blackball ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	47
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	41½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	27
Fulton ..... "	60,000	5	----	5
Gilbertson	5,000	100	----	51
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	34
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,500	50	----	65
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	5½
Locust Mountain .. "	----	----	----	40
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	140
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	2½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	18½
Schuylkill Valley... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	21½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	22,760	50	----	91

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	85c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	2	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	25	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	52
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	11½
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.).. A. T.	60,000	50	----	----
Santa Clara (Q.)... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	40,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36					Boston and Chelsea	110,000	110,000			8,800	7,409	6½	.....	30
30 Nov. '64	4.52		179	28	--	Broadway, Boston	256,257	250,000		26,482	129,615	15,895	8	.....	55
30 Nov. '64	27.43					Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	92
30 Nov. '64		7.5				Dedham and West Roxbury		41,000							
30 Nov. '64	1.41					Dorchester and Roxbury	18,742	12,000		6,850	(Metropoll'n)		6	.....	46
30 Nov. '64	2.80		26	6	--	Lowell (Horse)	43,894	40,129		3,590	11,062	766			
30 Nov. '64	11.75		200	31	--	Lynn and Boston	254,611	200,000	30,000	18,105	129,927	12,197	8	.....	90
30 Nov. '64	3.61					Malden and Melrose	60,246	200,000	73,100	66 222	20,807				25½
30 Nov. '64	2.97					Medford and Charlestown	35,000	23,000	11,000		(Middlesex)		50		25
30 Nov. '64	31.85		841	140	--	Metropolitan (Boston)	1,420,141	1,176,075		218,487	580,043	49,961	6	.....	47
30 Nov. '64	6.84		263	141	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236		3	.....	50
30 Nov. '64	5.69		75	9		Quincy	135,243	71,600	55,533	31,533	28,510	1,569			
30 Nov. '64	6.75		66	15	--	Salem & South Danvers	173,980	150,000		25,800	37,017				
30 Nov. '64	2.68					Somerville	50,000	50,000			(Middlesex)		5	.....	32½
30 Nov. '64	2.50		10	2	--	Stoneham street (Boston)	35,300	32,900			7,454				
30 Nov. '64		5.74				Suburban	95,500	5,000			(Middlesex)				
30 Nov. '64	6.00		70		--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,561			
30 Nov. '64			411	66	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428				
30 Nov. '64	1.58					West Cambridge	13,600	13,600			(Leased)		6	.....	47½
30 Nov. '64	2.25					Winnisimmet	62,154	60,000		939	21,589				
30 Nov. '64	11.60		54	8	--	Worcester	86,657	75,800		53,668	25,453				
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5		11	3	--	Hartford and Wethersfield	300,000	300,000							
						NEW YORK.									
30 Sep. '63	10.76				28	Broadway (Brooklyn)	216,918	200,000	27,500	608	55,780	15,451	6	100	110
30 Sep. '63	4.00	2.80			2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500					100	69
30 Sep. '63	24.00			35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216			48
30 Sep. '63	55.18	1.00		140	29	Brooklyn City	1,331,357	1,000,000	170,000		542,641	132,836	9	100	130
30 Sep. '63	10.60	4.25		56	—	Brooklyn City and Newtown	284,765	345,000	166,000	11,790	61,453	7,881	3	.....	58
30 Sep. '63		10.00				Brooklyn City & Ridgewood	61,328	53,500							
30 Sep. '63						Buffalo Street									
30 Sep. '63						Central City (Syracuse)									
30 Sep. '63	16.00	14.00		28	1	Central P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000		19,794	7,008			
30 Sep. '63	17.50					Coney Island and Brooklyn	543,687	494,800	13,000	44,251	65,286			100	60
30 Sep. '63		6.00				East & North River (N. Y.)	650	650							
30 Sep. '63	17.33			91	--	Eighth Avenue (N. Y.)	978,534	800,000		30,000	388,566	124,445	12	100	
30 Sep. '63	11.00	1.00		70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000					
30 Sep. '63						Fourteenth Street (N. Y.)									
30 Sep. '63	4.52					Grand St. & Newtown (W'g'r)							8		
30 Sep. '63	4.63					Harlem Br., Morris & Ford'm									
30 Sep. '63						Main & Ohio St. (Buffalo)									
30 Sep. '63						Niagara Street (Buffalo)									
30 Sep. '63	19.00			54		Ninth Avenue (N. Y.)	447,598	795,360	57,000		97,241	23,479		100	
30 Sep. '63						N. Riv. & Wall st. Ferry (N. Y.)									
30 Sep. '63		11.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '63	7.50	3.40		18	--	Rochester City & Brighton		81,500	66,000	6,000	7,636	5 977			
30 Sep. '63	16.00					Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127		100	60
30 Sep. '63	8.37			40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000		412,600	99,227	10	100	115
30 Sep. '63						Tenth Av & 32d st. (N. Y.)									
30 Sep. '63	16.50			117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000		682,131	283,079	12	100	240
30 Sep. '63						Troy and Lansingburg									
30 Sep. '63	2.00	8.50				Utica City	2,160	7,080			1,653	310			
30 Sep. '63	1.50				3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752			
						NEW JERSEY.									
31 Dec. '62	5.32			7	--	Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50		8	--	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '63	17.00		150	22	—	Orange and Newark	411,000	211,006	200,000		71,060	19,183		50	
31 Dec. '62	5.80			8	--	West Hoboken & Hoboken	100,000	40,000	60,000						
						PENNSYLVANIA									
31 Oct. '64	7.89		142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000		128,761	50,439	40	10	49½
31 Oct. '64	8.13		135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,967	100,881	20,036	8		
31 Oct. '64	4.12		12	2	0	Delaware County	30,729	23,785	6,500	533	6,870	1,473			
31 Oct. '64	4.38		116	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000		27,895	77,532	5,901	7½		20
31 Oct. '64	16.74		257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23		233	39	0	Germantown	377,824	112,245	250,000		176,540	41,534			55
31 Oct. '64	8.40		120	25	0	Girard College (Phila.)	81,612	160,000			102,861	24,706	12½		25
31 Oct. '64	8.73		236	53	8	Green & Coates st. (Phila.)	232,954	150,000	98,000		166,776	51,494	20		80
31 Oct. '64	11.00			16	2	Hestonv., Mantua & Fairm'nt	100,000	80,000	40,000		59,473	3,925			18
31 Oct. '64			108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320			16
31 Oct. '64	11.17					North Philadelphia									
31 Oct. '64	12.00		60	12	0	Oakland (Pittsburg & R. I.)	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04		115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096			
31 Oct. '64	4.51		71	12	0	Pittsburg and Birmingham	55,356	48,000	22,600	5,368	58,006	18,984	4		
31 Oct. '64	6.16		129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000		95,236	1,418			12
31 Oct. '64	5.20					Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						6
31 Oct. '64	7.78		58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108		39,334	8,113			13
31 Oct. '64	19.46		423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000		355,774	98,863	27½	20	70
31 Oct. '64	5.62		75	16	0	17th & 19th st. (Phila.)	114,368	120,000			41,259	9,418	5		16
31 Oct. '64	8.38		115	17	4	Spruce & Pine (Phil. & Gr'd F.)	175,610	159,312	15,500		79,670	21,297	6		22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750			162,367	51,179	20	20	44
31 Oct. '64	6.25		125	17	0	13th & 15th st. (Phila.)	102,000	100,000		2,000	116,912	24,831	25		25
31 Oct. '64	9.31		316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½		62
						MARYLAND.									
31 Dec. '62	21.00		340	50	—	Baltimore City	700,000	670,000		31,549	239,059	21,058			17½
						OHIO.									
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,337	50,000							
31 Dec. '62	3.08					Pendleton & S. st. Mar't (Cin.)	70,000	50,000							
						MISSOURI.									
30 Nov. '62	9.29					Citizens' (St. Louis)	117,437	100,000							
30 Nov. '62	3.33					Missouri (St. Louis)	76,674	70,000							
30 Nov. '62	4.48					People's (St. Louis)	83,575	70,000							
30 Nov '62	10.30					St Louis	296,004	296,004							

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	57,200	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	.....
Malden & Melrose bonds	51,762	--	.....	.....	.....
Real Estate	4,000	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	113
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	110
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	99
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	106½
" " " " " ... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ... registered	284,155,650	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	97
" " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ..... registered	90,759,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	104
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " " 1865 ..... 3d series	29,511,050	7.3	Jan. & July.	1868	----
Debt Certificates	126,584,000	6	At maturity.	.....	99½
One & Two Year Treas'y Notes (legal tender)	50,856,280	5	"	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	150,143,620	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	300,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1875	117
" — " " 1860 ..... "	195,500	7	" "	1880	----
" —War bonds ..... "	610,944	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	96
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'65-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'65-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,095	6	" "	1877	100
" —Interest stock ..... "	137,222	6	" "	1860	56
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	100
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,900,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	800,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'99	100
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	60
" — " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,298,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'65-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1885	----
" — " (st'l'g conv.) ... "	200,376	5		1885	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	6		1888	----
" — " " (") ..... "	767,580	6	Chiefly quarterly.	'42-'59	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	5,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	502,280	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	124½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" —	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" " — " " ..... "	600,000	5	" "	'77-'78	98
" " —Bounty Fund Loan ... "	500,000	5	May & Nov.	1868	98
" " —Coast Defence Loan ... "	1,000,000	5	" "	1888	98
" " —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	7	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	74
" — " " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1868	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'85	73
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'78-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	435,100	6	Feb. & Aug.	1870	99½
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,520	6	" "	'65-'71	----
" " — " " (") . "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	6	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	119
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,608	5	.....	d'm'd	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " ...	14,230	6	.....	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'85-'07	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1878	----
" " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	8	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,689,025	6	" "	'64-'76	117
" " — " " "	1,200,000	6	" "	1884	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	57
Ohio—State bonds (foreign debt) ..... coupon	1,288,279	6	Jan. & July.	1860	110½
" — " " (") ..... "	2,015,000	5	" "	1865	95
" — " " (") ..... "	379,866	6	" "	1868	----
" — " " (") ..... "	2,183,532	6	" "	1870	100
" — " " (") ..... "	1,600,000	6	" "	1875	96½
" — " " (") ..... "	4,095,300	6	" "	1881	100½
" — " " (") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,980	6	" "	1883	105
" — " " (war loan) ..... coupon	1,500	----	" "	1886	----
" — " " (") ..... "	279,318	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " ..... "	10,780,095	5	Jan. & July.	due.	88
" — " " ..... "	3,886,070	5	Feb. & Aug.	due.	----
" — " " ..... "	3,090,614	5	Mar. & Sept.	due.	----
" — " " ..... "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	219,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1883	----
" —State Stock Loans	1,177,890	----	" "	1864	----
" — " " ..... "	675,029	5	Feb. & Aug.	1864	----
" — " " ..... "	1,045,629	5	June & Dec.	1864	----
" — " " ..... "	1,568,673	5	Jan. & July.	1865	----
" — " " ..... "	2,277,755	5	" "	1868	----
" — " " ..... "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,866,000	5	Feb. & Aug.	1877	80
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	600,000	6	Jan. & July.	1882	89½
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	434,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'89-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	72
" — " " (internl. impr.) "	2,063,666	6	.....	Var.	57
" — " " (railroads) ... "	12,799,000	6	.....	Var.	72
" — " " (capitol) ..... "	608,000	6	.....	1890	57
" — " " (Hermitage) ... "	48,000	6	.....	1890	72
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'25-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'65	----
" — " " (") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	451,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,842	6	Jan. & July.	'82-'90	80
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'90	----
" — " (sterling) ..... "	1,865,000	6	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	105
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	419,815	406,680	460,422	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	930,641
1861	81,581	75,621	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,664	320,879	307,803	252,015	2,770,484
1865	261,908	252,583	288,159	263,149	312,316	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,859	92,878	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,288	161,503	138,796	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	195 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	186,172	227,260	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	521,059	432,064	519,306	655,364	708,714	705,496	645,943	5,858,297
1865	535,676	481,165	506,290	467,710	568,904	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	66,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	56,260	76,032	65,907	55,085	50,356	66,573	84,603	94,406	82,467	82,400	899,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	182,849	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,215	465,959	536,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,510	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	557,416	528,842	595,024	615,962	756,421	885,136	902,906	963,409	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,549	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,008	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,380	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	506,502	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	263,049	273,726	306,595	361,600	340,900	340,738	307,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	200,084	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	228,196	2,611,943
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,865	710,225
1864	77,010	74,409	89,901	72,389	83,998	78,697	91,809	90,972	93,078	93,546	96,906	95,453	1,038,166
1865	98,112	86,626	93,503	82,186	73,842	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,052	48,797	57,429	60,229	139,761	163,615	90,500	44,895	799,841
1861	54,246	44,027	45,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	83,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	221,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 122	366,245	363,194	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,384	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,639	174,002	172,189	216,624	295,955	322,989	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	401,456	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,818	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	587,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	858,965	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,683	677,073	558,743	523,138	562,076	696,175	827,036	852,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	998,228	1,002,758	9,985,204
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,645	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,785	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,881	165,795	154,032	203,853	245,038	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	360,763	407,077	483,509	505,814	466,200	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,200	696,738	886,511	738,107	601,238	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,960	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	153,903	202,771	169,299	177,625	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,500	51,256	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,674	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,585	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	165,358	159,626	244,114	243,840	221,570	230,209	265,154	2,090,322
1865	144,084	139,171	155,758	144,001	138,738	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	76
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	288,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1860	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	105
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1972	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1859	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	
Loan for $500,000	500,000	6	"	"	1867	99
" " $300,000	799,600	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	89
" " $2,500,000	867,000	6	"	"	1889	89½
Consolid. Mort. Loan $5,000,000			"	"		98½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	480,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,356,500	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	95½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1865	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	80
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1895	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1883	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	655,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1902	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1878	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1886	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '63)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston	1876	59½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	572,600	6	Feb. & Aug.	Boston.	1874	59½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,668					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1868	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	117
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1856	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	295,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortgage	187,000	7	March & Sept.	New York	1881	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston, Augusta.	1870	
2d Mortgage	230,000	6†	" "		1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1889	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	500,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	699,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,800,000	7			1880	
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Sk'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	111
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	111
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1901	95
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1902	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		36½
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	209,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	95
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'62 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	556,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	92
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	92
" " (")B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	93
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	"	" "	1883	98
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,300	7	Jan. & July.		1897	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	---
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
Debt to city of Baltimore	850,000	---	----	----	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1550	96
2d Mortgage	3,077,000	7†	" "	" "	1661	29
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	96
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	380,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74½
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,500,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1882	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1869-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1905	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,556,800	6	April & Oct.	"	1870	94½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	59½
2d Mortgage	937,500	7	" "	"	1863	17½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	518,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	70
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	71
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'56-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	.....	101,102	37,806	—	.....
28 Feb '59	50 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	50.3	.....	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	.....	76,778	21,006	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,595	116.9	.....	.....	505,150	280,269	6	.....
								ARKANSAS.														
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,726	811,949	.....	.....	.....	.....	.....	—	.....
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	.....	230,251	104,594	.....	.....
								CONNECTICUT.														
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,958	65,909	36,666	5	—	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,461	408,810	154,337	—	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217	
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,435	124.0	203.329	428,518	150,702	—	—	
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	139,574	285,387	13,968	8	—	
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,743	—	1,010,000	650,000	—	2,363,942	.....	.....	156,663	78,631	5½	.....	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66.0	211.835	270,672	54,299	8	85	
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120	
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98	
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,677	1,607,684	84.3	136,631	138,970	41,466	—	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....	
								FLORIDA.														
-- -- '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....	.....
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,260,000	126,000	—	1,597,385	86.7	.....	415,056	265,827	8	125	
-- -- '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	80.0	.....	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—	.....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	.....	.....	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....	
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	106	
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,029,555	50.0	.....	202,714	110,516	8	.....	
1 May, '58	66.1	—	....	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	218.8	.....	.....	.....	388,883	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—	.....
								ILLINOIS.														
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	93	
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	394.0	1,965,519	3,090,211	1,350,499	8	107	
1 Apr. '63	242.0	—	....	29.0	56	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,336,000	226,541	13,147,136	242.0	.....	1,088,054	448,508	—	25	
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,460,500	—	9,434,582	228.4	1,212,654	3,359,391	1,891,709	6	100½	
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,508,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	—	
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½	
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	5,566,550	6,329,447	2,463,194	8	128	
1 Jun. '65	111.0	—	....	—	15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	—	
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	200.0	18 mos.	2,202,415	704,650	—	33	
								INDIANA.														
-- -- --	105.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,432	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,887	119,342	—	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	100.0	.....	442,893	158,541	—	72	
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,954	9	100	
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,559	771,765	307,832	—	—	
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	521,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—	
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	122 0	.....	315,172	117,941	6	100	
-- -- '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,927	371,40	—	36½	
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,061,108	73.0	370,556	1,007,979	521,254	18	154½	
								IOWA.														
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,863	1,542,788	80.0	.....	.....	.....	.....	—	.....
31 Dec. '59	96.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	—	.....
31 Dec. '63	100.0	—	....	209.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,995,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	—	
1 Jun. '58	38.5	—	....	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,321	21,356	—	—	.....
-- -- '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	115,000	.....	220.0	.....	.....	.....	.....	—	35
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,903	111.8	.....	426,408	277,554	—	—	
30 Jun. '63	29.0	—	....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,685	99,320	53,355	4	80	
30 Jun. '63	65.1	—	....	—				Louisville and Frankfort	1,398,832	126,736	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66	
30 Jun. '64	195.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,805,534	3,930,500	235,670	11,886,430	300 0	.....	841,558	3,261,090	1,803,953	6	.....
								LOUISIANA.														
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,318	566,000	339,297	5,555,220	80.0	190,204	481,922	223,649	—	—	.....
31 Mar. '61	208.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	—	.....	2,665,000	1,150,717	.....	208.0	.....	1,232,624	556 434	—	—	.....
31 Aug '60	53.7	—	....	126.8	—	—	—	*Vicksurgh. Shreveport & Texas*	1,062,691	*	—	1,253,015	248,909	108.434	1,710,519	53.7	.....	.....	.....	.....	—	.....
								MICHIGAN.														
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G.r. Tr'k R.		R. Co. of	Canada									
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,269	188.0	.....	.....	340,898	.....	.....	.....
31 May '64	294.8	—	28.4	—	97	97	1,989	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	.....	15,066,872	329.3	.....	1,558,277	3,417,185	1,697,060	12	104½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.5	2,187,124	4,269,466	1,881,113	7	60½	
								MINNESOTA.														
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,202	—	2,000,961	2,554,732	895,992	6,231,889	256.0	.....	554,342	228,092	—	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	795,285	456,949	275,950	1,974,444	59.7	.....	176,462	116,433	—	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—	.....
								MISSOURI.														
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	30	
31 Dec. '62	263.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	165.8	.....	444,460	182,895	—	—	.....
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	.....	.....	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—	.....
28 Feb. '63	77.0	—	3.9	206.0	.....	.....	.....	*South-Western Branch*	4,[illegible]786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,271	241,482	128,886	—	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	[illegible]	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,831	263,230	65,259	—	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	549	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	100.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	97
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	65,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,992	10,781,833	630,555	38,673,664	286.8	1,963,769	4,481,859	3,054,653	6	110
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64				—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	9
30 Nov. '64	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	4[illegible],218	650,999	182,610	8	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	110
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	120
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,660	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	96½
30 Nov. '64	44.2	10.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	257,200	5,059,400	89.0	527,236	1,040,189	460,423	6	87
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	102[illegible]
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,91[illegible]	(Op[illegible]er. by B	oston &	Lowell)	—	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,654	—	600,000	—	52,485	809,362	71.0	185,647	291,618	63,019	8	115½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,[illegible]00	—	719,500	36.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	[illegible]3,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op[illegible]er by B.	& L. Co.)	17,500	1½	110
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,542	979,308	—	(Surrend[illegible]ered to the C	ommon	wealth.)	—	—	—	45
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	824,960	—	3,932,547	77.3	151,327	342,297	134,363	—	39½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 9..9	218.0	1,430,223	2,996,854	1,178,712	10	126
30 Nov. '64	45.7	—	9.5	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	85
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	2,992,686	98.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	538,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,606	61.3	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	100
31 Mar. '63	29.3	—	2.8	—	2	4	50	Merrimac and Conn. Rivers	698,258	*	—	595,588	565,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	78½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	129½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,563	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	5½
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21 3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,5[illegible]2	—	—
31 Dec. 62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,558	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	*	—	1,307,750	600,000	—	1,907,750	24.0	.....	289,889	154,908	6½	103
31 Dec. '62	88 5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	551,992	212,500	31,743	821,984	—	82,956	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	—
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,398,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	98.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,578	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	76½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	108½
30 Sep. '63	94.0	2.5	12.1	—	18	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	160.5	242,062	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	93
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.3	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,299	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,855	162,757	83,000	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,460	7½	—
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g	3,091,576	365,304	—	1,519,800	1,784,400	60,571	3,459,350	238.1	395,658	586,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,385	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,278	—	72,886	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,087	97,371	2,918,588	81.0	213,931	323,794	154,908	—	—
30 Sep. '63	54.9	—	3.5	—	11	15	155	Troy and Boston	1,606,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,641	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,225	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,000	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,712	—	70,880	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06[illegible]	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	5,678,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	472	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	496,591	10	122
31 May, '59	131.8	—	.....	31.0	16	10	382	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	150
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	575 209	225,551	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,500,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,229	8,251,646	208.5	.....	1,436,317	552,800	—	67½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,000	188.6	786,262	1,691,266	823,714	8	103
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	875,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	46	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,357	ope	r. w. Lit.	Miami.	295,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	28	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948.778	791,862	10	145
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,544	373,487	53,055	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	153.9	52.0	.....	—	53	25	446	Sandusky, Dayton and Cinc.	3,983,573	596,400	102,866	3,260 887	1,492,728	11,190	5,139,662	206.9	388,804	600.162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,886,156	*	—	362,571	1,292,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec 64	242.4	—	.....	—	49	15	999	Toledo & Wabash	10,080,913	*	—	3,427,050	9 653,568	—	10,248,015	260.0	1,244,856	2,066,822	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	32	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	204,962	193,901	8	13½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,500		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	5	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	199,000	2,999,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	55.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	856,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	602,028	2,280,262	1,452,154	20	59
31 Oct. '64	25.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	30
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	")	7½	57
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,875		3,160,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		24½
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,336 315	5,604,810	19,860,060	16,684,840		43,520,356	356.9	5,846,778	14,759 057	4 065,113	10	55
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	252,399		1,354,100	315,000		1,673,100	24.0	283,739	473,147	207,893	8	54
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,000	10,500	14,963,554	(oper. by Pe		nn. R.R.	Co.)		24
30 Nov. '64	152 0	46 8	208.5		216	81	14089	Philadelphia and Reading	18,998,276	5,786,480	734,788	20 072 323	7,271,879		47.716,253	509 5	3,328,229	9,269,341	4,308,150	15	47
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	950.494		245,695	999,200	250,000		1,249,200	28.2	175,447	624.006	477,658	10	145
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,637,300	692,000		9,349,300	197 0	839,258	2,205,560	1,365,200	10	59
31 Dec. '64	59.5		7.2	89.6	12	11	82	Pittsburg and Connellsville	3,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,722	101,569		9
31 Dec. '64	468.5		108 5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,125	12,657,000		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	96
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	24	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '65	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800			62.0	297,700	421,757	199,155	8½	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9		.....	47.4	4	3	71	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	107,905	1,099,536	51.9	.....	.....	.....		
31 Dec. '58	109.6		.....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0		.....	.....	.....	.....	.....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	- -	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	.....	.....	.....	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		508,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	.....	.....
1859.....	30.0	.....	1.5	.....	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	.....	.....
1859.....	140.0	.....	5.0	.....	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,554	1,902,000	380,407	.....	136.2	150,142	297,806	149,167	.....	.....
1860.....	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	575,000	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	.....	1,635,096	873,597	.....	.....
1859.....	271.6	16.0	20.0	2.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	.....	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859.....	59.0	.....	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	.....	.....
1859.....	47.4	.....	2.3	.....	4	5	48	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	.....	.....
1859.....	34.2	.....	7.0	.....	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	.....	.....
30 Nov. '60	149.7	44.0	7.9	.....	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.....	45.8	.....	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	.....	595,922	560,000	204,544	.....	45.8	57,950	127,953	87,243	.....	.....
1859.....	50.0	.....	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	50.0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
- - '58	32 0	.....	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
- - '58	56 0	.....	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
- - '60	50.0	.....	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	.....	6.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*		455,000	975,000	359,000	.....	70.0	102,200	282,846	196,568	.....	.....
- - - '59	25.0	.....	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	.....	6.6	.....	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	.....	3,056,338	90.7	139,877	308,880	167,430	.....	.....
31 Aug. '63	119.6	.....	16.0	.....	26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	.....	.....
31 Aug. '63	82.5	2.0	4.9	.....	10	9	249	Rutland and Washington	950,000	226,683		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	.....	.....
31 May, '63	117.0	2.0	21.0	.....	42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	841,045	262,887	.....	1
31 May, '63	47.0	5.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	100
30 Jun. '63	23.7	.....	0.9	.....	4	6	39	Vermont Valley	1,212,274	89,612	.....	516,164	783,200	.....	1,301,886	23.7	48,998	64,267	26,451	.....	.....
30 Jun. '63	59.0	5.5	3.6	.....	.....	.....	.....	Western Vermont	1,083,500	*	.....	332,000	700,000	.....	.....	oper.	r.b.Troy	& Bost.	53,852	.....	.....
								VIRGINIA.													
1 Aug. '59	41.3	.....	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	.....	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,650	.....	2,969,861	775,500	118,789	.....	113.7	705,034	136,302	43,062	.....	.....
30 Sep. '59	79.2	.....	4.8	.....	5	2	75	Norfolk and Petersburg	2,006,873	122,156	.....	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	.....	.....
30 Sep. '59	103.5	.....	.....	.....	8	.....	.....	Northwestern Virginia	5,322,150	*	.....	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	.....	10
30 Sep. '60	88.3	28.4	10.0	.....	18	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	107.7	270,846	450,427	222,214	.....	.....
30 Sep. '59	123.3	10.1	.....	.....	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	.....	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	.....	.....
30 Sep. '59	59 2	21.3	.....	.....	14	17	181	Petersburg and Roanoke	1,223,526	*	.....	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	.....	28	30	418	Richmond and Danville	3,726,037	*	.....	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	.....	57
30 Sep. '59	75.1	.....	4.5	.....	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	.....	10	7	188	Richmond and Petersburg	1,222,523	*	.....	835,750	204,808	26,853	.....	43.5	1,058,054	103,753	70,585	6	60
30 Sep. '59	23.7	.....	0.2	14.6	2	.....	23	Richmond and York River	704,840	20,554	.....	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	.....	.....	.....	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,539,548	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	.....	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,943	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	75
30 Jun. '60	204.7	9.4	10.6	.....	39	27	49	Virginia and Tennessee	5,994,250	858,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	.....	.....
								WISCONSIN.													
1 Dec. '59	55.0	.....	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	.....	800,000	700,000	25,000	.....	55.0	.....	.....	.....	.....	.....
31 Dec. '61	199.9	.....	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	.....	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	.....	.....
31 Dec. '64	191.9	42.5	28.3	.....	41	29	660	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000	.....	8,452,351	234.4	938,183	1,711,281	805,250	.....	37
10 May, '64	103.9	.....	10.6	.....	20	22	557	Racine and Mississippi	3,802,016	*	.....	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,043	490,597	138,210	.....	.....
								CANADA.													
31 Jan. '63	161.0	.....	.....	.....	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	.....	11,750,000	188,000	.....	11,938,000	16.10	.....	226,798	67,652	.....	.....
31 Dec. '62	49.0	.....	.....	.....	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	.....	15
30 Jun. '63	1,096	137.0	.....	78.0	204	150	2,399	Grand Trunk	77,210,345	*	.....	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	.....	.....
31 July, '63	229.0	115.5	63.0	.....	92	120	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec, '64	94.5	1.6	.....	.....	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	.....	.....
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0	.....	14	18	271	European & North American	4,569,418	*	.....	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	.....	.....
1 July, '61	60.0	.....	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	.....	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,455	36,670	.....	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	.....	20	18	160	Nova Scotia	4,278,401	*	.....	4,278,281	.....	.....	4,278,281	92.0	158,416	139,107	37,181	.....	.....
								NEW GRANADA.													
31 Dec '63	48.7	.....	.....	.....	11	22	120	Panama	5,099,999	5	616,888	5,090,000	4,678,999	.....	19,769,738	48.7	.....	8 087,435	1,536,954	18	210

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45½
Chicago & Alton (preferred)	2,425,200	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	55
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,114	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	46½
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	94
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	---	---	---	---	---
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	----
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	435,500	6	A. & O.	1876	100½
2d Mortgage	206,750	6	-------	-------	97
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md sig. loan converted	200,376	5	' "	1865	----
Mortgage bonds	993,000	6	" "	1878	53
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley: 1st Mortgage	650,000	6	J. & J.	1878	96

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,228,695	—	----
Delaware Division	100	1,633,350	—	29
Delaware and Hudson	100	10,000,000	10	142
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	4,282,950	6	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100	---	—	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" (preferred)	50	2,722,607	—	28½
Susquehanna and Tide Water	50	2,048,280	—	8½
Union	---	---	---	---
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	40 —	@ 45 —
Pig, American, No. 1		35 —	@ 36 —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
		(Store Prices.)	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English, Refined		105 —	@110 —
Bar, English, common		95 —	@100 —
Scroll, English		140 —	@200 —
Bar, American, Common & Refined		115 —	@120 —
Band, English		135 —	@ — —
Horse Shoe		135 —	@145 —
Rods, English		105 —	@185 —
Hoop, English		140 —	@220 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 24	@ — 25
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— 7½	@ — 10½
Rails, English (gold)	per ton	— —	@ — 68
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 12	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 35
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 29½	@ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena	per 100 lb.	9 75	@ 10 —
Spanish		8 75	@ 8 87½
German Refined		8 75	@ 8 87½
English		8 75	@ 8 87½
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 27½
Straits		— —	@ — 26½
English		— —	@ — 24
Plates, Charcoal I. C	per box	12 50	@ 13 —
Plates, I. C. Coke		9 75	@ 11 50
Terne, Coke		9 50	@ 10 —
Terne, Charcoal		13 25	@ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	5 —	@ 5 25
Clinch (cash)		6 —	@ 6 50
Horse Shoe, Forged (cash)	per lb.	— —	@ — 30
Wrought, English (cash)		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 35½	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 72	@ — 72½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — 53
Naptha, Refined (60@63 gravity)		— 48	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th 22	F. 23	Sat 24.	M. 26	Tu. 27	W. 28.
American Coal Co.	58	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	38	37½	38	38½	38½	38½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	92	----	93	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	98	98	98
" " S. F.	----	----	95	----	----	----
" " Inc. b'ds	85	----	----	----	----	----
Chicago, Burl. & Q.	107	----	----	----	----	----
" " 8 p.c.	----	108	----	----	----	110
Chic. & Northwest'n.	----	24½	24½	25½	26	25½
" " pref.	53½	53½	54	55½	56	55½
" " 1st M.	----	----	----	----	----	80
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	100½	100½	101½	101½	100½	
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	130	----	130	
Clev. and Pittsburg	68	68½	68	69	69½	68½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	74	----	----	----	----
Clev. and Toledo	----	----	103	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	----	41	42	42½	41½	
Del. & Hudson Canal	142	143	140	142	----	
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	75½	75½	76½	76½	77½	76½
" pref.	----	----	----	----	83	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	103	103	----	----	----
" 3 M. 7 p.c. '83	----	----	----	97	98	98½
" 4 M. 7 p.c. '80	93	----	----	----	----	93
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	100	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	95	----	----	----	----
Hudson River	109½	109½	108½	----	108½	108½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122½	123	124	124½	129	129
" Can. bd. sc.	----	----	----	----	----	----
" bonds	117	117	117	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	12½	12½	14½	14	13½
Michigan Central	103½x	103½	103½	103	104½	104½
" S F. 8 p.c. '82	----	----	110	----	111	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	62½	63	63½	64½	65½	64
" " guar'd.	----	----	----	----	----	130
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	86	----	----
Mil. and P. du Chien	37	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	14	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	73	74	----	74	74½	74½
" ass. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	74	----	----	----	----	74½
New York Central	93½	93	93½	93½	94½	93½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	106	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	92½	92	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	----	----	----	----	101	----
" "2M. 7 p.c. '64	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	74	75	77
Ohio & Miss. cer.	24	24½	24	24½	25	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	94	94½	94½	95½	96½	95½
Pitts. Ft. W. & Chicago	96	96½	96½	96½	97	96
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	87
Quicksilver Mining Co.	51½	----	52	53½	52½	
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	80
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	72	71	71½	----	71½	71½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	92
" " 2M.	----	----	----	----	76	75
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th.22	F.23	Sat.24	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	97	99	
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	96⅛	96⅜	96⅜	97	97	97⅛
U. S. 5s, 10-40s, reg	----	----	96½	----	----	97
U. S. 6s, 1881, reg.	----	106¼	----	----	----	----
U. S. 6s, 1881, cou.	110	110½	110	110¼	110½	110¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	113	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	99⅛	99⅛	99¼	----	----	98⅛
U. S. 6s, 5-20s, coupon	103⅛	103⅛	103⅜	103⅛	103⅜	104⅛
U. S. 6s, 5-20s, new	----	103⅛	----	103⅜	103⅛	104
U. S. 6s, " reg.	103½	103⅜	----	----	103⅜	----
7.30 Notes, 1st series	----	----	----	----	99⅜	----
" " 2d series	99⅛	99⅛	99⅛	----	99⅛	99⅛
American Gold	141⅛	----	140⅛	142⅜	140⅛	135⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 27.

	W.21.	Th.22	F.23.	Sat.24.	M.26.	Tu.27.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	----	----	----	----	----	25
Camden & Amboy	127	127	----	----	----	129⅞
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	88
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	88	89¼	----	----
" mort. 6s,'89	----	----	----	----	99	98⅛
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	54¼	----	54¼	54¼
" 6s, '70	----	----	----	----	----	----
Lehigh Valley R. R.	59	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	90	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56	----	56	----	57	
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	24⅜	----	----	24⅛
" " 6s. 88	88	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	45
Pennsylvania R. R.	55⅞	----	55¼	55¼	55⅜	56
" 1st m.	----	----	----	----	----	----
" 2d m.	98¼	----	----	----	----	----
Penn. State, 5s	88	----	----	----	----	88
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	89⅛	----	87	87¼	87⅛	87⅛
" " new	89⅛	89¼	90	90	90	
Philad., Germ. & Nor.	54¼	----	54¼	54	----	
Phila. & Reading	47⅛	47⅛	----	47¼	47⅜	48⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	94⅛	----	----	----	----	----
Philadelphia & Erie	22	----	----	----	----	24
" " 6s. 92	92	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	22
" " pref.	----	----	----	----	----	28⅞
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	8	7⅛	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	2	2½	----	2⅛	
" " 6s '83	19⅛	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal. 50	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 27.

	W.21.	Th.22	F.23.	Sat.24.	M.26.	Tu.27.
Baltimore City 6s, 1875	----	----	----	----	----	100⅛
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100⅛	----	----	----	----	102
Balt. and Ohio	----	----	----	----	110	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	100	----	----	----	----
Northern Central	----	----	----	----	45¼	45⅛
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th.22	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	109⅛	----	110	----	110	----
Boston and Providence	----	----	115⅞	120	----	----
Boston and Worcest.	----	----	119	119	----	120
Cheshire, pref.	----	----	43½	----	----	43¼
Concord	----	----	57⅛	----	----	----
Connecticut River	----	----	----	96¼	----	----
Eastern, Mass.	----	89⅛	89	----	88	87
Eastern, N. H.	----	----	88⅞	----	----	----
Fitchburg	109	----	103⅛	103⅛	103	102⅞
Manchester & Lawr'ce.	----	103⅛	100	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	78⅞	----	----	----	----
Old Colony and Fall R.	103	----	----	----	102	102
Ph., Wil. & Baltimore	59⅛	59⅛	----	59⅞	59⅝	59⅞
Portl'd, Saco & Ports.	98	----	97	----	----	----
Vermont & Canada	----	----	100	----	100	100
Vermont & Mass.	----	39⅞	----	40	----	39⅛
Western	----	----	126	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	47	47	----	47	----
Middlesex "	58	----	----	----	59	59
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	----	----	34	----
Isle Royale "	----	11	----	11	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	38	----	----	36	33
Pittsburg "	59	----	59⅞	----	----	----
Quincy "	----	----	----	----	----	59
Rockland "	3	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of June:

Maryland 5s	62	to	64
United States 6s, 1881	66¾	"	67⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	37	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	75	"	77
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	48	"	48
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	56
Illinois Central 6s, 1875	78	"	82
Illinois Central 7s, 1875	61¼	"	61¾
Do. do. $100 shares, $90 paid, dis.	45	"	42
Do. do. $100 shares, all paid	76	"	77
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '62. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 1, 1865.

Stock Exchange and Money Market.

Notwithstanding the predictions of "specie bankruptcy," which have been so oracularly put forth within the last few weeks in certain quarters, and the shipments of the previous week, it appears that the amount of coin in the Sub-Treasury and the City Banks is still upwards of forty-two millions of dollars. This metallic reserve appears to be a very constant one; it is like a well, which, though continually supplying large draughts upon it, keeps up to its usual level. No matter how often the supply is drawn from it, there remains the usual quantity. It is very much so with the Bank of England, which is the special reservoir of Great Britain. Enormous sums are continually taken from it for the East, and for Brazil in the West, but the average quantity is always about the same, and can be relied on in all commercial calculations. Meanwhile our accounts from California and the Pacific mines generally, are that the yield of the precious metals is not only large but on the increase. Certain it is that the actual amount of gold received at this port from California up to June 24, was $16,054,555, against $10,721,081 during the same period in 1863, while from the territories overland come millions more. That the world is now engaged in a conspiracy to break down the United States financially we do not believe, whatever political hopes it might have at one time cherished of this catastrophe. Even should our specie be called for in bulk and faster than it could be well supplied, we presume the operators would have to give something in exchange for it; and what and how much, depends considerably on the American merchants and importers. Our specie belongs to ourselves until we part with it. If we undertake to buy more than we can pay for, we should not only fail, but bring down the foreign houses which might sell to us, and when we are unable to pay, we doubt whether we shall be able to buy and ship gold if we were ever so willing.

The idea that the United States are entirely at the mercy of foreign merchants, and that these can do with us whatever they please, is one that we reject and do not believe in.

Besides, our last advices from Europe are that our National securities have taken another start upwards, the 5-20s being sold at 70½ sterling, and new orders have arrived here with the news of that advance. Promptly as the day arrives the interest in gold is paid on these securities; and the July interest of ten millions and upwards is at hand to demonstrate their value and their permanence. Now that the last of the rebellion has been seen, and false rumors can no longer be set afloat in London to damage our National credit; now when foreigners must see how rapidly our naval and military expenditures are diminishing, and our resources at the same time increasing, we do not see how our stocks can avoid becoming the favorites with foreign capitalists, a result, however, we confess we are not particularly anxious to see. Our countrymen have thus far been able to sustain the Government without appealing to foreign aid; and we hope all who hold these securities will continue to hold them, unless foreign capital pays a very liberal premium for them.

The plan of paying off the National debt has attracted great attention abroad. It was a proposition so American-like, so bold and patriotic, that it has convinced the people of Europe of our ability and of our disposition to fulfil our engagements even in advance of their maturity. Our Government has very frequently paid its interest before it was due, and by parity of reasoning it would not be an incredible thing if it should pay off the National debt long before it matured. Our country has always been restless under a National debt. Our people are too intelligent not to perceive the burthen it occasions. If we had been subjected to such a one at the beginning of this rebellion, our finances would have never been as manageable as they proved to be; and now that we are once more an united people, our Union gives new zeal and motive to our efforts to discharge our obligations.

As the recent publication of Jay Cooke has been widely circulated, and possibly under the impression that the Secretary of the Treasury in some measure inspired the publication, we take it upon ourselves with an entire knowledge of the facts, to say that the Secretary so far from inspiring that publication, dissents from its conclusions entirely; and that he has recently said it would be his hope and effort to prevent this National debt from becoming "a National calamity." Mr. McCulloch, like his namesake, the great English economist, is too familiar with finance to believe the proposition, that debt and taxation are desirable; his intention is to reduce them both, and to leave to labor the full fruit of its exertions. And it is to be hoped that in the changes and currents of politics if they are to continue, we may be permitted to enjoy for once at least, a practical and disinterested administration of the Treasury department, by that novelty at Washington an unambitious and conscientious Secretary. The Treasury department is now the most important of any in the State, and should be managed entirely without reference to politics. It is to be hoped that the President sees and understands this necessity. A Secretary of the Treasury, who only looks upon his subordinates as political agents, is unfit for his trust, and it is time that this truth was recognized and respected.

The relations between our imports and exports for the present as compared with the same period last year are favorable financially beyond all question. The total of imports since July 1864, to June 24, 1865, is $153,415,457, while for the year ending July 1863, it was $224,045,659. In other words, we have bought during the year 1864–'65, $70,639,292 less than during the year preceding. On the other hand, our exports which in 1863–'64, were $163,578,921 have become in 1864–'65, $199,939,723, showing an increase in our favor of $36,360,802. If we add this to the previous total, we have a numerical difference in our favor in this foreign trade of $106,991,004, or in other words, instead of being in debt that amount, we have saved it. If on the contrary we had still a hundred millions of dollars to pay abroad for our imports, it would be a serious difficulty in the way of resumption. Thus we see how in the natural course of events a prudent commercial people is wise above what is written, at least by ordinary observers and speculators on our financial condition. And happily for us we have a vast trade among ourselves, with all the advantages of traffic without the drawback of duties or tariffs. The interchange of the products and manufactures of so many different States, with differences of soil, climate, tastes and necessities, is of itself a source of never-ending employment and industry, their source and their reward. No other country on the globe possesses this advantage.

England is England and homogeneous in products and necessities, such is France. Exchange and commercial intercourse with them mean long sea voyages and foreign trade, with us they mean a vast domestic and increasing demand, without risk, and profits in hand, and a surplus when we are first satisfied, for foreign nations.

The price of gold has remained somewhat stationary the last week. The fact is that it has been made scarce in the streets, by the circumstance that about five millions of gold have been withdrawn by the large holders from borrowers except at an enormous daily interest, which perhaps is as profitable a mode of operating as any other. Any commodity which may be controlled by a few persons and is in demand, can be used in the same way to enhance the price.

We are pleased to learn that railway securities are in good repute and the market shows a decided improvement. There was quite a rise on Tuesday morning showing the tendency, sharply contested however, by the bears who gained an advantage of a fractional decline before the day was over. The fact is, however, patent that the earnings of the principal roads are on the increase, and a permanent advance must take place as soon as the present Government loan of 7-30s is filled. We may then expect to see shares and bonds at higher rates than at present.

Money is very abundant and is loaned in large amounts at 4 per cent. The semi-annual dividends payable on the 1st proximo, will swell the balances now accumulating. This plethora of money is very likely to be directed to mining, and a considerable number of companies is being organized accordingly.

The Petroleum business has received quite a shock by the recent developements of a company, that came before the public with a grand programme, and a great show of names. The explosion will be beneficial. The business is a good one and highly advantageous to the Country, and in many instances to the stockholders. With proper precautions, it can be made as safe as any other. It is the nature of all successful pursuits to draw after them fraudulent imitations, and experience alone will in these matters teach men wisdom.

The same danger is impending with regard to our gold and silver mining companies. Large speculations are going on in them. A few hundred feet of ground are made the basis of stock of immense capital. A few thousand dollars are made to swell into millions, and the most of the money made at the inception is not got at the mines, but in Wall street, and divided among those who go in, as the phrase is, "on first principles." Here scientific explanation, and faithful agencies are essential to real success, and they are wise who look to facts rather than representations.

A special commission is now in session at the Custom House, under appointment from the Treasury to revise our revenue system. It consists of gentlemen of reputation who are believed to be fully equal to their task. No doubt they will be able to propose many important and useful changes. Adam Smith lays down on this subject four great general maxims.

1. "The subjects of every State ought to contribute towards the support of the government as nearly as possible in proportion to their respective abilities; that is, in proportion to the revenue which they respectively gain under the protection of the State."

2. "The tax which each individual is bound to pay ought to be certain and not arbitrary. The time of payment, the manner of payment, and the quantity to be paid ought all to be clear and plain to the contributor and to every other person." If this rule is correct then our system is extremely defective.

3. "Every tax ought to be levied at the time or in the manner most likely to be convenient for the contributor to pay it."

4. "Every tax ought to be so contrived as both to take out and keep out of the pockets of the people as little as possible, over and above what it brings into the public treasury of the State."

The meaning of this last proposition is that all the State has an interest in, is the net produce of the tax, and therefore it is sound policy to reduce as far as possible the number of articles on which the taxes are chargeable, in order to reduce the expense of collection which does not go to the State, but the collectors. We propose at a more convenient opportunity to consider the subject in its general bearings, and particularly with regard to incomes and profits of business in which great inequalities exist and much injustice. It is to be hoped that the Commission have carefully studied it by the light of the most eminent authorities.

We notice in a cotemporary which has given the rebel cause all the support it could without encountering for a second time the interference of the Government, a disparaging statement with regard to the commerce of the United States as compared with that of foreign Countries which have not been engaged in putting down rebellion or carrying on any kind of war. If our commerce has declined, the fault lies with those who commenced the war, those who supported the confederates even at the North, and encouraged their piratical operations on the seas, so that the Ocean carrying trade fell into the hands of those countries, whose commerce the journal alluded to, takes such pleasure in exaggerating in contrast with our own. We really do not know what to think of such journalism, it is not American, it is not even respectable.

The conclusions we come to this week are favorable, since we can say, that our exports are on the increase, 8,000 bales of cotton are to be shipped immediately from this port, large amounts have been discovered on the Red river, and at Shrevesport the price is but 15 cents per lb., and it is believed the total number of bales available will be found very nearly two millions. Our stocks are rising abroad and in demand, and will before many months be above par. On the whole the week presents at its close a most favorable aspect. Exchange has necessarily fallen, and somebody must stand from under.

Government stocks are steady and in good demand. Our exports for the week ending June 27, exclusive of specie, were of the value of $2,023,471.

The balance in the Sub-Treasury on Tuesday was $45,213,697 97. Our usual tables will show among other things the gratifying and steady increase of the earnings of our principal railways.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Tennessee 5s, 57; Milwaukee and St. Paul 1st mort., 72; Stonington R. R., 113; Brooklyn Park Loan, 85½; Mariposa 1st mort., 40; Atlantic M. S. S. Co., 153; Cary Imp., 25½; Brunswick Land, 8; Nicaragua Transit, 5⅛; Smith and Parmalee Gold, 5; Wyoming Valley Coal, 31; Am. Ex. Bank, 114; 4th National Bank, 97½; Central Bank, 102, Ocean Bank, 85; Shoe and Leather Bank, 105; Phœnix Bank, 103.

Philadelphia.—Allegheny Co. 6s, 74½; Pitts-

burg 5s, 73; 10th and 11th streets R. R., 45; Fulton Coal, 5; Big Mt. Coal, 4⅜; Commercial Bank, 59; Bank of North America, 193; Philadelphia Bank, 132; Manuf. and Mechanics Bank, 30; Girard Bank, 51⅝; Consolidation Bank, 37½; Bank of Penn. Township, 46½; Atlas Oil, ⅛; Adamantine, 2; Big Tank, 1⅜; Bull Creek, ¾; Curtin, 4½; Caldwell, 2⅛; Cherry Run, 1¾; Corn Planter, 1⅞; Duncard, ⅞; Dalzell, 3⅞; Eldorado, ⅝; Hyde Farm, 2; Howe's Eddy, 1½; Junction, 3½; Maple Shade, 11⅜; Mingo, 2¼; McIlheny, 2; Oil Creek, 3⅞; Royal, ⅞; Ross, 2; St. Nicholas, 1¼; Tarr Home, 4; Wm. Penn. 1⅝. The latest quotations are: City 6s, 87½@88; do., new, 90@90½; State 5s, 88½@90; do., coupon, 90@92½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 59⅞; Reading, 47⅜@47½; do., 6s 1870, 93@94¾; do., bonds, 95@98; Camden and Amboy, 129½@129¾; Penn. R. R., 55⅞@56; do., 1st mort., 105@109; do., 2d mort., 98½@100; Little Schuylkill R. R., 26@28⅞; Morris Canal, 80@85; do., pref., 120@125; do., bonds, 87@96; Wyoming Valley Canal, 51@52; do., 6s, 91@95; Susquehanna Canal, 7¾@8; do., 6s, 48@48; Sch. Nav., 20@23; do., pref., 28¼@29; do., 6s, 1882, 77½@78; Union Canal bonds, 19@24; Delaware Div. Canal 31¼@33; do., bonds, 84@90; Elmira and Williamsport, 25@30; do., pref., 46@50; do., 7s, 1873, 96@100; do., Chattle 5s, 65@80; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 54@54¼; North Pennsylvania, 24⅜@25; do., 6s, 87½@87¾; do., 10s, 107@108; Philadelphia and Erie, 24@24½; do., 6s, 92@95; Minehill, 56¾@57; Catawissa, 12¾@13; do., pref., 25½@26; Lehigh Valley, 56@59; do., bonds, 91@95; Fifth and Sixth streets, (horse,) 40@55; Second and Third, 78@80; Race and Vine, 10½@12; West Philadelphia, 64@67; Spruce and Pine, 20@25; Green and Coates, 31@35; Chestnut and Walnut, 49@49¾; Arch, 17@20; Thirteenth and Fifteenth, 20@21; Girard College, 25@28; Tenth and Eleventh, 48@49; Norristown, 54@54¼.

Boston.—Boston and New York Air Line 6s, 39; Rutland and Burlington 2d mort., 17½; Conn. and Pass. Riv. 6s, 1876, 89¾; Vermont Central 1st mort., 71; do., 2d mort., 26; Northern (Ogdensburg), 2d mort., 29; Vermont and Massachusetts 6s, 92; Massachusetts 5s, 1894, 96; do., 6s, 1868, 109½; Maine 6s, 1883, 95; Vermont 6s, 1874, 95½; Connecticut 6s, 1881, 95; Bangor 6s, 91½; Chicago 6s, 1888, 97¾; Roxbury 5s, 1875, 90; Augusta 6s, 1870, 90½; Boston 5s, 1878, 99¾; Hallowell 6s, 1870, 91½; Boston Water Power Co., 29½; Cary Imp. Co., 24; Mammoth Vein Coal, 11¾; Belmont Coal, 4⅝; Bear Valley, etc., Coal, 15½; Macomb Lead, 1¾; Rocky Mt. Gold, 10¾; Cambridge Gas, 98¼; Bank of Commerce, 105; Eliot Bank, 107; State Bank, 102¼; Asiatic Bank, Salem, 26; Exchange Bank, Salem, 90; Merchants Bank, Salem, 48½; Salem Bank, Salem, 99; Revere Bank, 113½; Merchants Bank, 104; Bank of North America, 96; Old Boston Bank, 66¼; Acton Mining Co., 15c.; Allouez, 1½; Bay State, 12; Brandon, 103; Canada 60c.; Copper Falls, 18; Hancock, 8; Huron, 38½; Madison, 2½; Phœnix, 13; Pontiac, 1; Star, 2⅜; Superior, 87⅛; St. Clair, 4; Toltec, 1; Winthrop, 1½.

Baltimore.—Marietta and Cincinnati bonds, 87; Maryland Mining Co., 0.40; Copper Hill, 2.20; Springfield, 1.00; Bare Hill, 2.25; Mineral Hill, 1.00; Balt. and Cuba Smelting and Mining Co., 130; Atlantic Coal, 0.80; Maryland Anthracite, 23; Santa Clara, 17½; Laurel Cannel Coal and Oil Co., 4.25; Penn. Oil, 0.75; Mechanics Bank, 21½; Union Bank, 75; Merchants Bank, 110; Franklin Bank, 12⅛. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1867, 99@100½; do., 1875, 100@101½; do., 1880, 101½@101½; do., 1885, 99¾@100½; Northern Central, 45@45½; do., bonds, 1885, 90½@91; N. W. Va. 1st mort., 98@98; do., 2d mort., 94@97; do., 3d mort., 20@35; do., guar., 94@95; Marietta and Cincinnati 7s, 1891, 87@89½; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 78@81; do., guar., 97½@98½; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101¼; do., 1890, 100½@101; Baltimore 6s, 1870, 98@99; do., 1873, 97@101; do., 1875, 100@100; do., 1886, 99@100; do., 1890, 101@100; do., coupon, 99½@103; do., 5s, 1838–'70, 80@88; City Passenger R. R., 17¾@18; Canton Co. 37¼; @37⅝; Gardner, 0.75@0.95; Gas Coal, 1.00@2.00; Maryland, 0.40@0.45; North State, 0.25@0.25; Springfield, 1.00@1.15; George's Creek, 100@108; Santa Clara, 17¼@18¼; Balt. Chrome, 1.15@1.75; Bare Hill, 1.50@2.25; Atlantic Coal, 0.75@0.90; Mineral Hill, 1.00@1.50; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.75@4.50.

Pottstown and Boyerstown Railroad.

Efforts are now making, with every prospect of success, to build the Boyerstown and Pottstown Railroad, which was chartered several years ago. Of the 1000 shares (at $50 each) into which the capital stock was divided, 811 have been sold, leaving only 189 yet to be taken. Henry B. Rhoads, Esq., one of the corporators, has been authorized to dispose of the remaining shares, and the *Boyerstown Bauer* urges the people of the neighborhood to come forward and take them, and thereby insure the construction of an improvement so greatly to be desired.

Michigan Railroads.

We learn from the Kalamazoo *Gazette* that the railroad from Jackson to Lansing is nearly ready for the rails; and that the citizens of Jackson and the intermediate country are making great efforts to secure the construction of a railroad from Jackson to Grand Rapids. Efforts are also being made to get an extension of the Grand Trunk railway from Port Huron to Chicago—the favorite route being via Lansing, Hastings, Allegan and St. Joseph. It is reported that the work of extending the White Pigeon and Three Rivers Branch up to Schoolcraft is now progressing; and that the citizens on the line of the Grand Rapids and Indiana railroad have raised means nearly sufficient to build 50 miles of their road, extending from the Air Line to Brady, bringing it within 12 or 13 miles of Kalamazoo; and that the people South of Kalamazoo are intending to raise money enough to secure its construction to that village, without calling upon its citizens for any help, hoping that they will unite with the people of Grand Rapids, and secure the construction of that part of the line. "This railroad," says the *Gazette*, "has advantages which none of the others possess. In the first place, it has a grant of most valuable lands to an amount over a million acres; which, if properly managed will more than pay the entire cost of the road from Fort Wayne to Mackinaw. In the second place, a large amount of work has already been done on this line; and in the third place, its connections with all other roads, by crossing them at right angles, practically makes them effect it only as so many branches contributing to its business and usefulness."

St. Margaret Copper Mining Company.

We notice the removal of the St. Margaret Copper Mining Company to their new and elegant office, Globe Building, 64 and 66 Broadway, and 17 and 19 New street, Albert H. Nicolay, President, in the same office with King, Sutton & Co., near the New Stock Exchange on New street.

We also call attention of Capitalists to the Circular issued from their office relative to the St. Margaret Copper Mine (Canada East), as an investment that is certainly attractive, paying a dividend of at least 20 per cent. on the Capital Stock when the six lodes are in full operation, four of which are now partially developed. Further particulars will be given in our next issue descriptive of the Mine.

Tubular Bridge across the Niagara River at Buffalo.

We published last week a statement in relation to the projected improvement which is to connect the extension of the Atlantic and Great Western Railway from Randolph, Cattaraugus Co., N. Y., by means of a bridge across the Niagara River at Buffalo to Fort Erie, with the Erie and Niagara Railway to the village of Niagara on Lake Ontario. At a recent meeting held in London of the share and bondholders of the Buffalo and Lake Huron Railway Company, Mr. Brydges made some very interesting remarks with regard to the bridge which is very properly styled an International Work. It appears that the capital required for its construction was secured by subscription several months since, and the direction of the work secured for the Buffalo and Lake Huron Company. Engineers have been at work making the preliminary surveys and calculations, so that the work of construction may be commenced as soon as the financial arrangements are perfected. Of the success of these Mr. Brydges had no doubt. To secure this result without calling on the Buffalo and Lake Huron Company for any actual outlay of capital, Mr. Brydges proposed that the different companies interested in the use of the bridge shall pay a certain proportionable amount for that use and as tolls. The bridge will, he said, "be completed by the end of next year, or in the following spring; but it depends to a great extent upon the foundations of the piers. The current is very rapid, and until we get to work it will be impossibe to say with any degree of certainty. I believe, however, it will not be less than two seasons. The chairman reminds me that the arrangement which is in contemplation provides not only for the construction of the bridge, but also for the connection between the bridge and the American lines of the city of Buffalo. The bridge owing to the nature of the navigation, must be placed at such a distance above the town that it will be impossible to connect it with the existing lines of railway coming into Buffalo, without making six or seven miles of railway to join the bridge and the main lines of American railway. The arrangement contemplated includes not only the bridge,

but the line of railway, so that it will enable the traffic to be conducted in the most satisfactory and economical manner, and the amount that will be paid for the whole, the connecting railway and the bridge, will not be as much as it costs the Buffalo and Lake Huron company at the present time to maintain the very inadequate ferry across Buffalo river. I think the arrangement will be satisfactorily completed; and that in the course of two or three months from the present time we shall see the actual commencement of the work."

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in June, 1865, were.. $89,640 22
Corresponding week of previous year.. 60,583 50

Increase $29,056 72

The Michigan Southern road earned the third week in June, 1865 ..... $87,519 00
Corresponding week of 1864 ..... 70,553 00

Increase $16,966 90

The earnings of the Marietta and Cincinnati Railroad for the third week in June, 1865, were:

	1865.	1864.
Passengers	$14,852 20	$6,202 39
Freight	13,756 24	8,874 95
Mail, express & telegraph	1,100 00	1,190 58
Total	$29,708 44	$16,267 92
Total this month to date	$75,805 38	$48,817 77
Total for the fiscal year commencing Jan. 1	$510,076 03	$439,531 99

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 21, were:

	1865.	1864.
Passengers	$2,669 61	$2,809 03
Freight	17,250 74	11,816 07
Express	162 80	104 16
Mail	296 58	296 58
Total	$20,379 73	$15,023 84

Receipts from January 1 to June 21:

1865 ..... $265,807 63
1864 ..... 248,192 73

Increase $17,614 90

The traffic of the Great Western Railroad for the week ending June 23d, 1865, was as follows:

Passengers $28,296 73
Freight and live stock 23,528 33
Mails and sundries 4,915 84
Total $56,740 90
Corresponding week of 1864 ..... 45,488 15

Increase $11,252 75

The earnings of the Grand Trunk Railway for the week ending June 17, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers $45,785 00
Express, freight, mails and sundries.. 4,036 00
Freight and live stock 78,724 00
Total $128,545 00
Corresponding week, 1864 ..... 121,753 00

Increase $6,792 00

The earnings of the Chicago and Northwestern Railway for the third week in June, were:

	1864.	1865.
Passenger	$30,104 84	$47,756 40
Freight	94,330 11	127,992 65
Express	1,501 68	2,333 00
Mail	1,405 68	1,405 63
Total	$127,342 26	$179,487 68

Being an increase of 40 94-100 per cent. over last year.

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railway Company have declared a quarterly dividend of 2½ per cent. payable, free of government tax, on the 17th inst. The company also anticipate the dividend of 3½ on the third mortgage bonds due October 1, which will be paid, less the government tax, on the 17th inst. Both payable at the office of Winslow, Lanier & Co., 52 Wall street.

The Rome, Watertown and Ogdensburg Railroad Company have declared a dividend of five per cent., and the government tax, payable on the 15th of July at the Mercantile Bank.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share, payable on the 10th inst. at the Union National Bank. The third and final installment in the new stock is paying on the 10th inst.

The Panama Railroad Company have declared a quarterly dividend of 5 per cent. payable July 5.

The Atlantic Mail Steamship Company have declared a dividend of Twenty-five dollars per share, payable five dollars per share in cash, and Twenty dollars per share to be indorsed upon the scrip certificates.

The Terre Haute and Richmond Railroad Company have declared a dividend of six per cent., free of government tax, payable July 5, at the office of the Farmer's Loan and Trust Company, New York.

The Northern Central Railway Company a dividend of 2 per cent. for the quarter ending June 30, clear of National and State taxes.

The New Bedford and Taunton Railroad a dividend of $4 per share, payable on and after June 30th.

The Boston and Providence Railroad Company a dividend of 5 per cent., payable July 1.

The Fitchburg Railroad Company a dividend of $3 per share, payable July 1.

The Granite Railway Company a dividend of $3 per share, payable July 1.

The George's Creek Coal and Iron Company a regular semi-annual dividend of three per cent., and an extra dividend of two per cent. payable July 3d. The City and State taxes paid by the Company.

Pottsville Passenger Railways.

The project of building a Citizens' Passenger Railway connecting this Borough with the boroughs of Palo Alto, Port Carbon, and St. Clair by one line, and with the Borough of Minersville by another line, is fairly under way, and should receive the liberal encouragement of all our citizens. The line to St. Clair has already been surveyed by Col. Pleasants, and is found to be practicable and of comparatively easy construction.

The Company, which has been fully organized, already propose to proceed at once to construct the route to St. Clair, if the citizens of this and neighboring boroughs will give it that practical encouragement and assistance which its importance demands. The people of this Borough, its merchants and business men, should especially be alive to the importance of its construction, as their own interests and the prosperity of the town would be greatly enhanced thereby. Liberal subscriptions for the bonds of the Company should be at once made and the stock taken, so that the Company may proceed at once to work.

We understand that the bonds proposed to be issued are six per cent. coupon bonds of one hundred dollars each, clear of all taxation, interest payable every six months, and secured by a first mortgage on the road, and its cars, fixtures, &c. —*Miners' Journal.*

Commerce of New York.

Foreign imports at New York in May.

	1864.	1865.
Entered for consumption	$7,531,300	$6,592,157
Entered for warehs'g	14,727,176	5,288,049
Free goods	1,056,576	818,818
Specie and bullion	660,092	177,085
Total entered at port	$23,975,144	$12,876,109
Withdrawn from wh'se	659,869	10,277,170

Foreign imports at New York for five months from Jan. 1st.

	1864.	1865.
Entered for consumpt'n	$70,520,704	$23,583,127
Entered for warehs'g	37,837,458	30,687,327
Free goods	4,793,780	4,070,486
Specie and bullion	1,280,283	815,791
Total entered at port	$114,432,225	$65,156,831
Withd'w from wh'se	30,294,823	35,279,863

Foreign imports at New York for eleven months ending May 31st.

	1864.	1864.
Six months	$96,608,506	$79,767,221
January	18,977,394	10,620,117
February	21,643,937	11,473,668
March	23,667,119	16,012,373
April	26,168,631	14,174,464
May	23,975,144	12,876,109
Total for 11 months	$211,040,731	$144,923,952
Deduct specie	1,952,326	1,654,399
Total merchandise	$209,088,405	$143,269,553

Receipts for customs at the port of New York.

	1864.	1865.
Six months	$35,042,976 45	$24,463,902 73
January	6,180,536 09	4,231,737 47
February	7,474,027 93	4,791,247 10
March	7,659,770 47	5,392,099 26
April	13,982,555 60	6,309,994 34
May	3,855,186 46	8,133,424 06
Total for 11 m.	$74,195,053 00	$53,332,403 96

Exports from New York to foreign ports in the month of May.

	1864.	1864.
Domestic produce	$14,610,494	$7,883,565
Foreign free goods	40,898	51,500
Do. (dutiable)	569,888	320,210
Specie and bullion	6,460,930	7,255,071
Total exports	$21,682,209	$15,513,346
Do. exclusive of specie	15,221,279	8,258,275

Exports from New York for five months from January 1st.

	1864.	1865.
Domestic produce	$67,390,427	$60,068,965
Foreign free goods	281,953	599,479
Do. (dutiable)	2,349,637	2,011,597
Specie and bullion	22,619,012	12,716,287
Total exports	$93,141,032	$75,396,328
Do. exclusive of specie	70,522,020	62,680,041

Exports (exclusive of specie) from New York to foreign ports for the eleven months of the fiscal year.

	1864.	1865.
6 mos. ending Jan. 1st	$79,049,334	$131,946,100
January	12,150,670	16,561,598
February	14,196,409	15,750,807
March	15,082,677	14,397,713
April	13,870,985	7,711,648
May	15,221,279	8,258,275
Prod. & mdse 11 mos.	$149,571,354	$194,626,141
Add specie	51,741,111	34,389,787
Total exp. for 11 mos.	$201,312,465	$229,016,928

Submarine Cable.

The wonderful discovery of the Telegraph which we owe beyond all question to our countryman Morse to whom we perceive a statue is proposed to be erected in this city, is about to be applied for a second time to the connecting of Europe and America for the purpose of regular communication. The first trial unhappily proved abortive, and a large capital was sunk in the attempt. The second is to come off the next month, the cable being finished, the point of departure on the Irish coast being selected, the Great Western chartered to lay it down, and the agent already arrived at New Foundland to arrange for the American terminus. The indefatigable Mr. Field, who gained so much honor as one of the principal projectors, and agents in the first effort, has again given the present one his personal attention, and the new and the old world await the result with anxiety.

Nevertheless while every possible precaution in the manufacture, and general arrangements has been taken to secure success, there are still apprehensions as to the finality. The following interesting facts in relation to sub-marine cables are derived from tables recently prepared by Mr. Gisborne an eminent British Engineer, and are not assuring as we could wish.

The longest of these has so far proved successful, though not free from occasional interruptions. It is the Malta and Alexandria 1535 miles in length, and it was sent out under water in tanks fitted into the ships which carried it. The cable between Dover and Calais, iron covered, is 27 miles long and has been in use 13½ years. The first cable with a strand for the conductor, was that of New Foundland and Cape Breton. The first use of pure India rubber as an isolator was in a short three mile cable between Keyhaven and Hurst Castle. The first where the outer iron wires were protected against rust by hemp and bitumen was that laid down between England and the Isle of Man. The greatest depth of water in which any of these cables has been laid is between Corfu and Otranto, being from 300 to 1,000 fathoms. Between Dover and Calais the greatest depth is between 20 and 30 fathoms. The failures have been numerous and discouraging. The first ever laid, that between Dover and Calais was a gutta percha covered wire, and worked but for a single day. Between England and Holland four different cables laid at different times, have been so often broken by ship's anchors, that they were picked up and are now being made into one, to be used between Belfast and Scotland.

That between Holyhead in Wales, and Houth in Ireland worked very well for five years, and then gave out, as the iron wires rusted so completely as to make repairs impossible. Another between Spezzia in the duchy of Genoa, and connecting it with Corsica worked admirably for ten years, never being interrupted or costing anything for repairs, and yet during the last year it broke down. The causes of failure are not readily discovered. Mr. Gisborne says that some were too light for position, others were badly laid in narrow straits or chafed through by rocks. In one instance the outer covering of hemp was actually eaten away by shell-fish at a depth of 800 fathoms and upwards.

Of twenty-three submarine cables which were successful for some time, none are now in operation except a few which have been relaid. In nine instances there was a total failure when being laid down. In one instance on the Sardinian and African line, the conveying ship went out of her course, and the cable proved to be too short; in another the cable was cut to save the ship from being lost. These facts are not very encouraging, and it is idle not to expect mishaps in the present case, though everything that science, ingenuity and capital could provide has been brought to the present work. In all these characters our own Country has been well represented, and it is sincerely to be hoped that it will be successful. If the cable can be laid, if it can be maintained, and if it escapes corrosion and chafing, it will not only be a grand triumph over distance and time, but it will undoubtedly be profitable to the liberal and patriotic men who have risked so much reputation and money in the cagse of commerce, civilization and humanity.

Central Pacific Railroad.

The Central Pacific Railroad Company of California, having completed the first forty miles of their track, have received from the United States Treasury the amount of bonds authorized under the act of Congress of July 2, 1862, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes." The bonds are issued in denominations of $1000, and are payable thirty years after date, maturing January 16, 1895. The interest is at the rate of 6 per cent., payable half-yearly in lawful money. The issue and delivery to the Company of these bonds constitutes *ipso facto* a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind. And in the event of the refusal or failure of the Company to redeem said bonds when required so to do by the Secretary of the Treasury, in accordance with the provisions of the act of July 2, 1862, the road, with all the rights, functions, immunities and appurtenances thereto belonging, and also all lands granted to the Company by the United States, which, at the time of default, shall remain in the ownership of the said Company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States. So that the bonds have not only the ordinary guarantee of the United States securities, but have also the specific pledge of the largest railroad enterprise on the continent. They are, to all intents and purposes, a United States registered bond, to which the credit of the Government is unrestrictedly pledged; but they have what no other Government securities possess—the guarantee of a first class mortgage upon a valuable property. The amount at present issued is about $1,250,000, and the rate of future issue is likely to be at the rate of about $15,000,000 per annum. The whole amount authorized to be issued under act of Congress is $120,000,000.

☞ We are informed that the Old Creek Railroad has passed into the hands of the New York Central Railroad Company, who now have the exclusive control and management of its affairs. By this arrangement the Pennsylvania Railroad lose the right to use the third rail, which had been laid for their benefit.—*Titusville Herald.*

Atlantic Mail Steamship Company.

The Atlantic Mail Steamship Company was organized one year since by the purchase of the New York and Aspinwall line of steamers, and the dock property at Aspinwall of Mr. Cornelius Vanderbilt, on a capital of $4,000,000, dividend into 40,000 shares of $100 each, on which shares $50 was paid up. The line is known as the Atlantic branch of the original California steamship mail route between New York and San Francisco, running in connection with the Panama railroad and Pacific mail line of steamers. The first annual dividend now declared is 25 per cent. on the entire capital of $4,000,000, equal to 50 per cent. on the amount of capital paid in, or, one million of dollars net profit on the year's business. Of this dividend 20 per cent. or $800,000 is to be written off on the share capital, leaving this capital subject to only 30 in place of 50 per cent. future assessment. The other 5 per cent. is to be paid out in cash to the shareholders.

Eastern Shore Railroad.

The Somerset *Herald* says that the contract to build the road from Salisbury to Somers' Cove, on or before the 1st of April, 1866, has been ratified by the board of directors, and the work will commence forthwith. The *Herald* anticipates that cars will be running to Princess Ann this fall.

Cape Cod Railroad.

The grade of the Cape Cod Central Railroad is completed and the contract for the iron is about to be made. The probability is that the road will be completed and in running order by November. The road intersects the Cape Cod Branch Railroad at Yarmouthport and extends a distance of 19 miles, terminating at Orleans.

The construction of the road is in enterprising and able hands.

The Cape Cod Branch Railroad, under the superintendence of E. N. Winslow, never was in a better or more prosperous condition than at the present time.—*Boston Journal.*

☞ Three men are going out from Springfield to Russia to take charge of repairs on separate divisions of the great railroad from St. Petersburg to Moscow—Henry White, John McFetherns, and Mr. Whitehouse. F. S. Merrick and H. W. Eddy, also of Springfield go out as assistants.

☞ The Rensselaer and Saratoga Railroad Company, which some time ago took into its embrace the Saratoga and Whitehall Railroad Company, has now purchased the Rutland and Washington track, and wiped out the distinct name and existence of that company. The Rutland and Washington was originally a Vermont corporation, with part of its track laid in the State of New York, and for a few years several miles of its road was closed by injunction. During the short career of the Albany Northern Railroad it was the connecting link northward. Since then a portion of the Troy and Boston trains have run over it through a flourishing region of country.

☞ A corps of Engineers are now making a survey for a railroad from Snow Shoe, Clinton county, to Franklin, Venango county. They are now in the vicinity of Reynoldsville, and expect to reach Brookville in about ten days. The survey is made by the Atlantic and Great Western Railway Company, and the citizens along the proposed route are sanguine of its speedy completion.—*Pittsburg Chronicle, June 23.*

☞ Men who wish to get employment on a railroad will now find a good chance on the Grand Rapids and Indiana Railroad, between Sturgis and Brady. We learn that the contractor will make monthly cash payments to those employed on the road. Fifty thousand ties will be wanted between Sturgis and Brady. Those who have got timber along the line will have a good opportunity to sell it—*Kalamazoo Gazette.*

Pennsylvania Coal Trade.

The origin and gradual increase of the Anthracite Coal Trade of Pennsylvania, since 1820, is shown by the following table:

Years.	Aggregate.	Years.	Aggregate.
1820.....	365	1843.....	1,229,160
1821.....	1,073	1844.....	1,575,872
1822.....	3,720	1845.....	1,696,155
1823.....	6,951	1846.....	2,239,675
1824.....	11,108	1847.....	2,914,852
1825.....	34,898	1848.....	3,046,519
1826.....	48,047	1849.....	3,121,186
1827.....	63,704	1850.....	3,177,537
1828.....	77,516	1851.....	4,374,716
1829.....	112,083	1852.....	4,823,432
1830.....	174,724	1853.....	5,016,484
1831.....	176,820	1854.....	6,469,379
1832.....	363,871	1855.....	6,490,296
1833.....	487,748	1856.....	6,719,319
1834.....	376,636	1857.....	6,412,689
1835.....	560,758	1858.....	6,670,745
1836.....	684,117	1859.....	7,672,059
1837.....	862,441	1860.....	8,151,567
1838.....	725,697	1861.....	7,691,387
1839.....	797,863	1862.....	7,731,602
1840.....	841,584	1863.....	9,497,692
1841.....	942,312	1864.....	10,035,249
1842.....	1,076,649		
Grand Total.....			125,462,318

Finances of New Hampshire.

From the recent inaugural address of Gov. Symth, we have obtained the following in reference to the financial condition of this State:

Funded debts and trust funds.....	$1,623,873 44
Notes due the current year.....	2,355,000 00
Total debt, represented by loans.	$3,978,873 44
Interest due the current year.....	258,000 00
Total debt as represented by loans, with current interest.....	$4,236,873 44
Outstanding obligations estimated by the Auditor.....	706,000 00
He estimates the demands upon the treasury the current year, including floating debt, interest, outstanding claims and expenditures....	$3,575,050 00
Deduct estimated receipts.....	932,100 00
Leaves to be provided for the current year.....	$2,642,950 00

RAILROAD IRON.

1000 Tons, 56 lbs per Yard,
1000 " 50 " "

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GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers.

Interest allowed on Deposits.

Petroleum and Mining Stocks receive special attention.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, June 23, 1865.

DIVIDENDS.—Notice is hereby given that the regular DIVIDEND of TWO AND ONE-HALF (2½) PER CENT. on the Capital Stock of this Company for the quarter ending June 30, inst., has been declared by the Board of Directors payable, free of Government tax, on and after July 17, prox.

The DIVIDEND of THREE AND ONE-HALF (3½) PER CENT. due October 1, 1865, on the Third Mortgage Bonds, has also been ordered paid in anticipation, less Government tax, on and after July 17, prox.

Shareholders and Bondholders registered at New York will receive their dividends at the agency of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., and those registered at Pittsburgh from the Treasurer at that city.

The Transfer Books will close June 30, and will reopen July 18, prox. By order of the Board.

41-26 F. M. HUTCHINSON, Secretary.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,
29 Cedar Street, New York.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

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STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

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JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.

3m-19 HENRY A. SMYTHE, Esq., is the President.

W. R. Travers & Co.,

STOCK AND BOND

COMMISSION BROKERS,

19 WILLIAM ST.

WILLIAM R. TRAVERS. JOHN D. PRINCE.

THE

PHILLIPS PETROLEUM

COMPANY,

No. 18 Broad Street, New York.

OFFICERS:

THOMAS H. PHILLIPS, President.
DANIEL PACKER, Vice-President.
DAVID M. HUGHES, Treasurer.
THOS. B. LAWSON, Secretary.

This Company owns a large tract of land in the valley of **PITHOLE CREEK** in fee, covering admirable boring ground on the margin of that stream, for the distance of more than a mile; commencing about two miles below the great Fraser Well. Also Fifty acres in fee on Oil Creek about three-quarters of a mile above the celebrated **COQUETTE WELL.** Measures have been adopted by the Company to secure the prompt drilling of **TWENTY-TWO WELLS** on these lands. The present income is about **Seventy-five Barrels of Oil per day.** 3m-13

ESTABLISHED A.D. 1646.

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MANUFACTURERS OF

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RIVET AND WIRE RODS,

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Government Securities, Railway Bonds, Stocks, &c., &c., bought and sold at the N. Y. Stock Exchange, exclusively on Commission.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of dry concrete and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 8, 1865.

Taxes on Income Briefly Considered.

There is no form of taxation more difficult to adjust on equitable principles than that on income. The experiment of raising money in this way in this country was a necessity of the war, and has been submitted to with the grace which comes from intelligent loyalty. Yet nevertheless, it is one repugnant to the feelings of men, for it is of an inquisatorial character, and involves an exposure of private affairs both of the rich and poor which is often of the most injurious character to both. Certainly those who have incomes are better able to pay taxes than those who have none, those whose daily labor supplies them with their daily bread, and who find all their resources necessary to their subsistence. We have a commission now sitting at the New York Custom House, who are canvassing the whole subject of internal revenue; and without the intention of offering any advice, we propose briefly to consider some of the inequalities, uncertainties, and hardships of an income tax. Take the instance of a fixed income arising from rents of land or investments in public funds. This in one case will descend to the heirs or representatives of the owner and remains. On the other hand, where this income is derived from a laborious or uncertain profession, and which at the death of the possessor is extinguished, it is clear that though the amount of income may be the same in both cases, the basis of the tax is very different and the effect unequal. The one pays on what the payer and his family are sure of as a permanent support; the other on what is uncertain and transient. He is in fact taxed more in proportion to his real means than the other.

So in the case of rents of real estate differing in amount from locality, although the capital invested to produce them be the same. So too, in the cases of annuitants, for annuities are lately becoming a feature of investment in this country. Where one sinks his whole capital in this shape on the contingency of life, his income is larger and his tax consequently greater, while he who retains his capital and secures by investment only a small income in the shape of interest for a term of years, contributes but a smaller proportion as tax, though the capital in both cases is the same. The principle which is recognized as sound by political economists in relation to this, is that incomes arising from realized property should be taxed at a higher rate than the profits of trades and professions. Again there are the necessities "of trade, bad debts or deferred payments" which render the incomes of commercial and professional men very precarious. By the mass of taxpayers the exposure of their private affairs is considered very injurious; it affects their credit, and often their standing in society. Mercantile men from the fear of competition alone, says a writer on this subject, usually conceal the application of their capital, the rate of profit accruing, and the extent of their operations. All this exposure is unavoidable under our present system. The consequences are seen in the constant attempts to evade its payment even by those whose reputation for integrity in ordinary life is entirely indisputable. Our laws have attempted to meet those difficulties by allowing for many deductions. Thus rent of store, shop, or manufactory, insurance upon them, fuel consumed in the same, freight, wages of employees, and other actual and necessary expenses are allowed as deductions from the amount of income received from any trade, business or vocation. So too, repairs of fences, buildings, insurance, and interest on incumbrances may be deducted from the income received from lands and buildings. Again, hired labor and subsistence of laborers, repairs, insurance and interest on incumbrances may be deducted from the receipts of farming operations. From income from personal property of whatever kind, losses on sales of real property within the year, interest paid, national, states and local taxes, paid within the year, and amount actually paid for rent of homestead, together with the fixed sum of six hundred dollars may be deducted lawfully. Thus every effort is made by the law to reach only what is fairly taxable as income; but nevertheless the great difficulty of inequality remains with regard to fixed and uncertain incomes, and cannot well be avoided. If a man is saving money from his earnings, then the tax is levied on his accruing capital, which is so far a discouragement to industry and economy. Probably the result of present inquiries, with the diminution of the National expenditure will lead to extensive modifications of the existing system. Taxes upon expenditure and consumption, especially on articles of luxury may be made to take the place of those which now press on labor. They may be placed on fewer articles, and yet produce as much revenue. Thus an excise on domestic spirits, fermented liquors, and tobacco would be in fact a voluntary contribution by consumers, and yet the amounts would be very large, while the duties on costly wines, and other imported liquors, would be of the same character. The enormous incomes now returned by our prosperous merchants and manufacturers eventually fall into savings and investments, and come within reach of taxation, while those who can illy spare 5 per cent. out of their earnings would be greatly benefitted by a change in the present system.

Maps and Surveys of Western Railroads.

The Burlington and Missouri Railroad Company, of Iowa, have filed in the Interior Department a map of the survey and location of their road from the Missouri river to Fort Kearney in Nebraska.

The Union Pacific Railroad Company have filed a map of the survey and location of their road west from Omaha, Nebraska, for one hundred miles, and from that point a map designating the general route of the line of the road to Salt Lake City, Utah. The eastern division of the Union

Pacific Railroad have likewise filed a map designating the general route of the line of said road from Kansas City to the one hundredth meridian.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1864. For convenience of comparison, many of the statements are made to cover the year 1863 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1864.	1863.
Miles run by passenger trains	290,641	214,483
" " merchandise "	177,688	187,159
" " coal trains	315,740	383,451
Total by transportation trains	884,069	785,093
Miles run by wood trains	2,633	1,663
" " gravel and constr'ction trains	61,516	25,285
Total miles run by trains	948,218	812,041

The passenger trains also ran 40,768 miles on the New Jersey Railroad, between Jersey City and Elizabeth, drawn by the engines of that company, before this company's own road was opened, against 59,164 run last year.

During the year the boats have run 29,882 miles on the ferry between New York and Elizabethport, and 9,165 miles in carrying live stock to Fortieth street, making a service of 39,047 miles. In 1863 they ran 38,582 miles.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1864 with the year 1863 gives the following results:

	1864.	1863.
Number of passengers	698,808	529,017
Miles traveled by pass	19,397,515	13,181,971
Equal to through pas'ngers	258,633	175,759

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1864.	1863.
Number of tons carried	272,266	263,625
Tons carried one mile	14,610,805	13,540,017
Equal to through tonnage.	194,811	180,534

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1864.	1863.
Number of tons carried	69,225	80,853
Tons carried one mile	4,430,400	5,172,456
Equal to through tonnage .	69,225	80,820

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1864.	1863.
Number of tons carried	1,149,964	1,049,881
Tons carried one mile	62,372,269	56,795,557
Equal to through tonnage.	974,564	887,431

There was an increase in Lackawanna coal of 61,789 tons, and in Lehigh coal of 38,294 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,743	474,221	1,149,964
Total	4,133,831	2,166,960	6,300,791

EQUIPMENT.

The company own 59 engines, of which 21 burn wood and 38 hard-coal. Of these engines, 47 are narrow gauge and 12 broad gauge. Their condition is reported to be as follows: 30 in good order, 17 in fair order, 8 wanting general repairs, 2 in shops for repairs, and 2 not in use. Seven new locomotives have been placed on the road during the year, and six more are ordered but not yet delivered. About fifty engines are required for the ordinary daily service.

The equipment of cars is as follows: 30 first class passenger cars, 4 second class passenger cars, 7 baggage and mail cars, 4 smoking cars, 79 eight-wheel house freight cars, 12 four-wheel house freight cars, 20 eight-wheel cattle cars, 103 eight-wheel platform cars, 110 six-wheel platform cars, 15 six-wheel lime cars, 306 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, and 1 wrecking car.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1864 compared with 1863:

	1864.	1863.
Receipts:		
Passengers	$448,223 94	$287,959 28
Merchandise	731,722 16	605,335 27
Coal	1,317,954 27	1,021,151 57
Mail	7,600 00	7,600 00
Express	22,604 17	11,992 29
Rents	2,223 47	1,175 35
Miscellaneous	6,856 44	6,762 70
Total receipts	$2,537,184 45	$1,941,976 46
Expenses:		
Running expenses	$239,431 00	$156,457 20
Wood consumed	66,114 84	61,708 30
Coal consumed	207,739 83	113,980 04
Repairs of road	175,913 92	136,518 83
Repairs of engines	63,464 40	53,193 22
Repairs pass'nger cars	28,834 16	15,492 08
Repairs freight cars	30,698 94	12,005 73
Repairs coal cars	19,848 28	8,109 61
Repairs docks, Elizabethport	14,814 14	19,281 37
Rep'rs bldings, br'ges	32,231 39	19,119 98
Repairs tools, mach'y	12,770 91	2,391 16
Expense account	41,697 69	32,470 87
Miscellan's expenses.	44,264 91	25,877 86
Ferry running expens	79,658 50	48,313 58
Ferry boat repairs	71,177 35	9,559 95
Ferry miscell. expens.	25,278 82	13,247 52
Car service	77,255 46	91,005 69
Total expenses	$1,231,554 54	$814,732 44
Balance net earn'gs.	$1,305,629 91	$1,127,244 02

The following table shows the receipts, expenses, and net earnings from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net earnings.
1853.	$349,018	$197,629	$151,389, or 43 p. c.
1854.	378,145	197,349	180,796, or 48 "
1855.	393,729	208,856	184,873, or 47 "
1856.	553,479	258,308	295,171, or 53 "
1857.	682,314	340,502	341,812, or 51 "
1858.	836,934	345,614	491,320, or 58 "
1859.	971,702	385,716	585,986, or 61 "
1860.	1,185,848	475,457	710,391, or 60 "
1861.	1,201,895	522,452	679,443, or 57 "
1862.	1,397,586	623,245	774,341, or 56 "
1863.	1,941,976	814,732	1,127,244, or 58 "
1864.	2,537,185	1,231,554	1,305,631, or 51 "
Tot.	$12,429,811	$5,601,414	$6,828,397, or 55 p. c.

An increase in receipts is here shown of $595,207 99, or 31 per cent. The increase in passenger business was $160,264 66, or 56 per cent. In merchandise receipts, $126,386 89, or 21 per cent., distributed through every department. In coal receipts, $296,802 70, or 29 per cent.

The expenses show an increase of $416,822 10, or 51 per cent. There has been an increase in running expenses of $82,973 80; in fuel consumed of $98,166 33; in repairs of road of $39,395 09; in repairs of equipment of $59,045 19; in other repairs of $19,028 93; in general expenses of $27,974 37; in ferry accounts of $103,993 62; and in car service a decrease of $13,750 23.

The gross receipts per mile run have been as follows: From passenger trains, $1.54 against $1.47 in 1863; from merchandise trains, $4.12 against $3.23; from coal trains, $3.16 against $2.66. The average receipts per mile run from all trains has been $2.83, against $2.47 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

	Cr.	Dr.
Gross earnings, as per statement	$2,537,184 45	
Capital, instalments paid on new st'k	1,879,840 00	
Cash and accounts receivable, decrease	251,066 21	
Total	$4,668,090 66	
Ordinary expenses, as per statement		$1,231,554 54
Grading, second track, extension, etc.		$158,580 16
Masonry		75,056 52
Railway superstructure.		212,784 94
Bridge superstructure		260,704 61
Engineering		5,105 82
		$716,231 55
Less credit to railroad		20,333 70
		*695,897 35
Communipaw filling and bulkheads.		233,513 42
Station houses		31,166 29
New ferry boats		247,192 63
Docks in New York		103,000 00
Engines		118,265 00
Passenger cars		31,950 00
Cars built in shops or purchased		155,322 55
Tools, machinery, miscellaneous property, increase		481,687 40
Sundry accounts, material, etc., increase		22,815 46
Extra dividend, 10 per cent, for '63.		515,000 00
Quarterly dividend for year, 10 p. c.		569,573 44
Interest account for year		155,133 71
State taxes for 1862, ½ per cent. on $4,904,668		26,416 75
United States taxes		49,601 62
Total	$4,668,090 66	

The profit and loss account has been credited with the gross earnings $2,537,184 45

It has been debited as follows:

Ordinary expenses	$1,231,554 54	
Interest account	155,133 71	
Taxes to State	26,416 75	
United States taxes	49,601 62	
Dividends, 10 per cent.	569,573 44	
		2,032,280 06
Balance equal to 8 per ct. on stock, transferred to renewal fund		$504,904 39
Add balance to credit of fund last year	$638,254 87	
Less extra dividend 10 per cent. for 1863	515,000 00	
		123,254 87
Total		$628,159 26

EXTENSION TO JERSEY CITY.

The extension of the road from Elizabeth to Jersey City was formally opened on the second of August, and the passenger trains have since run regularly over the new road. The permanent ferry slips on the New York side are building at the foot of Liberty and Cedar streets, just south of the Courtlandt street ferry. The new and magnificent ferry boats "Central," and "Commu-

* Expenditures on present road and second track, $239,927 60; on extension to Jersey City, $455,970 85.

nipaw," run from here to the ferry slips built on the Jersey shore south of Jersey City. Everything about the boats and slips has been planned for a large business calculated to increase rapidly; and provision has also been made for ferries to other points, from the Jersey terminus, when required. As the shoal water in which the terminus is located is known as Communipaw Cove, in honor of the well-known Dutch settlement of the same name on the shore of the mainland, the name of Communipaw Ferry has been adopted, to distinguish this from the other ferries across the Hudson. When the road was opened, as above, but little beyond a temporary slip and an uncovered platform had yet been prepared at this point. Since then comfortable buildings have been erected, or are in process of erection, two ferry slips have been completed, bulkheads about 1,200 feet in front along the river and extending back parallel to each other have been built, and the solid filling within them sufficiently advanced to give promise of an early ability to transfer to this point large portions of the freight business. Extensive wharves, basins, and warehouses, involving during a series of years the expenditure of large sums, are a part of the plans of the company at this point.

The track now used, on the extension, is in many places a temporary one laid at the side of the roadway, leaving room in the centre for the steam excavators to take out the cuts to the grade established for the permanent tracks. Two such "steam paddies" are at work, the material excavated being now used in filling up the trestle work, and when that is completed will be taken to Communipaw Bay. Double track has been laid wherever practicable. At present everything looks favorable for the rapid prosecution of all the work on the peninsula.

The Newark Bay Bridge—two miles long—is now entirely completed, except some stone filling still required in the cribs, and some additional oak fender piles, and is much admired. It has been tried by a very severe winter and stood the test remarkably well, fulfilling all the expectations of its friends. The movements of the heavy fields of ice have had very little effect upon it.

PORT JOHNSTON.

The new coal station to be established at Bergen Point, in what has been heretofore known as North East Harbor, has been commenced this spring, and will be pushed on as vigorously as possible. The want of this new outlet is keenly felt, and without it the coal trade cannot be materially increased; nor can that regularity be kept up, which is essential to the success and profit of the trade, till the additional facilities here to be provided begin to make themselves felt.

GENERAL CONSTRUCTION.

At the four large bridges, on the western end of the road, work has been steadily going on. The High Bridge is now so entirely filled up that the tracks rest on earth the entire distance, and the embankment has assumed its permanent character. The masonry of the Springtown Bridge is finished, that of the Bloomsbury Bridge is up to the spring of the arches, and the Green's Mills viaduct is also ready to turn the arches.

The same difficulty in procuring men having continued that was felt last year, aggravated by the high and rapidly advancing prices of all kind of materials, no work has been pressed that would bear delay. The urgent necessity for completing the extension, so far as to enable it to be opened, was also very much in the way of all other work.

SOUTH BRANCH RAILROAD.

This branch road, extending from Somerville to Flemington, 16 miles, and under lease to and run by the company, was opened for travel on the first July, thus supplying a New York outlet to a rich country heretofore comparatively shut off.

The business has been unexpectedly good, and is likely at once to make a return sufficient to pay interest and expenses, besides keeping up the road. The cost of the road and buildings on first January was $394,745 27.

WORKSHOPS AND ENGINE HOUSES.

Small shops, a turn table, and an engine house have been put up at Communipaw; some temporary accommodations at other points; and an engine house and turn table at Elizabeth. There is an urgent necessity for more repair shops, and large buildings for the purpose have been planned at Phillipsburg, which will be at once commenced. Much trouble was experienced from the deficiency in this respect, in keeping up the efficiency of the equipment during the past winter, when suffering from the unusual severity of the season; and at one time the business was carried on with extreme difficulty.

THROUGH TRADE WITH THE WEST.

Since the opening of the extension the through passenger business in connection with the Pennsylvania Railroad has been perfected by doubling the trains, and they are now running regularly with sleeping cars and every convenience. A large increase in travel has been the result, and the route has rapidly gained in favor.

CONCLUSION.

The brightening aspect of affairs and the hopes entertained that the war is actually drawing to a close, make it probable that much work which the company have been compelled to defer from inability to command labor can now be undertaken, and also that they can soon add largely to their equipment of all kinds at more reasonable prices than have prevailed.

BALANCE SHEET, January 1, 1865.

Railroad, 64 miles double track	$4,882,675 03	
Extension to Jersey City, 10 miles, in progress	686,336 27	
Communipaw filling and bulkheads.	255,273 25	
Station houses, shops, and water stations	167,166 29	
Land and work at Elizabethport	302,476 37	
Ferry interest and boats	554,342 63	
Engines	585,765 00	
Passenger and baggage cars	84,450 00	
Freight cars	196,800 00	
Coal cars	211,522 55	
Telegraph, docks, machinery, miscellaneous property, etc	1,405,654 74	
Chairs, spikes, iron rails, and ties on hand	81,124 85	
Materials and fuel on hand	41,524 99	
Cash and accounts receivable	359,397 52	
	$9,764,509 49	
Capital stock	$6,500,000 00	
First mort. bonds, due 1875. $500,000		
" " " 1870. 900,000	1,400,000 00	
Second mortgage bonds, due 1875	600,000 00	
Dividend 2½ per cent., payable in January	159,117 50	
Interest on bonds, accrued not yet due	47,833 33	
Accounts payable	429,399 40	
Renewal fund, balance to credit	628,159 26	
	$9,764,509 49	

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—JOSIAH O. STEARNS.

☞ Forty miles of the Union Pacific Railroad, running from Kansas City to Lawrence, Kansas, has been accepted by the United States Commissioners. This acceptance has placed in the hands of the company the means to purchase the iron for sixty miles of road, extending westward from Lawrence, and also for a branch road from the main stem to Leavenworth, thirty-five miles long.

Close of the Fiscal Year.—Large Gold Surplus in the Treasury.

The fiscal year closed on the 30th of June. Altogether the actual consumption of foreign merchandise, owing to the extravagant price of gold last summer and fall, is found to be about eighty million in gold value less than the previous year, while the customs in gold derived from this moderate consumption are only seventeen millions less than in 1864. The duties now average 44½ per cent. upon the invoice or appraised value of the goods entered for consumption. This rate, on a consumption of about $194,000,000, gives a customs revenue in gold of $86,000,000. Last year the duties averaged 37½ per cent., and gave $103,000,000 on a consumption of about $275,000,000.

The Secretary of the Treasury, in view of the effect last summer of the high price of gold, and consequent high rates of exchange on the consumption of foreign goods, estimated in his annual report in December, for only $72,000,000 of customs. The fall of gold, however, the close of the war, the flattering condition of the crops and the near prospect of a renewed regular, if not active, trade with the South, have all contributed to swell this source of revenue to $86,000,000.

As the wants of the Treasury in the way of gold to pay interest on the gold bearing funded debt were less than $60,000,000 in 1865, the Treasury comes into the new year with a surplus in gold and silver of about $35,000,000, including the appropriations made to pay the present July interest on the public debt and not yet called for.—*N. Y. Times.*

☞ The Montgomery and West Point Railroad is in running order from Chehaw to West Point on the upper section, and from Chehaw to Girard on the lower. Trains occasionally arrive at Girard, but the bridge being burned, there is no means of crossing over to Columbus. There is not running stock sufficient on the road to enable the company to run daily trains yet to both West Point and Girard.

Central Railroad of Georgia.

We learn that this company have completed a contract with Messrs. Spratt & Callahan for rebuilding forty six miles of their road, from Savannah to station 4½, on the Little Ogeechee river. The work will commence just as soon as tools and the requisite materials can be brought here. It is believed the contract will be completed inside of 30 days. The contractors are efficient, enterprising men, and will push the work to the full extent of their ability. This will be a great step towards the re-opening of railroad communications, and the company deserve credit for hastening the improvement. Mr. Wm. B. Johnson, of Macon, has been elected President of the Board of Directors. The Superintendent is Mr. George W. Adams.—*Savannah Herald, June 21.*

Richmond and Danville R. R.

The first train since the evacuation of Richmond, will leave Manchester this morning, and will proceed without interruption of communication to Danville. Passengers going to Lynchburg, however, take stages at Farmville, at Burkville Junction, between which points the distance is seventeen miles. On reaching Farmville they again find cars in readiness to carry them the remainder of the journey. — *Richmond Republic, June 24.*

☞ The Chattanooga *Gazette* states that the Western and Atlantic Railroad has been completed as far as Acworth, one hundred miles from Chattanooga, and thirty-eight miles from Atlanta. From Atlanta to the Chattahoochie River, a distance of seven miles, trains run regularly. The bridge over the Chattahoochie River was completed on the 20th ult., and it was expected that the entire road would be in running order by the 1st of July.

Milwaukee and St. Paul Railway.

At the annual meeting of the stockholders of this company, held at Milwaukee on the 28th of June, the following gentlemen were elected directors for the ensuing year: Russel Sage, Alex. Mitchell, Selah Chamberlain, N. A. Cowdry, F. P James, Horace Galpen, Washington Hunt, D. M. Hughes, W. S. Gurnee, S. S. Merrill, John W. Cary, C. B. Wesley, Daniel Wells, Jr.

At a subsequent meeting of the directors, Alex. Mitchell, Esq., was elected President, and S. S. Merrill, General Manager.

Pennsylvania Railroad.

The aggregate receipts of the company from the operations of its works, including the Philadelphia and Erie Railroad for the years 1863 and 1864, were as follows:

	1863.	1864.
Pennsylvania R. R.	$11,891,412 95	$14,759,057 66
Penn. Canals	287,156 52	308,615 23
Phila. & Erie R. R.	727,669 93	1,131,147 98
Total gross earn'gs.	$12,906,239 40	$16,198,820 87
Deduct expendit's.	7,795,826 66	12,133,707 40
Net earnings	$5,111,412 74	$4,065,113 47

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings from—	1863.	1864.
1st class passengers.	$2,202,778 83	$3,239,990 77
Emigrant "	72,757 95	94,904 37
U. S. troops	514,693 18	511,773 88
U. S. mails	75,598 20	76,830 16
Regular express	75,735 00	75,900 00
Extra express	187,393 82	269,511 12
Freight	8,602,261 97	10,361,999 32
Miscellaneous	160,194 00	128,148 04
Gross earnings	$11,891,412 95	$14,759,057 66
Expenditures for—		
Conducting Transp.	$1,594,681 27	$2,624,916 58
New buildings and extensions	107,465 46	406,614 79
Motive power	1,642,878 91	2,536,666 79
New tools and machinery	10,493 57	105,693 56
New locomotives	557,665 54	613,691 97
Mainten'nce of road	1,311,497 15	2,057,547 85
New 2d track and sidings	244,870 42	191,220 28
Maintenance of cars	466,001 88	853,929 12
New cars added to stock	727,308 05	1,151,063 92
General expenses	117,137 98	152,599 33
Total expenses	$6,780,000 21	$10,693,944 19
Earnings less exp.	$5,111,412 74	$4,065,113 47

Of the expenses the following division is made:

Ordinary expenses	$5,132,197 17	$8,225,659 67
Extraordinary exp.	1,647,803 04	2,468,284 52
Total	$6,780,000 21	$10,693,944 19

The mileage of track in use on the road and branches, including sidings and second tracks at the commencement of the years respectively, was 882.10 / 942.40

Added during year	60.30	46.60
In use at end of year	942.40	989.00
—accounted for as follows:		
Main Line	781.30	807.20
Branches owned	38.60	38.60
" leased	104.20	123.10
Private sidings	18.30	20.10
Total length in miles	942.40	989.00

Of the main line between Philadelphia and Pittsburg there remains only 20½ miles to furnish with double track.

The number of locomotives on the road at the commencement of the year was 255 / 290
And at its termination 290 / 321

The condition of these was as follows:

In good order	153	158
In running order	73	86
In shops for slight repairs	19	25
" for general repairs	45	52
Total in all conditions	290	321

The mileage of engines in each year was as follows:

Passenger engine mileage.	1,260,657	1,370,347
Freight "	4,067,227	4,383,559
Distributing "	212,557	257,612
Total mileage	5,540,441	6,011,518

And the cost of repairs, &c., as follows:

Repairs	$507,894 85	$866,748 94
Fuel	391,791 34	552,932 86
Oil and waste	106,256 32	172,452 34
	$1,005,942 51	$1,592,134 14
—averaging per 100 miles run, for		
Repairs	$9.17	$14.41
Fuel	7.07	9.19
Stores	1.92	2.87
Total cost per 100 miles	$18.16	$26.47

The number of cars on the road at the end of the two years was as follows:

Passenger, baggage and express	178	225
Freight and coal	4,926	5,381
Other cars (in maintenance dept.)	497	548
Leased to Pittsburg and Columbus R. R. Co	119	...
Total	5,715	6,154
Of which are 8-wheel	5,190	5,612
And 4-wheel	525	542

The number and mileage of passengers carried were as follows:

Passengers	1,507,549	2,366,218
Miles traveled	110,297,136	146,873,005

The tons of freight and the miles each ton was carried were as follows:

Tons, through, eastward	348,957	322,497
" local "	1,231,896	1,482,647
" through, westward	127,160	147,972
" local "	557,400	632,263
" through, both ways.	476,117	470,469
" local, both ways	1,789,296	2,114,910
" of free goods	.....	179,497
Total tons carried	2,265,413	2,764,876
Tons carried one mile	393,746,258	420,627,222

COMPANY'S CANALS.

The earnings of the company's canals were:

	1864.	1863.
Susquehanna Div. 46 m.	$253,787 57	$242,146 92
Junction Division 127 m.	29,532 76	24,426 91
Western Division 73 m.	12,174 72	9,741 29
Miscellaneous sources	13,120 18	10,841 40
Total, 246 miles	$308,615 23	$287,156 52

The cost of maintaining, enlarging and operating was:

Susquehanna Division.	$153,794 93	$159,556 98
Junction "	126,560 02	162,420 83
Western*	30,200 37	40,396 51
Total expenses.	$310,555 32	$362,374 32
Loss on operating	$1,940 09	$75,217 80

The total tonnage transported on the canals was as follows:

Coal	629,820	633,961
Lumber	196,940	180,684
Grain	13,171	21,474
Other articles	212,413	211,873
Total tons transported	1,052,344	1,047,992

* Abandoned above Blairsville, and will be wholly abandoned on the completion of the Western Pennsylvania Railroad to the Allegheny Valley Railroad.

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1863 and 1864 compare as follows:

Earnings from—	1863.	1864.
Passengers	$275,604 20	$479,822 44
Troops	20,568 06	31,389 18
Freights	383,234 58	545,037 45
Express matter	11,800 53	16,345 16
Mails	13,324 99	14,390 03
Miscellaneous sources	23,137 62	44,163 72
Total earnings.	$727,669 93	$1,131,147 98

The operating expenses for the same years were

for—	1863.	1864.
Transportation	$109,624 28	$217,245 96
Motive power	87,835 84	234,698 75
Maintenance of way	127,379 33	354,163 21
" of cars	11,756 58	32,485 91
Total operating exp.	$336,596 03	$838,593 83
Thirty per cent. due on lease to meet interest on bonds, &c	218,300 96	335,708 95
	$554,896 99	$1,174,302 78
Net earnings	$172,772 94	$.....
Loss on operations	.....	43,154 80

The net earnings of 1863 are only apparent, being chargeable with interest on the rolling stock, shop machinery and their probable depreciation, estimated together at about 12½ per centum, or say $127,772 94; leaving the profits of the lease only $45,000.

This road was opened through on the 17th of October, 1864. It extends from Sunbury on the Susquehanna to Erie on the lake so called, a distance of 287.51 miles.

At the commencement of 1863 the road was in operation 180.10 miles, viz., the Eastern Division 114.60, and the Western Division 65.50 miles. During that year 36.40 miles further were brought into use, viz: Jan. 5, Warren to Sheffield, 12.80; Feb. 28, Grove to Sinnemahoning, 2.40; March 9, Sinnemahoning to Driftwood, 3.00; Sept. 9, Driftwood to Sterling, 9.00; and Dec. 19, Sterling to Emporium.

The year 1864 thus opened with a line of 216.50 miles—on the east, from Sunbury to Emporium a distance of 138.20 miles, and on the west from Erie to Sheffield 78.30 miles. On May 2, freight trains commenced to run to St. Mary's 20.85 miles west of Emporium, and Oct. 17, the whole line was in sufficient order to commence through operations, but leaving a vast work to be accomplished to perfect the line.

The road had at the end of 1864, 32.08 miles of siding, besides 2.98 miles belonging to individuals. A connection had been made with the Bald Eagle Valley Railroad at Lock Haven, and with the Shawmut Railroad at Ridgeway; also one with the Oil Creek Railroad at Corry, and one with the Buffalo and Erie Railroad, giving a temporary passage over the track of that road to the Union Passenger Station at Erie, a permanent track alongside the same being in progress.

The General Account showing the financial condition of the company, December 31, 1863 and 1864, presents the following balances:

	1863.	1864.
Capital stock	$13,430,250 00	$19,896,050 00
Funded debt (bonds,) viz:		
1st mort. 6 per cent. dollar, 1880	4,980,000 00	4,980,000 00
2d mort. 6 per cent. dollar, 1875	2,621,000 00	2,621,000 00
2d mort. 6 per cent. sterling, 1875	2,283,840 00	2,283,840 00
Bonds to State 5 per cent	6,900,000 00	6,800,000 00
Mortg'ges & ground rents	164,284 32	144,184 32
Total capital and funded debt	$30,379,374 32	$36,698,184 32
Accounts payable, includ'g pay rolls for Dec.	$1,102,805 05	$1,956,828 91
Bills payable		408,335 71
Dividends due and unpaid	26,583 00	28,296 00
Contingent fund	1,000,000 00	1,000,000 00
Balance	5,786,905 80	3,428,691 39
Total debit side	$38,295,668 17	$43,520,336 33
Cost of road and appurtenances	$16,788,248 46	$16,752,150 96
Columbia R.R. and State Canal	6,900,000 00	6,800,000 00
Equipment	3,543,484 21	3,385,315 15
Real Estate	2,523,637 74	3,769,706 52
Telegraph line	45,264 28	45,264 28
Extension of road to Pittsburg and Steubenville R.R.	231,168 34	685,249 33
Extension of road to Delaware Riv.	560,495 24	587,205 14
Total cost of roads, canals, &c.	$30,592,298 27	$31,024,891 38
Stock of Pittsburg, Fort Wayne and Chicago R.R. Co.	$821,299 00	$
1st mort. bonds of Pitts. & Steub. R. R. Co		353,000 00
Stg. bonds of Phila. & Erie R. R. Co. (1,555 of £200) exclusive of 1,244 b'ds in sinking fund purch'd under the lease	954,550 00	1,334,601 11
St'ck (8,939 shares) of Steub. and Indiana R. R. Co		130,696 00
Bonds (530) of Steub. & Indiana R. R. 6 per cent.		482,651 52
Bonds (775) of Steub. & Indiana R. R. 7 p. c.		775,000 00
Other bonds, and stocks of municipal and railroad companies	1,107,588 72	2,881,862 89
United States certificates of indebtedness	96,000 00	
Bills and accounts receivable	1,322,336 50	1,850,976 55
Due from other roads	144,071 98	192,054 52
Debit of sinking fund	1,451,315 12	1,615,754 79
Fuel and materials on hand	775,938 84	1,277,380 52
Advance to Phila. & Erie R. R. Co.		468,764 09
Balance in hands of agents	552,141 03	762,075 98
Balance in hands of Treasurer	478,128 71	870,626 98
Total credit side	$38,295,668 17	$43,520,336 33

The following summary exhibits the condition of the capital account for the past ten years embracing the whole period since the completion of the line:

Year end'g Dec. 31.	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855	12,355,525	7,519,096	19,874,621	18,483,489
1856	12,646,625	8,516,841	21,163,466	19,048,968
1857	13,206,625	14,929,940	28,136,565	27,266,981
1858	13,240,225	16,094,451	29,334,676	27,670,672
1859	13,349,125	16,469,159	29,818,284	28,484,321
1860	13,261,960	16,680,804	29,942,764	28,846,442
1861	13,264,100	16,936,764	30,200,864	29,587,678
1862	13,274,100	16,696,764	29,970,864	29,888,552
1863	13,430,250	16,949,124	30,379,374	30,592,298
1864	19,896,060	16,802,124	36,698,184	31,024,891

In 1857, and since, the funded debt and cost of property includes the State Works purchased by the company for $7,500,000, which is payable in annual instalments, which diminish the amounts debited and credited to the State and company respectively.

The earnings and expenses of the railroad and dividends for the same years have been as follows:

Year end'g Dec. 31.	Gross Earnings.	Operating & Repairs.	Profits on operations.	Dividends.
1855	$4,270,070	$2,340,738	$1,829,277	6
1856	4,720,124	2,814,568	1,905,626	6
1857	4,855,659	3,000,743	1,854,926	3½
1858	5,185,331	3,021,885	2,163,446	5½
1859	5,362,355	3,130,738	2,231,617	6
1860	5,932,701	3,636,659	2,296,042	6
1861	7,300,001	3,653,063	3,646,938	6
1862	10,304,291	5,431,073	4,873,218	8
1863	11,891,413	6,780,000	5,111,413	9
1864	14,759,058	10,693,944	4,065,114	10
Stock dividend paid in May 1864				30

The earnings and expenses of the canals, not included in the above have been as follows:

Year ending Dec. 31.	Gross Earnings.	Operating Expenses.	Profits on operations.	Losses on operations.
1857 (5 mos.)	$92,434	$73,191	$19,243	$
1858	179,100	124,058	55,042	
1859	197,549	175,452	22,097	
1860	209,366	154,761	54,605	
1861	176,109	147,872	28,237	
1862	251,482	258,092		6,610
1863	287,156	362,374		75,218
1864	308,615	310,555		1,940

The company entered on possession of the Philadelphia and Erie Railroad on the 1st February, 1862, since which date the earnings and expenses thereof have been as follows:

Year ending Dec. 31.	Gross Earnings.	Operating and Repairs.	Earn'gs less Exp.	30 per cent. of Gross Earn'gs.*
	$	$	$	$
1862 (11 mos.)	425,687	226,647	199,040	122,697
1863	725,670	336,596	389,074	218,301
1864	1,131,148	838,594	292,554	335,709

☞ The value of real and personal estate in the city and county of New York, as assessed for the current year, is officially stated at $427,468,884 an increase over that of the year previous, of $16,712,199. The personal estate amounts to $181,423,471. Total real and personal, $608,785,355. Compared with 1864, there is a decrease of $46,410,591 in personal estate, which is accounted for by the fact that the Banks no longer pay taxes on the U. S. securities now owned by them.

* This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

The Vulcanized Rubber Patent.

The Vulcanized Rubber Patent, known as the Goodyear, expired two days ago. In England the Hancock patent for the same process expired seven years since, and as it never had a legal existence, we believe, anywhere else, the great branch of industry, of so much importance to many manufacturing interests, ceases to be a monopoly, and is now open to the whole world. This patent has had 21 years existence in the United States, but the title of Mr. Goodyear, and those who held under him, was never established by the verdict of a jury. The monopoly has rested upon a decision made in equity by Judge Grier in a case against Horace H. Day, tried in New Jersey some years ago, but which never went to a jury on the evidence. At the last session of Congress the most strenuous efforts were made to obtain a special act for a renewal of the patent, but, mainly through the opposition of Mr. Day and the railroad companies, the application failed, never, we trust, to be renewed. It is estimated that over forty millions have been paid in profits by the people of this country alone on this patent, and that about one-fourth of this large sum was received by Charles Goodyear and his legal representatives in the course of business and in tariffs. The valuable patent of Nelson Goodyear on Hard Rubber, which has been extended recently by the Commissioners of Patents, still remains, we believe, in the Goodyear family, as the tariffs are paid to the heirs of Charles.—*N. Y. Tribune, June 17.*

Chartiers Valley Railroad.

The Pittsburg *Commercial* says that "a proposition is again on foot to finish the Chartiers Valley railroad. There is no projected line of railroad in which the people of Washington and Allegheny counties, and the merchants of Pittsburg, are more deeply interested than the Chartiers Valley railroad, which is to have its termini in Pittsburg and Washington, Pa. The railroad has been nearly all graded, and it is stated that a careful estimate has been made showing that the railway can be completed at an expense not exceeding eight hundred thousand dollars, and probably for a much less sum."

L'anse and Ontonagon Railway.

L. G. Emerson, C. E., is employed in the preliminary examination and surveys for this work. It is expected that a portion of the grubbing and grading will be done this season, and probably the first thirty miles of the road completed in 1866.

☞ The Pottsville *Miner's Journal* says that the People's Passenger Railway is about being placed under contract from Pottsville to St. Clair, and its construction commenced at an early day. In one month from the time work is commenced, the cars will be running to Palo Alto, and by the 1st of October it will be completed to St. Clair. The survey of the line to Minersville has been begun, and after the route is selected and located, it will also be put under contract and built without delay.

Buffalo and State Line Railroad.

The annual meeting of the stockholders of this company was held in Buffalo on the 27th ultimo, and the following gentlemen elected directors for the ensuing year: Dean Richmond, William Keep, Joseph Field, Alinson Robinson, Charles D. Lee, James C. Harrison, Henry D. Lansin, Milton Courtwright, George W. Patterson, John A. Tracy, Edwin Smith, William Williams, and Hamilton White.

At a subsequent meeting of the directors, Dean Richmond was unanimously elected President in place of Geo. Palmer, deceased.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ——— Ca.	200,000	5	———	18c
Acton Vale ——— Ca	50,000	5	———	5c
Adventure ——— L. S.	20,000	———	———	———
Albany and Boston "	20,000	———	20	19
Algomah ——— "	20,000	———	2	2½
Alliance ——— Ca.	200,000	2½	———	———
Allouez ——— L. S.	20,000	———	1	3
American ——— Ca.	200,000	2½	———	5½
Amygdaloid ——— L. S.	20,000	———	———	25
Annapolis ——— Md.	50,000	10	———	———
Ar zona ——— Ariz. T.	10,000	100	———	———
Ascot ——— Ca.	20,000	20	———	———
Astor ——— L. S.	20,000	———	1	6½
Atlas ——— "	20,000	———	1	4½
Aztec ——— "	20,000	———	1	4
Balt. and N. C. ——— N. C	2,000	5	———	35c
Bare Hill ——— "	———	———	———	220c
Bay State ——— L. S.	20,000	———	3½	13½
Beaver ——— "	20,000	———	1	———
Bedford ——— Ca.	125,000	5	———	50c
Black River ——— "	200,000	2½	———	10c
Bohemian ——— L. S.	20,000	———	7½	10½
Bolton ——— Ca.	200,000	5	———	1½
Boston ——— L. S.	20,000	———	5*	1½
B. and Corinth ——— Vt.	20,000	10	———	———
Brooklyn ——— L. S.	20,000	———	2	———
Brome ——— Ca	100,000	5	———	2
Cabot ——— L. S.	20,000	———	———	———
Caledonia ——— "	20,000	———	———	6
Cambridge ——— "	20,000	———	5	20c
Canada ——— Vt.	100,000	4	90c	80c
Carp Lake ——— L. S	20,000	———	———	1½
Cascade ——— "	20,000	———	———	———
Central ——— "	20,000	———	———	43½
Champlain ——— Ca.	200,000	1½	———	15c
Chatham "	200,000	2	———	———
Chaudiere ——— "	100,000	1	———	50c
Chester ——— "	200,000	1	———	12c
Cheticamp ———	30,000	5	———	1½
Chippewa ——— L. S.	20,000	———	———	———
Cleveland ——— Ca	100,000	5	———	———
Cliff ——— L. S	20,000	———	———	———
Clifton ——— "	20,000	———	———	1
Collin ——— "	20,000	———	———	———
Columbian ——— "	20,000	———	4½	9
Consolidated ——— "	20,000	———	5	6c
Copper Falls ——— "	20,000	———	24½	17½
Copper Harbor ——— "	20,000	———	1	———
Copper Hill ——— "	200,000	1	———	220c
Copperas Hill ——— "	50,000	10	———	———
Cornwall ——— Vt.	100,000	2	———	25c
Dacotah ——— L. S	20,000	———	———	5
Dana ——— "	20,000	———	3½	1½
Deep River ——— N. C.	———	5	———	10c
Delaware ——— L. S.	20,000	———	———	15
Derby ——— "	20,000	———	———	1½
Devon ——— "	20,000	———	1	4½
Dorchester ——— "	20,000	———	6	7
Douglas ——— "	20,000	———	———	———
Dover ——— Ca.	200,000	———	1	3½
Dudley ——— L. S.	20,000	———	———	3
Dunham ——— Ca.	200,000	2	———	25c
Durham ——— "	200,000	5	———	25c
Eagle River ——— L. S.	20,000	———	3½	3
El Dorado (Silver) "	20,000	———	———	———
Escot ——— Ca.	25,000	20	———	4
Essex ———	200,000	———	———	20c
Etna ——— L. S.	20,000	———	———	12½
Eureka ——— "	20,000	———	———	———
Everett ——— "	20,000	———	5*	———
Evergreen Bluff ——— "	20,000	———	———	12
Flint Steel ——— "	20,000	———	———	13
Forest City ——— "	20,000	———	3	1
Forest Shepherd ——— "	20,000	———	6	1c
Franklin ——— L. S.	20,000	———	6½	32½
French Creek ——— Pa.	100,000	5	———	70c
Gardner City ——— L. S.	20,000	———	———	———
Gardner Hill ——— "	20,000	———	5	85c
Girard ——— "	20,000	———	———	6
Glade ——— "	20,000	———	1	———
Glencoe ——— Ca.	200,000	1	———	10c
Globe ——— L. S.	20,000	———	1	———
Grand Portage ——— "	20,000	———	1	40
Grand Trunk ——— Ca.	100,000	5	———	65c
Great Western ——— L. S.	20,000	———	2	1½
Green Mountain ——— Vt.	20,000	10	———	4½
Guilford ——— L. S.	20,000	———	5	50c
Hamilton ——— "	20,000	———	———	1
Hancock ——— "	20,000	———	6½	8
Hanover ——— "	20,000	———	½	1½
Hartford ——— "	20,000	25	12½	———
Hazzard ——— "	20,000	———	———	———
Highland ——— "	20,000	———	7	5½
Hilton ——— "	20,000	———	———	1½
Hope ——— "	20,000	———	½	1½
Hudson ——— "	20,000	———	———	2
Hulbert ——— "	20,000	———	———	4
Humboldt ——— "	20,000	———	2	2
Hungarian ——— "	20,000	———	1	1½
Huron ——— "	20,000	———	16	39½
Indiana ——— "	20,000	———	———	6
Inverness ——— "	200,000	2½	———	———
Isle Haute ———	40,000	———	———	———
Isle Royale ——— L. S.	20,000	5	16	11

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ——— L. S.	20,000	———	———	———
Keweenaw ——— "	20,000	———	———	4
Kickapoo ——— "	20,000	———	1	———
King Phillip ——— "	20,000	———	2	———
Knowlton ——— "	20,000	———	1	6
Lafayette ——— Ca.	200,000	1	———	1½
Lake ——— "	200,000	1	———	14c
Lawrence ——— L. S.	20,000	———	———	———
Lennoxville ——— Ca.	100,000	5	———	50c
Logan ——— "	100,000	3	———	2
Lyster ——— "	200,000	2	———	———
Madison ——— L. S.	20,000	———	1	2
Malden "	20,000	———	1	———
Mandan "	20,000	———	2½	45c
Manhattan "	20,000	———	2½	2½
Marquette "	20,000	———	¾	———
Maryland ——— Md.	———	5	———	40c
Mass ——— L. S.	20,000	———	———	———
Massachusetts "	20,000	———	———	———
Mendota "	20,000	———	———	4
Merrimac "	20,000	———	———	4
Meteor "	20,000	———	———	———
Mesnard "	20,000	———	5½	2
Michigan "	20,000	———	———	———
Middlesex "	20,000	———	———	———
Mineral Hill "	———	———	———	1
Minnesota ——— L. S.	20,000	———	3½	14
Missisquoi ——— Ca.	150,000	2	———	1½
Montezuma ——— N. Mex.	300,000	5	———	———
Morrison ——— L. S.	20,000	———	———	———
Nashua "	20,000	———	———	———
National "	20,000	———	5½	21
Native "	20,000	———	3	62½c
Naumkeag "	20,000	———	1	3
Nelson ——— Ca.	200,000	1	———	10c
Nequaket ——— L. S.	20,000	———	1	2
Nevada (Silver) "	20,000	———	———	———
New England "	20,000	———	2	75c
Newton ——— Ca.	200,000	1	———	8c
New York ——— L. S.	20,000	———	———	½
N. Y. & Passaic ——— N. J.	100,000	5	———	———
North Cliff ——— L. S.	20,000	———	4	13c
North Silver Lake "	20,000	———	———	———
North State "	20,000	———	3	25c
North Sutton ——— Ca.	100,000	5	———	1
North Western ——— L. S.	20,000	———	7½	32
Norwich "	20,000	———	———	4
Ogima "	20,000	———	———	5½
Ontonagon "	20,000	———	———	2
Ottawa ——— Ca.	200,000	1	———	22c
Pacific ——— L. S.	20,000	———	———	———
Pennsylvania "	20,000	25	24	10
Petherick "	20,000	———	2½	6½
Pewabic "	20,000	———	8½	33
Phila. & Boston "	20,000	———	15	1
Phœnix "	20,000	———	———	11
Pittsburg & Boston "	20,000	———	5½	59
Pontiac "	20,000	———	3½	1½
Prince of Wales ——— Ca.	300,000	———	———	———
Providence ——— L. S.	20,000	———	———	½
Quincy "	20,000	———	10	49
Reid Hill ——— Ca.	200,000	1	———	———
Reliance ——— L. S.	20,000	———	———	7½
Richford ——— "	60,000	5	———	———
Ridge ——— L. S.	20,000	———	———	———
Rockland "	20,000	———	5	3
Roscoe ——— Ca	200,000	1	———	———
Rudisell ———	———	———	———	75c
St. Clair ——— L. S.	20,000	———	3	4
St. Flavien ——— Ca.	100,000	5	———	———
St. Francis ——— "	100,000	5	———	———
St. Mary's (L. & M.) L. S.	20,000	———	8½	1½
Salem "	20,000	———	1	———
Sharon Consol "	20,000	———	———	3
Sheldon "	20,000	———	———	16
Silver Creek "	20,000	———	1	———
Silver Hill "	20,000	———	———	30c
Silver Lake "	20,000	———	———	———
Silver Valley "	20,000	———	———	10c
Southampton ——— Ca.	100,000	5	———	———
South Bedford "	200,000	5	———	20c
South Side ——— L. S.	20,000	———	3	1½
Springfield ——— Md.	———	5	———	85c
Stadecona ——— Ca.	100,000	5	———	———
Star ——— L. S.	20,000	———	7½	2
Stark ——— Vt.	100,000	2	———	———
Strafford "	30,000	10	———	50c
Superior ——— L. S.	20,000	———	4	3½
Sussex "	20,000	———	———	———
Sutton ——— Ca.	100,000	5	———	85
Toltec ——— L. S.	20,000	———	20	2½
Tremont "	20,000	———	5*	1½
Union (L. & M.) "	20,000	———	———	———
Vernon "	25,000	10	———	———
Victoria ——— L. S.	20,000	———	1½	———
Vulcan "	20,000	———	———	———
Washington "	20,000	———	———	———
Waterloo ——— Ca.	100,000	3	4*	15c
Waukegan ——— L. S.	20,000	———	———	———
West Minnesota "	20,000	———	2½	1
Wickham ——— Ca.	200,000	5	———	20c
Wickopee "	100,000	5	———	5½
Winthrop ——— L. S.	20,000	———	8½	1½
Wyandotte "	20,000	———	———	———

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ——— N. Y.	50,000	50	———	5
East River ———	6,000	50	———	———
George's C'k C. & I. Md.	10,000	100	———	118
Harewood ———	20,000	5	———	———
Kahtadin ——— Me.	3,000	100	———	———
Lake Superior ——— L. S.	20,000	25	———	———
Massachusetts ———	25,000	1	———	———
Mount Pleasant ——— Pa.	10,000	50	———	———
Teal Lake ——— L. S.	———	———	———	2
Tyson ———	20,000	10	———	8½
LEAD AND ZINC:				
Amenia ——— N. Y.	100,000	5	———	8½
Bucks County ——— Pa.	———	———	———	½
Canada ——— Ca.	50,000	5	———	2½
Clute ———	———	———	———	½
Crystal Lake ———	———	———	———	———
Erie ———	———	———	———	21
Gay's River ———	100,000	2	———	———
Hampton ———	100,000	5	———	———
Keystone ——— Pa.	———	———	———	1½
Lancaster ——— "	———	———	———	———
Macomb ——— N. Y.	100,000	5	———	1½
Mineral Polut ———	100,000	5	———	½
Mount Hope ——— N. Y.	80,000	5	2½	———
National ———	200,000	1	———	———
New Jersey ——— N. J.	12,000	100	———	110
N. Y. & Boston ——— N. Y.	100,000	5	———	2½
Oswegatchie ——— Ca.	100,000	5	———	1
Placentia Bay ——— N. F.	———	———	———	½
Ramsay ——— Ca.	20,000	25	———	———
Rossie "	100,000	5	———	———
Shawangunk ——— N. Y.	100,000	5	———	———
Sussex ——— N. J.	———	———	———	40c
Union ———	100,000	5	———	57c.
Wallkill ——— N. Y.	———	———	———	25c
COAL & ANTHRACITE:				
American ——— Pa.	37,500	25	———	58
Ashburton "	50,000	50	———	10
Atlantic & G. C. ——— Md.	———	———	———	85c
Baltimore "	———	100	———	2
Bear Valley ———	40,000	12½	———	12½
Beaver Meadow ——— Pa.	100,000	50	———	———
Belmont "	10,000	50	———	5
Big Mountain ——— Pa.	———	———	———	4
Blackball ——— N. S.	8,000	25	———	———
Boston & Pictou "	100,000	5	———	———
Bridgeport ——— Pa.	30,000	10	———	———
Broad Mountain ——— "	30,000	10	———	———
Butler "	———	———	———	10
Cape Briton ——— N. S.	200,000	2½	———	———
Carbondale ——— Pa.	———	———	———	3
Central ——— "	———	———	———	47
Clinton ——— "	———	———	———	½
Coal Brook ——— "	4,000	50	———	———
Continental ———	10,000	50	———	73½
Cumberland (pref.) Md.	50,000	100	———	42
Daniel Webster ———	5,000	100	———	———
East Mahanoy ——— Pa.	———	———	———	———
Everhart ———	20,000	25	———	———
Franklin ——— Pa.	5,000	100	———	27½
Fulton ——— "	60,000	5	———	5
Gilbertson ———	5,000	100	———	51
George's Creek ——— Pa.	10,000	———	———	102½
Grand Tunnel ———	4,000	100	———	50
Green Mountain ——— Pa.	———	———	———	3½
Hampton & Balt. ——— Md.	———	———	———	91
Hazleton ——— Pa.	32,300	50	———	65
Henry Clay ———	3,000	100	———	———
International ——— N. S.	20,000	50	———	———
Lawrence ——— Pa.	2,000	100	———	6½
Locust Mountain ——— "	———	———	———	40
Lorberry ——— "	4,000	100	———	11
Macan "	2,000	100	———	———
Mahanoy ——— "	1,000	20	———	———
Metropolitan ——— "	———	100	———	———
Middle Coal Fields ——— "	———	———	———	10½
Milford ———	2,500	50	———	———
Mill Creek ——— Pa.	———	———	———	———
Mulgrave ———	2,000	———	———	———
Narragansett ——— R. I.	8,000	10	———	———
New Creek ——— Pa.	———	———	———	½
North. & Luzerne "	———	———	———	———
Penn. ——— "	100,000	50	———	140
Penn. Cannel ——— "	6,000	50	———	———
Picton ——— "	4,000	100	———	———
Pine Knot ——— Pa.	4,000	50	———	———
Port Hood ———	4,000	100	———	———
Potomac ——— Md.	40,000	10	———	3½
Powell ——— Pa.	———	———	———	———
Preston ——— "	———	———	———	18
Princess Alex. ——— N. S.	5,000	100	———	———
Ridgeway ———	———	———	———	———
St. Clair ——— Pa.	5,000	100	———	17
Schuylkill Valley ——— "	20,000	10	———	7½
Shawnut ———	6,000	50	———	———
Short Mountain ——— Pa.	16,000	50	———	21½
Stafford ———	———	———	———	———
Suffolk ———	4,000	100	———	93
Sugar Loaf ——— Pa.	———	———	———	———
Summit ——— "	40,000	20	———	———
Susq. Coal & C. Mt. "	———	———	———	4½
Tamaqua ——— "	———	———	———	———
Vandermark ———	20,000	50	———	———
Wyoming Valley ——— Pa.	22,760	50	———	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ——— Col.	50,000	10	———	———
Acadia (G.) ——— N. S.	100,000	3	———	———
Albion (G.) ——— "	100,000	3	———	¼
Alpine (G.) ——— Col.	150,000	10	———	———
Alps (G.) ——— "	100,000	5	———	———
American ——— "	200,000	2	———	———
Am. & Mex. (S.) ——— N. M.	———	———	———	———
Am. Pioneer ——— A. T.	———	———	———	———
Arizona (Silver) "	———	———	———	———
Atlantic (G.) ——— N. S.	100,000	2	———	2
At. & Pac. (G. & S.) Nev.	50,000	10	———	33
Bay State (G.) ——— Col.	200,000	5	———	———
Bencon (G.) ——— N. S.	200,000	2	———	———
Benton (G.) ——— Col.	100,000	5	———	45c
Black Hawk (G.) "	50,000	100	———	———
Boston (G.) ——— "	10,000	50	———	105
Briggs (G.) ——— "	10,000	100	———	———
Bullion (G.) ——— "	200,000	25	———	———
Burroughs (G.) ——— "	100,000	10	———	———
Canadian (G.) ——— Ca.	200,000	2	———	50c
Central (G.) ——— Col.	50,000	20	———	17½
Chaudiere (G.) ——— Ca.	100,000	5	———	90c
Chebucto ——— N. S.	100,000	5	———	65c
Colonial (G.) ——— Ca.	100,000	2½	———	25c
Colorado (G.) ——— Col.	50,000	10	———	1
Consol. Greg'y (G.) Col.	50,000	100	———	25
Copalinshe (G.) ——— "	200,000	20	———	———
Corisannie (G.) ——— "	100,000	10	———	6
Corydon (G.) ——— "	100,000	25	———	1
Day & Bushnell (G.) C.	300,000	10	———	———
Denver (G.) ——— Ca.	50,000	20	12½	15
Dorset (G.) ——— "	170,000	5	———	———
El Dorado (G.) ——— Nev.	100,000	5	———	———
Empire (S.) ——— "	———	———	———	———
Empress (S.) ——— "	———	———	———	———
Eureka (G.) ——— Cal.	———	———	———	———
Excelsior (G.) ——— Col.	30,000	10	———	14
Frankfort (G.) ———	100,000	2	———	———
Garrison's (G.) ——— Col.	100,000	5	———	———
Gilbert River (G.) ——— Ca.	100,000	5	———	1
Gilpin (G.) ——— Col.	100,000	5	———	1½
Gold ——— "	100,000	5	———	3½
Gold Field ———	50,000	10	———	———
Gold Hill ———	50,000	10	———	———
Gold River ———	100,000	3	———	———
Gould & Curry (G. & S.) N.	———	———	———	———
Gunnell (G.) ——— Col.	300,000	10	———	1½
Halifax (G.) ——— N. S.	200,000	2	———	50c
Harmon (G. & S.) Nev.	———	———	———	———
Holman (G.) ——— Col.	150,000	2	———	———
Hope (G.) ——— "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	———	55c
Isabella (G.) ——— Col.	———	———	———	———
Kennebec (G.) ——— Ca.	100,000	5	———	———
Kent (G.) ——— N. S.	200,000	1	———	———
Lake (G.) ——— Col.	———	———	———	———
Lake Major ——— N. S.	12,000	50	———	———
Libertad (G. & S.) Mex.	———	———	———	———
Manhattan (G.) ——— Col.	100,000	10	———	———
Mariposa (G.) ——— Cal.	100,000	100	———	14
Massachusetts (G.) Ca.	500,000	5	———	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	———	———
Montague (G.) ——— N. S.	50,000	10	———	———
Montana (G.) ——— Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	———	———
Mt. Alpine (G.) ——— Col.	250,000	5	———	———
Mt. Vista (G. & S.) Nev.	50,000	10	———	———
New England (G.) Col.	50,000	5	———	2½
New Gregory (G.) "	50,000	10	———	———
New York (S.) ——— "	100,000	10	———	———
N. Y. & N. S. (G.) N. S.	100,000	5	———	10c
Nova Scotia (S.) ——— "	100,000	2	———	2½
Oldham (G.) ——— "	100,000	2	———	———
Otate (S.) ——— Mex.	———	———	———	———
Palma (S.) ——— "	———	———	———	———
Peck (G.) ——— N. S.	100,000	5	———	———
Peninsular (S.) ——— L. Cal.	———	———	———	———
Picacho (S.) ——— A. T.	50,000	50	———	———
Pontiac (G.) ——— Col.	50,000	20	———	———
Prince Albert (G.) Ca.	100,000	2	———	14
Quartz Hill (G.) ——— Col	40,000	25	———	5
Quicksilver ——— Cal.	40,000	25	———	56
Renfrew (G.) ——— Ca.	120,000	2½	———	50c
Riviere du Loup (G.) "	20,000	10	———	———
Rocky Mt. (G.) ——— Col.	———	———	———	11½
Sacramento (S.) ——— Nev.	———	———	———	———
San Antonio (S.) ——— A. T.	60,000	50	———	———
Santa Clara (Q.) ——— Cal.	———	———	———	———
Santa Rita ——— Ariz. T.	———	———	———	———
Scottie (S.) ——— Ariz. T.	———	———	———	———
Sherbrooke (G.) ——— N. S.	100,000	10	———	———
Sierra Nevada (G.) Col.	———	———	———	———
Silver Hill (S.) ——— Nev.	———	———	———	———
Sonora (S.) ——— Ariz. T.	———	———	———	———
Southam (G.) ——— N. S.	100,000	5	———	———
Stafford (G.) ——— Ca.	100,000	5	———	2½
Star (G.) ——— Col.	100,000	25	———	———
Stewart (G.) ——— Ca.	100,000	5	4	75c
Tascher (G.) ——— "	50,000	10	———	———
Victoria (G.) ——— "	100,000	2	———	———
Waverly (G.) ——— "	50,000	10	———	———
Windsor (G.) ——— Col.	100,000	10	———	———
United States (G.) "	75,000	20	———	———

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	----	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	28,482	129,615	15,895	8	----	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	----	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoll'n)		6	----	46
30 Nov. '64	2.50	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	----	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	----	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	----	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23.000	11,000	—	(Middlesex)		50	25	—
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	47
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	----	58½
30 Nov. '64	5.60	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	----	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	----	—
30 Nov. '64	2.05	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	32½
30 Nov. '61	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	----	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	----	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	—
30 Nov. '54	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	----	—
30 Nov. '64	11.60	—	59	8	--	Worcester	66,657	75,800	—	53,668	25,453	—	—	----	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	----	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.60	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	— Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central Park, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,596	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	84	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	—	40	25 Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	283,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	8.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,538	5,901	7½	—	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	758,261	490 530	200,000	18,500	251,897	81,029	8	50	48
30 Nov. '64	24.23	—	233	39	0	Germantown	877,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	150	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	256	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	18
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	12
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,292	203,757	172,000	—	356,774	98,883	27½	20	79
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	16
31 Oct. '64	8.28	—	115	17	4	Spruce & Pine (Phil. & Gr. F.)	175,610	159,312	15,500	—	79,670	21,297	d	—	22
31 Oct. '64	7.65	1.51	201	55	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	21
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	62
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	15½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.53	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	----	----	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	----	----	----
Middlesex:					
1st Mortgage	31,000	--	----	----	----
Malden & Melrose bonds	51,762	--	----	----	----
Real Estate	4,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	57,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	114¼
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	110
" " " coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	99
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	101
" " " coupon		5	" "	1871	95
Oregon War Debt of March, 1861 coupon	1,016,000	6	" "	1881	106¼
" " " " coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	107
" " " coupon		6	" "	1881	106¾
Loan of July 17, & Aug. 5, 1861 registered	284,155,650	6	" "	1881	107
" " " coupon		6	" "	1881	106¾
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) coupon		6	" "	1882	105
Loan of March 3, 1864, (10-40s) registered	172,770,100	5	Mar. & Sept.	1904	97
" " " " coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) registered	90,780,000	6	May & Nov.	1884	----
" " " coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 coupon	456,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 2d series	300,000,000	7.3	June & Dec.	1868	99½
" 1865 3d series	29,511,650	7.3	Jan. & July.	1865	----
Debt Certificates	126,534,000	6	At maturity.	----	99¼
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	160,143,620	6	" "	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) "	610,000	6		1868	----
" " " (") "	38,000	6		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	117
" " " 1860 "	198,500	7	" "	1880	----
" " —War bonds "	610,094	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " "		6	" "	'81-'82	95
" " " " "	1,000,000	6	" "	1887	----
Florida—State bonds coupon	143,000	7		----	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	70
" " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds "	1,322,085	6	" "	1877	100
" —Interest stock "	737,222	6	" "	1860	90
" —Refunded stock coupon	2,187,000	6	" "	'62-'80	100
" —War bonds "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" " " (dollar) "	1,989,397	6	" "	1870	100
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	80
" " " "	2,058,173	2½	" "	1886	65
—State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock "	1,243,000	5	" "	----	----
" " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July	1868	----
" " " (war loan) "	800,000	7	" "	'81-'82	----
" " bonds to School Fund "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " "		5	" "	'81-'91	----
" " " " "		5	" "	'93-'96	----
" " " (bank) "	600,000	5	" "	1891	----
" " " " "	67,500	6	" "	'91-'96	100
" " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	60
" " " (R. R. etc.) "	3,902,000	6	----------	'67-'99	----
" " " (banks) "	5,398,533	6	----------	----	----
" " " (war loan) "	670,000	6	----------	----	----
Maine—State bonds coupon	----------	6	Mar. & Sept.	'63-'77	93½
" " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) coupon	816,000	6	Chiefly quarterly.	1865	----
" " " (st'k'g conv.) "	200,376	5		1865	----
" " " (st'k'g) "	5,585,555	5		'89-'90	104½
" " " (st'k'g conv.) "	2,490,569	5		'89-'90	108
" " " (dollar) inscribed	500,000	3		1890	----
" " " (") "	100,000	4½		1888	----
" " " (") "	767,560	5		'42-'58	----
" " " (") "	399,408	5		1880	----
" " " (") "	148,711	5		'89-'90	103
" " " (") "	133,689	6		pleas.	----
" " " (") "	3,000,000	6		1870	107
" " " (") "	35,000	6		1885	----
" " " (") "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G.R.R.) "	508,380	6	" "	'88-'90	----
" " " " (" ") dollar	416,500	6	" "	'90-'91	121
" " " " (" ") "	300,000	5	" "	1893	125¾
" " " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " " (Cons. Stk. &c.) "	150,000	6	" "	1870	----
" " " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128¾
" " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " " (" ") "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	104½
" " —Bounty Fund Loan "	600,000	5	" "	'77-'78	98
" " —Coast Defence Loan "	500,000	5	May & Nov	1893	98
" " —Back Bay Loan "	1,000,000	5	" "	1883	98
Michigan—Renewal Loan coupon	168,000	5	" "	1880	----
" —Canal Loan (sink'g f'd) "	216,000	6	Jan. & July.	1878	92
" —War Loan (" ") "	100,000	6	" "	1879	----
" —Redemption Fn (" ") "	567,000	7	" "	1886	100
Minnesota—State bonds coupon	2,000,000	6	" "	'68-'83	----
" — " " (Indian war) "	250,000	8	Jan. & July.	1867	102
" — " " (Railroads) "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks) coupon	2,275,000	7	" "	1885	----
Missouri—Bank Stock Loan of 1857	2,000,000	6	----------	'41-'71	----
" — " " " "	63,000	5½	Jan. & July.	1863	----
" —Capitol Loan of 1857	199,000	6	" "	1863	75½
" —Renewal Loan of 1857	40,000	6	April & Oct	1883	----
" —R. R. Loans: Pacific R. R. coupon	200,000	6	Jan. & July.	1883	----
" — " " S. W. Branch "	7,000,000	6	" "	'72-'88	74
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri "	3,000,000	6	" "	'73-'87	80
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. "	650,000	6	" "	'87-'89	----
" —Revenue bonds "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds coupon	780,000	----	----------	----	----
" " —Notes	535,100	6	Feb. & Aug.	1876	92½
New Jersey—State stock registered	200,000	6	----------	----	----
" " —State bonds (war loan) coupon	95,000	6	Jan. & July.	Var.	----
" " " (") "	531,820	6	" "	'66-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans	561,500	5	Jan. & July.	pleas.	----
" " — " " " "	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " Comptroller's b'nds	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'65-'78	110
" " — " " " "	700,000	7	" "	1870	112
" " — " " " "	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " "	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1885	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	75
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	110½
" " " (" ") "	1,015,000	6	" "	1865	95
" " " (" ") "	376,886	6	" "	1865	----
" " " (" ") "	2,183,532	6	" "	1870	100
" " " (" ") "	1,600,000	6	" "	1875	98½
" " " (" ") "	4,095,309	6	" "	1881	100½
" " " (" ") "	2,400,000	6	" "	1886	105
" " " (domestic debt)	125,680	6	" "	1883	102
" " " (war loan) coupon	1,500	----	" "	1866	----
" " " (" ") "	279,313	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.)	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " " "	10,780,095	5	Jan. & July.	due.	89
" " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " "	3,690,514	5	Mar. & Sept.	due.	----
" " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,117,890	----	" "	1864	----
" " " "	675,029	5	Feb. & Aug.	1864	----
" " " "	1,045,629	5	June & Dec.	1864	----
" " " "	1,558,673	5	Jan. & July.	1865	----
" " " "	2,277,755	5	" "	1868	----
" " " "	1,766,214	5	" "	1870	89
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	89
" " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds coupon	650,000	6	Jan. & July.	1882	88½
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation	97,360	----	----------	----	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) coupon	434,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	74
" — " " (interna. impr'ts) "	2,063,606	5	----------	Var.	57
" — " " (railroads) "	12,799,000	6	----------	Var.	74
" — " " (capitol) "	608,000	5	----------	1890	57
" — " " (Hermitage) "	48,000	6	----------	1890	74
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62-'63	----
" " " (") "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad)	13,264,642	6	Jan. & July.	'65-'95	60
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'93	----
" — " (sterling)	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	78-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,753	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	65,995	86,211	76,426	81,453	103,635	94,925	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	66,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,256	1,098,464
1862	75,160	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,099	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,708	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	76,457	1,181,008
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	291,134	1,959,267
1864	158,735	175,482	242,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,821	221,700	240,051	230,209	359,888	275,506	299,607	473,186	551,122	435 945	404.183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	521,059	432,064	519,306	655,364	708,714	705,496	545,943	5,858,297
1865	536,675	481,165	506,290	467,710	568,904	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,385	66,573	84,603	94,406	82,467	82,400	889,499
1861	86,239	76,918	85,663	90,324	65,302	63,137	52,269	60,295	84,640	98,528	88,401	105,253	955,969
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,509	90,882	95,134	130,561	150,397	143,836	156,949	1,579,509
1864	154,068	176,105	208,329	158,077	128,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,903
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	336,543	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,735,424
1861	404,507	391,932	458,560	547,174	506,510	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	515,902	756,421	885,136	902,006	963,959	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,635,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,361	1,301,005	1,222,568	1,224,909	1,234,217	13,429,648
1865	908,341	886,089	1,240,626	1,472,120	1,339,279	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,689	175,773	121,123	141,209	115,444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,998	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,688	114,804	138,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,668	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	556,626	278,540	231,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,753	219,890	188,060	193,931	248,971	259,643	321,659	243,163	225,196	2,664,843
1861	321,844	279,268	229,354	192,064	199,488	177,829	189,280	285,983	289,862	284,020	243,249	224,401	2,899,613
1862	190,130	236,637	181,084	191,648	205,245	269,282	261,079	352,796	414,543	410,256	372,593	359,466	3,445,827
1863	299,944	271,085	275,843	289 224	324,687	407,592	343,929	511,305	478,576	486,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,372	510,100	423,578	640,179	799,236	661,891	667,141	603,402	6,329,447
1865	546,410	521,555	592,276	491,297	454,004	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,843	710,225
1864	77,010	74,409	89,901	72,380	83,993	78,697	91.809	90,972	93,078	93,546	95,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	78,842	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	57,429	60,229	139,761	163,615	90,930	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,589	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,687	69,353	156,417	206,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	105,689	146,943	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	105,828	143,026	145,258	133,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,519
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,939	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,823
1863	248,784	230,508	567,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,060	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	297,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,261	413 322	366,245	353,194	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,593	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,598	186,039	174,002	172,189	216,624	295,956	322,569	307,474	258,631	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	153,328	215,449	308,165	375,483	339,794	306,186	3,103,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	401,456	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	499,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,945	544,494	692,382	868,985	811,458	739,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,766	9,993,244
1863	920,272	799,167	867,590	911,397	889,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146 722	155,337	188,609	215,476	225,464	220,377	248,802	241,695	264,622	283,640	238,619	245,977	2,755,398
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	254,456	276,209	291,763	278,219	2,905,830
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	523,009	6,224,983
1864	436,742	532,786	617,021	669,384	767,176	936,188	711,457	1,170,241	1,125,635	784,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	221,253	191,138	2,325,554
1861	217,262	202,071	265,735	270,676	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	292,695	277,009	261,210	249,419	277,580	307,525	401,299	364,331	370,962	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,874	466,300	487,642	5,132,994
1864	290,676	457,227	611,297	588,056	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	691,228	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,745	71,854	112,384	93,756	67,721	85,359	95,969	118,887	129,166	136,610	1,117,587
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	155,903	202,171	169,299	177,625	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,679	122,785	106,100	125,027	77,599	51,296	926 735
1861	50,639	47,043	62,551	76,274	79,278	80,074	95,464	133,722	142,537	162,858	127,066	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,545	113,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,221	91,971	103,056	132.111	134,272	152,585	105,554	116,379	120,595	151,052	154,563	111,339	1,439,798
1864	70,735	95,843	122,896	123,957	127,010	146,528	139,026	244,114	243,840	221,570	220,209	205,154	2,060,822
1865	144,064	139,171	155,753	144,001	135,738	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	835,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	500,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	950,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1538	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	700,000	6	Jan. & July.	"	1890	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	388,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	
3d Mortgage (do)	569,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1875	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	65,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $300,000	425,580	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"		98½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1960	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1875	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	95½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st. General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " ")		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	55,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	80
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	97
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston	1876	89½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,991,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1865	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'75-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	96
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	117
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	" "	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1889	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	905,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	110
----------	------	---	----------	----------	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'73-'75	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1885	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	87
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	------	----
1st Mortgage	1,500,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	---
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	113
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	113
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	111
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1903	----
Jackson Branch	77,000	7	" "	" "	1861	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	97
*Milwaukee and Beloit :						
1st Mortgage	620,000	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	607,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,333	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	35½
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,055	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1900	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	104
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'62 '72	---
1st Mortgage Coupon	2,565,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	------	---
New Orleans City Subscription	1,500,000	5	----------	----------	------	---
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	93½
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	---
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	106
Exchanged St'ks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1885	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage	3,644,000	7	April & Oct.	" "	1880	93½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	----------	1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,300	7	Jan. & July.	----------	1867	97
New York and New Haven :						
Plain Bonds, Coupon	972,000	7	June & Dec.	New York.	1898	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1873	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$252,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89½
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	20
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	250,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'69-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1878	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-89	----
Construction	3,236,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
3d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1904	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1878	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	565,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1860	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	97
" 1861, "	105,000	6	Jan. & July	"	1871	96
" 1843, "	1,625,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	97
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$500,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	59½
2d Mortgage	937,500	7	" "	"	1868	19
3d Mortgage	440,000	7	" "	"	1923	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	155 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	881,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	70
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	71
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1857	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	200,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	562,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	556,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	505,500	105,255	1,516,704	54.0	.....	101,102	37,[illegible]	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,628	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	253	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,852,506	116.9	.....	805,156	299,269	6	.....
								ARKANSAS.														
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.														
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.														
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,200	23.8	46,935	65,900	28,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,926,740	213,876	4,204,566	122.4	281,451	408,*10	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,.09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,776	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	265,829	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	505,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117[illegible]
30 Nov. '63	8.48	3.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	150,653	78,631	2½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	655,805	51,000	—	810,982	66.0	211,336	270,672	84,299	8	95
31 Mar. '64	61.3	1.0	63.9	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,483,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.														
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	*	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.														
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,885	88.7	.....	418,006	205,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	50.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	738,700	129,500	—	.....	53.0	.....	168,985	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	101.0	—	.....	—	...	...	.....	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	870,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	53	62	697	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	12	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,243	454,541	—	.....
								ILLINOIS.														
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,596,568	281.0	1,104,197	2,770,454	1,273,518	7½	96½
30 Apr. '64	240.0	206.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14,837,539	394.0	1,965,519	3,090,211	1,350,499	8	110
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,889	610,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083,054	448,503	—	27
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450.500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	104
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,116	341.7	1,484,06[illegible]	2,201,481	1,279,40[illegible]	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	55½
31 Dec. '64	454.8	282.5	.....	—	126	78	3,827	*Illinois Central*	29,675,410	*	—	20,808,100	13.212.000	—	38,080,110	708.8	3,336,850	6,329,447	2,465,194	8	132½
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,882,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '63	196.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	33
								INDIANA.														
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	103.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	985,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,242	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	103.0	.....	442,893	168,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	134,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,803	268,156	—	—
31 Mar. '64	56.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315.172	117,941	6	100
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40[illegible]	—	96½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	870,556	1,007,979	521,254	18	150½
								IOWA.														
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	56.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	362,084	.....	56 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	154,831	276.197	155,889	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	458,821	21,356	—	.....
.. .. '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.														
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	327,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	55.1	—	.....	— }				} Louisville and Frankfort	1,393,332	126,785	6,540	1,109,594	301,000	—	1,663,713	55.1		222,900	120,069	3	68
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,600	235,670	11,886,430	300 0	841,558	3,201,690	1,803,953	6	.....
								LOUISIANA.														
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	322,297	5,555,320	80.0	190,204	451,922	225,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,695,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,661,691	*	—	1,233,015	248,959	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.														
30 Sep. '62	57.0	—	.....	—	...	...	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '64	284.5	—	28.4	—	97	97	1,239	Michigan Central	13,805,576	*	168,225	6,3[illegible],906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,1[illegible]	1,697,060	12	108
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	18,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,157,124	4,289,466	1,881,113	7	84
								MINNESOTA.														
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,242	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,[illegible]	—	.....
								MISSOURI.														
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,224	1,047,567	420,026	—	30
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,955	—	2,459,207	4,350,000	.....	.....	168.5	.....	444,460	182,895	—	—
31 Dec. '62	152.0	—	5.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	106.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	237,398	—	.....
28 Feb. '63	77.0	—	3.2	206.0	...	...	.....	*South-Western Branch*	4[illegible],788	116,983	—	71,518	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
0 Sep. '62	58.5	3.6	8.2	—	16	13	219	*St. Louis and Ire Mountain*	[illegible]	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	234,851	253,22[illegible]	66,280	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,658	205,584	757,381	56.5	76,544	70,761	42,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	807,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,963	172,113	91,457	—	—
31 May, '63	90.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,060,860	3,068,491	189,362	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	380,853	188,121	6	97
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	788,763	*	—	169,200	555,500	.....	.....	37.0	.....	65,403	23,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	2,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,664	286.8	1,953,769	4,481,859	3,064,653	6	110
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,332,262	39.0	.....	778,417	628,589	9	127
31 Dec. '61	188.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,560	4,850,000	—	12,273,647	261.0	1,009,848	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	9½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,245	360,753	1,830,000	840,000	12,326	2,996,346	70.9	478,218	650,999	182,610	6	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,506	1,272,600	443,332	8	106½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,968,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	118
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,610	83.6	638,622	1,471,985	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,681	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	97
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	829,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	88
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,585	93.4	454,622	868,352	309,341	8	102
30 Nov. '64	12.4	—	2.8	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,274	366,917	(Op	err. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,445	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,222	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,745	88,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	68	488	Old Colony and Fall River	3,923,876	324,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	102
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	44½
30 Nov. '64	69.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	3,057,916	207,348	248,495	2,214,225	924,960	—	3,932,547	77.3	151,827	342,297	134,368	—	38½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,176,943	1,095,713	—	5,150,000	6,267,520	—	14,986 9 9	218.0	1,430,223	2,996,564	1,178,712	10	124
30 Nov. '64	45.7	—	9.8	—	10	12	148	Worcester & Nashua (par 83⅓)	1 088,898	116,000	—	1,141,000	76,000	51,330	1,268,330	45.7	194,712	338,285	137,605	7½	89
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902 686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	122,266	—	2,085,925	685,400	—	2,969,852	53.6	335,025	382,183	180,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,606	34.5	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	104
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	500,588	568,000	—	—	52.7	.....	37,791	11,913	—	—
31 Mar '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	76½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,080,800	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,236	*	4,304,181	6,472,400	10,234,463	—	.....	124.2	.....	5,794,960	1,140,788	35	128
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	—	—	1,000,533	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	5½
31 Dec. '64	64.0	26	61.0	—	59	34	938	Central of New Jersey	9,263,924	1,078,538	—	6,000,000	2,000,000	—	9,764,509	90.0	948,218	2,637,184	1,305,63	20	122½
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,167,800	340,000	57,060	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,789,574	33.8	.....	1,286,660	694,914	10	130
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	166,850	204 200	77,798	438,798	21.2	.....	90,618	29,502	—	.....
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 460,417	*	—	1,203,583	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec '62	24 0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907,750	24.0	.....	225,889	154,908	6½	103
31 Dec '62	38 5	—	.....	47.	—	—	—	W st Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	52,936	90,122	43,62	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,858	1,257,057	—	.....	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,668	—	2,587,725	48.9	.....	322,223	176,095	—	—
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,890	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	58.0	595,428	1,691,944	635,584	10	206
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,563	*	4,104	24,985,800	17,823,400	1,067,088	48,045,294	307.0	6,916,324	13,429,643	4,594,725	8	82
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	143.0	1,084,836	3,581,713	1,844,287	7	109½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,022	360,431	52,250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	6,024	New York Central	27,235,174	5,646,077	712,948	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,746	9	95½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	6,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,354	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	868 884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	189.6	48.5	18.2	—	2	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	365,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	565,668	585,291	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	600,000	376,000	—	992,207	51.3	110,055	187,551	81,326	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	15.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,371	2,918,638	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	34.9	—	3.6	—	11	15	155	Troy and Boston	1,608,568	220,990	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,548,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	975,300	128,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	222,900	1,130,470	1,045,000	51,500	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,840,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	5.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,988	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,486,357	*	—	2,582,251	1,040,550	—	3,719,374	118.2	522,741	976,581	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,979,598	922,670	106,183	1,625,256	3,673,000	1,126,468	6,810,432	141.0	653,025	867,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,992,156	459,086	113,147	2,500,000	1,634,000	—	4,990,266	202.0	.....	1,083,328	495,691	10	125
31 May, '59	131.8	—	.....	51.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,580	6,000,000	810,000	—	7,237,513	191.2	1,012 130	2 151,943	1,216,257	31	150
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,595	758,202	500,000	3,500,000	1,803,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	25	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,094	*	—	3,832,712	4,324,646	94,329	8,251,646	208.5	.....	1,436,317	552,800	—	70½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,295,790	—	8,107,006	188.6	796,202	1,691,266	823,714	8	104
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,692	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	206,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,160	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	—	—	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,675	460,583	.....	2,452,217	2,965,000	.....	.....	142.0	.....	703,329	311,256	—	15
30 Nov. '63	83.5	—	29.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	761,552	16	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,278,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '63	192.3	—	.....	—	43	54	628	Ohio and Mississippi	10,563,614	745,475	*	6,346,000	9,879,000	4,843,042	20,549,420	192.3	.....	829,982	119,052	—	—
31 Aug. '63	137.0	8.0	.....	—	17	16	268	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,726	2,400,000	466,216	.....	125.0	.....	—	—	—	—
30 Jun. '64	163.9	62.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	5,985,573	808,400	102,555	3,250 887	1,496,728	11,190	5,130,662	205.9	388,894	600 162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,256,156	*	—	862,571	1,299,100	127,118	2,694,094	125.0	220,717	272,202	92,283	—	—
31 Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,980,918	*	—	3,437,000	6 655,885	—	10,243,015	260.0	1,244,358	2,060,822	945,492	3½	46

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		380,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	134
31 Oct. '64	113.0		57.0		77	29	6,214	Del., Lackawanna and West'n	7,295,395	2,324,490		6,832,950	3,451,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2 620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	102,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36 0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,566	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,014,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	835,250	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,034,578	149,014	3,508,592	80.0	356,671	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		61	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,060	1,477,060	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	59
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	80
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	)	7½	57
31 Oct. '64	55.6	14.2	13.3		20	25	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.3	320,638	741,977	346,401		24½
31 Dec. '64	300.5	56.1	319.0		290	173	4,926	Pennsylvania	27,039,576	3,336 316	5,604,810	19,850,060	16,684,840		43,520,356	356.9	5,846,778	14,759 657	4,066,113	10	56
31 Oct. '64	17.0	3.0	22.0		18	45	161	Phila., Germant'n & Norristn	1,139 079	282,399		1,154,100	315,000		1,673,100	24.0	253,730	423,147	207,893	8	53½
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,622			5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		22
30 Nov '64	152 0	46 8	208.5		216	81	11683	Philadelphia and Reading	18,998,276	5,736,480	784,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,289,341	4,308,150	15	49
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404	*	245,695	999,200	250,000		1,249,200	28.2	175,447	324,006	477,658	10	145
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197 0	839,238	1,205,560	1,365,200	10	66
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,589		9
31 Dec. '64	468.5		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,773	7,130,466	3,019,067	10	96
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,778	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,855,443	28.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	295,388	211,817	8	45
								RHODE ISLAND.													
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800			62.0	297,700	421,757	199,155	8½	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9		----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6		----		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	554,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3	----					Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,545		164.5		841,190	125,871		
28 Feb. '59	102.0		----					North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0	----		62	59	790	South Carolina					2,845,533					1,499,036	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		----					Central Southern (Tenn.)	1,021,430	58,123		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.8	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0		1,636,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0		----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	52,908		317,447	632,500	22,389		47.4	54,175	83,129	44,666		
1859	54.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,085	28,808	13,992		
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		596,922	860,000	204,544		45.8	57,950	127,953	67,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0		----	158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0		----	184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	21,300	32,670			
1 May '60	70.0		5.0	250.0	7	5	124	Houston and Texas Central	4,252,345	*		455,000	975,000	869,000		70.0	102,200	252,846	196,568		
— — '59	25.0		----	110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '64	110.2		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	90.7	139,877	308,510	167,430		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,476	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	536,289	641 045	262,887		1
31 May, '63	47.0	2.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	100
30 Jun. '63	22.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	22.7	45,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.0					Western Vermont	1,083,500	*		852,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3		----	122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,554,194						
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,084	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	550,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5		----		8			Northwestern Virginia	5,322,160	*		425,805	5,719,229			103.5	345,427	248,004	loss		10
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,644	2,617,500	500,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.8	10.1	----		19	18	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,748,256	153.4		410,166	201,544		
30 Sep. '59	59 2	21.2	----		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 906	6,763,655	143.2	224,014	560,904	282,328		87
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	642,960	96,828		78.6	159,981	279,945	145,586	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,555		43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0		----		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	544,200	472,811	52,926	1,639,648	80.0		240,446	121,058	7	
30 Sep. '60	178.2		21.3	7.0	27	10	228	Virginia Central	4,952,763	541,197	85,948	3,162,754	1,480,592	52,929	4,832,929	196.0	286 962	634,981	256,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	858,475	2,400	3,462,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0					
31 Dec. '61	122.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			122.9		754,476	329,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,380		37
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,602,471	142.3	466,043	480,597	138,210		
								CANADA.													
31 Jan. '63	161.0		----		31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,852		
31 Dec. '62	49.0		----		16	17	214	Montreal and Champlain	2,663,989	*	15,511	1,631,130	911,029	22,964	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,655		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6	----		18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,870	467,266	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,669,418	*		4,658,706			4,658,706	108.0	160,421	167,640	20,006		
1 July, '61	60.0		----		----	----	----	New Brunswick and Canada	1,402,748	102,588		1,280,000	13,100	196,000	1,709,232	60 0		124,555	56,670		
								NOVA SCOTIA.													
Dec. '62	51.5	36.5	----		20	15	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	188,416	139,107	37,181		
								NEW GRANADA.													
31 Dec '60	48.7				11	22	120	Panama	8,000,000	?	615,888	5,000,000	3,875,000		10,763,728	48.7		5 027,639	1,898,994	11	210

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	42½
Chicago & Alton (preferred)	2,425,200	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	59½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	46½
Erie (preferred)	8,535,700	7	7	86
Hannibal & St. Joseph (preferred)	5,253,858	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,163	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93
" " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	94
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	100⅜
2d Mortgage	295,750	6	-------	-------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	97
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1875	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	500,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	29
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,296,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" (preferred)	50	2,722,607	—	29
Susquehanna and Tide Water	50	2,048,200	—	7⅜
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	126
Wyoming Valley	50	700,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....(cash).....per ton 40 — @ 45 —
Pig, American, No. 1 ..... 35 — @ 36 —
Bar, Swedes, assorted sizes .(in gold)..... — @ 92 50
Store Prices.
Bar, Swedes, assorted sizes ..... 160 — @170 —
Bar, English, Refined ..... 105 — @110 —
Bar, English, common ..... 95 — @100 —
Scroll, English ..... 140 — @200 —
Bar, American, Common & Refined ..... 115 — @120 —
Band, English ..... 135 — @ — —
Horse Shoe ..... 135 — @145 —
Rods, English ..... 105 — @185 —
Hoop, English, ... 140 — @220 —
Nail Rod ..... per lb. — 9½@ — 10½
Sheet, Russia ..... per lb. — 24 @ — 25
Sheet, English, Single, Double and Treble. — 7½@ — 10½
Sheet, Am., Single Double and Treble ..... — 7½@ — 10½
Rails, English.....(gold).....per ton... — — @ — 58
Rails, American ..... 85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast.....(1st & 2d qlty.).....per lb. — 19 @ — 24
English Spring.....1st & 2d qlty.)..... — 12 @ — 14
English Blister.....(1st & 2d qlty.)..... — 13 @ — 20
English Machinery ..... — 14 @ — 16
German ..... — 15 @ — 17
American, Blister ..... — 12 @ — 14
American, Cast, Hammered ..... — 20 @ — 22
American, Cast, Rolled ..... — 13 @ — 16
American Spring ..... — 12 @ — 14
Milan (in bond) ..... — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New.....(suits).....per lb. — — @ — 45
Sheathing, Yellow ..... — — @ — 35
Pig, Chile ..... — — @ — —
Bolts ..... — — @ — 45
Braziers' ..... — — @ — 45
American Ingot.....(cash)..... — 29½@ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena ..... per 100 lb. 9 75 @ 10 —
Spanish ..... 8 75 @ 8 87½
German Refined ..... 8 75 @ 8 87½
English ..... 8 75 @ 8 87½
Bar .....per lb. — — @ — 12
Pipe and Sheet ..... — — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca .....per lb. — — @ — 27½
Straits ..... — — @ — 26½
English ..... — — @ — 27
Plates, Charcoal I. C .....per box 12 50 @ 13 —
Plates, I. C. Coke ..... 9 75 @ 11 50
Terne, Coke ..... 9 50 @ 10 —
Terne, Charcoal ..... 13 25 @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d.....(cash).....per 100 lb. 5 — @ 5 25
Clinch .....(cash)..... 6 — @ 6 50
Horse Shoe, Forged.....(cash).....per lb. — — @ — 30
Wrought English .....(cash)..... — — @ — 50
Ausable Horse, Norway Iron, Forged..... — — @ — 35
Zinc Nails.....(6 mos.)..... — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity ..... — 35½@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test). — 72 @ — 72½
Refi'd, in bd. L.S. to pr. Wh.(110@120 test). — — @ — 53
Naptha, Refined (60@63 gravity)..... — 48 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th 29.	F.30.	Sat 1.	M.3.	Tu.4	W.5.
American Coal Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	93
California 7s	----	----	----	----	----	----
Canton Co.	37½	37½	----	----	----	38½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	95
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.... 95½	----	----	----	----	----	----
" Inc. b'ds	57	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	109½
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	25½	----	26½	----	----	27
" " pref.	55	55½	56½	----	----	57½
" " 1st M.	----	----	80	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	100½	101½	101¾	----	----	102½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	130	130½	----	----	----	130
Clev. and Pittsburg	67¾	68¼	69	----	----	70
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	100	----	----	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	41¼	41¾	----	----	----	42
Del. & Hudson Canal	142	143	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	77½	78¼	79½	----	----	82½
" pref.	----	----	85	----	----	----
" 1 M. 7 p.c. '67.	----	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	98½	----	----	----	----	----
" 4 M. 7 p.c. '80.	93	----	----	----	----	93
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	45	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	100	----	----	----	----	108½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69.	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	128	128¾	128½	----	----	121½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13¾	13¾	----	----	----	14
Michigan Central	104½	106	107	----	----	108½
" S F. 8 p.c. '82	111	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	61	63	62½	----	----	63
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	87	----	----	----	----	----
Mil. and P. du Chien.	----	----	----	----	----	37
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	74	74	----	----	----	73½
" ins. to H. & St. J. R.	80	----	----	----	----	----
" " Pacific	74	----	----	----	----	73½
New York Central	93½	94	94½	----	----	95½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	----	----	----	----	----
" " 6s, S. F. '83.	93½	----	----	----	----	----
" " 6s, S. F. '87.	92	----	----	----	----	92
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	75	----	----	----	----	----
Ohio & Miss. cer.	24½	----	----	----	----	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	280	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	96½	97½	98½	----	----	98½
Pitts. Ft. W. & Chicago	96	97	96	----	----	96½
" " 1M.	----	----	----	----	----	x100
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	52½	53	----	----	----	55
St. L., Alton & T. H.	----	23	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	70	----	----	----	----	----
Tennessee 6s, 1890	----	72	----	----	----	74
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	60
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	97½	97⅝	----	----	----	97⅝
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	106¼	----	----	----	----	----
U. S. 6s, 1881, coup.	110⅜	110½	----	----	----	x106½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif..	99⅜	99⅞	----	----	----	98⅝
U. S. 6s, 5-20s, coupon	103⅛	104⅛	----	----	----	105
U. S. 6s, 5-20s, new	----	104	----	----	----	104⅛
U. S. 6s, " reg.	----	104	----	----	----	----
7.30 Notes, 1st series..	99⅛	----	----	----	----	----
" " 2d series..	99⅛	99⅛	99⅛	----	----	99⅛
American Gold	138½	----	140	----	----	140

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 4.

	W.28	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	----	25½	25½	----	----	----
Camden & Amboy	129½	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	88	----	----	----	----	----
" " 6s,'89	----	----	85	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	54½	----	54	----	----	----
" " 6s, '70	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	----	----	95	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	86½	----	----	----	----
Minehill	----	----	----	57	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	87½	87½	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56	55½	----	56	----	----
" 1st m.	----	105½	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	89	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	87½	87½	----	----	----
" new	90½	90	90½	92	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47½	47½	48¼	49	----	----
" " 6s, '80	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	24	24	----	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	28	28	----	----	----
" " 6s '82	77½	----	77½	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	7⅛	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	2½	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	52	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	22	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 4.

	W.28	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.
Baltimore City 6s, 1875	100½	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	102	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	100½	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	110	110	110	----	----	109½
Boston and Providence	----	----	----	----	----	116
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	42½	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	97	----	----	----	----	----
Eastern, Mass.	87½	88	87½	----	----	88
Eastern, N. H.	87	----	87½	----	----	88½
Fitchburg	----	----	103	----	----	102
Manchester & Lawr'ce	----	----	----	----	----	104
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	79¾	----	----	----
Old Colony and Fall R.	----	----	----	----	----	102
Ph., Wil. & Baltimore	60	60	60	----	----	60½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	100	----	----	100
Vermont & Mass.	----	----	----	----	----	----
Western	----	----	124	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	47	47	----	----	----	----
Middlesex "	58½	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	32	----	----	32½
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	33	33	----	----	----	----
Pittsburg "	----	59	59	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of June:

Maryland 5s	62	to	64
United States 6s, 1881	66¾	"	67¼
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38½	"	39½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	52½	"	53
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	78	"	82
Illinois Central 7s, 1875	61½	"	61¾
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	83	"	83½
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82.x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	58	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 8, 1865.

Stock Exchange and Money Market.

The week's business was much impaired in volume by the observance of the 3d as well as the 4th as a National holiday by the Exchange Boards and principal banking offices. Instead of crowding their amusements and rejoicings into one day, the people took two, and thus the excursions, picnics and exhibitions incident to this holiday were more generally enjoyed than usual.

The news which excited the greatest interest was that brought by the China, of a reaction in the London market, in the 5-20s, which after having gone up to 71 and a fraction, receded to 70¾. This fall was based on the news taken out from New York by the Persia, of a slight advance of gold in this market.

We must now expect to see a concert of operations in our securities, between the speculators in London and New York, and between the two it is supposed a large profit will be realized. We are of the opinion that those who speculate for a permanent decline will be losers. Nothing can be more certain than the intrinsic value of these securities, nothing prompter than the payment of the interest, no fact better established than that the Treasury after all payments, begins the half year from July 1, with over thirty five millions of gold on hand, and the receipts at the Custom House, so far from falling off are on the increase. The revenue for the past year from this source is about eight millions more than was calculated. And notwithstanding the prediction of a "specie bankruptcy" insisted on with a most unaccountable error of judgment and perversion of facts in certain quarters, the country is better off in specie than it was when the rebellion began. This appears from the following statement:

The stock of gold and silver in New York on Dec. 1, 1860, was:

In Bank	$18,541,762
In Sub-Treasury	3,702,751
Total	$22,244,513
June 24, 1865, in bank	$15,906,314
June 30, '65, in Sub-Treas'y	28,589,128
	$44,495,442
Gain to stock of gold in New York	$22,250,929

GOLD MOVEMENT OF THE UNITED STATES THROUGH THE WAR.

Supply—

Years.	Product of California.	Imported.	Tot. supply.
1861	$43,156,091	$42,889,611	$85,495,702
1862	49,466,888	16,415,052	65,881,940
1863	52,604,727	9,555,648	62,160,375
1864	55,707,201	13,115,612	68,822,813
1865 (July 1)	27,500,000	8,000,000	*35,500,000
Total four years and seven months			$317,860,830

Exported—

Fiscal year 1861	$29,791,080	
Less before Dec. 1, 1860	20,208,000	
		$9,583,080
Fiscal year 1862		36,886,956
Fiscal year 1863		64,156,610
Fiscal year 1864		105,125,750
Fiscal year 1865:		
From New York	$39,763,725	
From San Francisco	31,803,747	
From other ports	10,000,000	
		*81,567,472
Total export 4 years and 7 months		$297,319,868
Resulting difference		20,540,962

* Estimated.

So that we may set down as puerile if not mischievous, all the attempts made to discr dit the country on this score. On the other hand, we give the following significant remarks in the last number of the London *Star* received at this office, taken from its financial article:

"The strong tendency of the English public to invest in American securities which is now being exhibited is the natural result of the reaction from the false and distorted views which were current during the war. The zeal of those who sought to damage the reputation of a great nation was overdone, and the public have now found that all those wild assertions of anarchy, collapse, exhaustion, tyranny, and every other woe which could befall a nation, existed only in the imaginations of the writers who gave them currency. The amount of misrepresentation to which respectable and leading journals lent themselves during the

war was positively revolting, and the sufferers were not the Americans but Englishmen who were so grossly misled in business affairs. We are quite aware that the large transactions in all descriptions of American stocks, and especially to-day in the Five-Twenty Bonds, are not entirely attributable to English demand. The Frankfort dealers have come in with considerable orders, and the Amsterdam houses also, after a short cessation, have again begun to take considerable quantities. Still there is a steady and growing demand for this description of security on the part of the general public, which will continue until the six per cent. bonds of the next most stable Government in the world to our own, reach a price more like their natural level."

When such views are entertained by the most intelligent of the English press, it is not unreasonable to suppose that our National stocks are to rise to this natural level, and that will be at least 25 per cent. higher than they are now. Connected with this specie question is an important fact that must have its weight here and abroad. For the year ending July 1st inst., our exports of specie were $18,054,437 less than they were for the same period the preceding year, while our exports of domestic products for the same period were increased $34,264,278. The amount of cotton for the week ending last Saturday received at this port was 9,523 bales, and the price of exchange felt the arrival, and sales were dull.

The last weekly bank statement shows an increase of $2,995,191 in loans, and $4,147,837 in net deposits. The legal tenders are increased $2,343,865, and the specie is decreased $51,824. The ratio of coin to net liabilities is 8.03 per cent. against 8.23 per cent. last week.

During the week ending July 1, 46 old and new banks organized under the National system. Their aggregate capital is $20,014,210, and this added to that previously organized makes $320,924,601, a total of $340,938,811. The total circulation of these on the 1st of July, was $146,927,975, not more than five dollars per capita for the present population of the United States. Calling the whole currency afloat of all kinds 900 millions, we have a circulation per capita nominally of $30, not so much, however practically, as hundreds of millions lie in deposit with an unchanged balance from month to month, in fact from year to year. This would not seem to be more money than might be usefully employed by so enterprising a people as our own, and seems to oppose many of the popular theories as to how much money can be safely used in the business of a Nation. We certainly have much yet to learn in finance before we shall be able to lay down some financial maxims as infallible truths. Even England in 1815 had a per capita circulation of 87 15-100 per cent. Nor would this seem a disproportionate sum for the exchange of the products of the manufactories of the country which in 1862-'63, were according to Dr. Elder, $1,642,789,880. Our agricultural products are not estimated in this sum. The greatest practical evil of this large currency is in the plentifulness of money, which invariably produces high prices, (whether it be in the shape of gold or paper,) and this evil has been most strikingly apparent at Bombay as we have shown in previous articles. Besides this plethora of cash is not universal, or it would not be of so much consequence what prices were; but fixed incomes, property obtained and realized under other standards, and in other times are comparatively depreciated and the holders actually suffer from diminished means. Government bonds are steady and holders are holding on and looking for an advance.

The Railway share market has been firm, and well it may be, as it is observable that the increase of earnings continues which is quite the reverse of an opinion which prevailed to some extent during the war. Large transactions have taken place in the leading companies, securities and scrips. The stocks are actually scarce and difficult of delivery, and a general advance is anticipated. The practice of lending customers' stocks, one which cannot be too much reprehended, has been broken in upon recently by the positive instructions of the owners against the practice. The operation has been a paying one for the Bankers, but is full of danger to their principals. Exchange at the beginning of the week was below par; we have already stated it was dull of sale.

The balance in the Sub-Treasury on Thursday was $39,375,422 29.

The great convention of the various Boards of Trade in the United States, and the British American Provinces is to assemble in Detroit on Tuesday next, and much is expected from its deliberations.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central R. R. of New Jersey, 122½; New York State 6s, 1873, 95; Cary Imp. Co,, 24; Brunswick City Land Co., 8¼; Atlantic M. S. S. Co., 155½; Metropolitan Gas, 113; 4th National Bank, 98½; Central Bank, 102, Bank of Commerce, 110; Am. Ex. Bank, 112; Bank of Republic, 110; Pacific Bank, 165.

Philadelphia.—Union Canal, 1; Pittsburg 5s, 73; do., 6s, 87; Sp. Garden bonds, 87; 10th and 11th streets R. R., 48; 18th and 15th streets, 21; Big Mt. Coal, 4; Mechanics Bank, 29; Farmers and Mechanics, 120¼; Philadelphia Bank, 132; Penn. Bank, 46½; Caldwell Oil, 2⅛; Cherry Run, 1½; Curtin, 4¼; Corn Planter, 1¾; Dalzell, 3¾; Duncard, ⅞; Excelsior, ½; Egbert, 1¼; Glen Rock, 8; Junction, 3¼; Jersey Well, 1¼; Mingo, 2⅜; Maple Shade, 9⅛; McIlheny, 1⅞; McClintock, 1⅞; Royal, ¾; Schuylkill and Oil Creek, ⅜; Sherman, ¼; Tarr Home, 1⅛; Tionesta, ⅝; Wm. Penn., 1¼; Walnut Island, ¾. The latest quotations are: City 6s, 88½@88¾; do., new, 92@92¾; State 5s, 89@90; do., coupon, 90@92½; do., 6s, W. L., 100½@101; Phila., Wil. and Balt., 60¼; Reading, 49⅛@49¼; do., 6s 1870, 92@92¼; do., bonds, 91½@93; Camden and Amboy, 128@129; Penn. R. R., 55⅝@56; do., 1st mort., 102⅜@102½; do., 2d mort., 99@100; Little Schuylkill R. R., 26@30; Morris Canal, 75@85; do., pref., 121½@125; do., bonds, 85@96; Wyoming Valley Canal, 52@52; do., 6s, 92@95; Susquehanna Canal, 7½@8¼; do., 6s, 48@48½; Sch. Nav., 21@24; do., pref., 28¾@29¼; do., 6s, 1882, 77@78; Union Canal bonds, 19@25; Delaware Div. Canal 30½@32½; do., bonds, 84@90; Elmira and Williamsport, 29@30; do., pref., 46@50; do., 7s, 1873, 92@100; do., Chattle 5s, 65@80; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 54@55; North Pennsylvania, 23⅛@25; do., 6s, 84½@85; do., 10s, 108@108; Philadelphia and Erie, 22¾@23½; do., 6s, 92@95; Minehill, 56½@57; Catawissa, 12@13; do., pref., 25@26; Lehigh Valley, 59@59; do., bonds, 94⅛@95⅛; Fifth and Sixth streets, (horse,) 40@55; Second and Third, 78@79¼; Race and Vine, 10⅛@12; West Philadelphia, 64@66; Spruce and Pine, 20@25; Green and Coates, 31@35; Chestnut and Walnut, 49¾@50; Arch, 17@20; Thirteenth and Fifteenth, 20@20; Girard College, 26@30; Tenth and Eleventh, 48@50; Norristown, 53¼@53¼.

Boston.—Eastern R. R. 6s, 1874, 100; Northern (Ogdensburg), 2d mort., 30; Rutland and Burlington 2d mort., 19; Old Colony and Fall River 6s, 1866, 97; Vermont Central 1st mort., 71; do., 2d mort., 22; Nashua and Lowell R. R., 115½; Troy and Greenbush R. R., 44¾; Dighton and Somerset R. R., 95; Dorchester Avenue R. R. 1c.; Granite R. R., 60; Chelsea R. R., 41; Massachusetts 6s, 1868, (gold) 110¼; do., 5s, 1894, (gold) 95¾; Boston 5s, 1871@1883, 98@99¼; do., 6s, 1874, (currency) 99¼; Boston Water Power Co., 28; Cary Imp. Co., 25; Franklin Coal Co., 27¼; Belmont Coal, 5; Macomb Lead, 1⅞; Dorchester Gas, 58¼; Maverick Bank, 97½; Merchants Bank, 104; North Bank, 99½; 2d National Bank, 129¾; Pawners Bank, 95; 1st National Bank, Dorchester, 102¾; Bank of Republic, 110; Suffolk Bank, 114¼; Globe Bank, 130¼; Bank of North America, 96½; State Bank, 104; Webster Bank, 104½; Albany and Boston Mining Co., 19; American, 5½c.; Boston, 1¼; Brandon, 92@93; Canada 80c.; Concord, 2; Copper Falls, 17¾; French Creek, 70c.; Forest Shepherd, 1c.; Madison, 2; North Cliff, 13c.; Superior, 8⅝; South Pewabic, 5½; South Acton, 1c.; St. Clair, 4; Toltec, 2½; Yahoola, 65@80c.; Wood, 130c.; Winthrop, 1¾.

Baltimore.—York and Cumberland bonds, 1877, 90; Marietta and Cincinnati bonds, 87; City Passenger R. R., 18¼; Maryland Copper, 0.40; Bare Hill, 2.20; Mineral Hill, 1.00; Copper Hill, 2.20; Atlantic Coal, 0.85; Santa Clara, 17; Baltimore Chrome, 1.00; Penn. Oil, 0.60; Farmers and Mechanics Bank, 42½. The latest quotations are: Balt. and Ohio, 110@115; do., 6s, 1867, 95@100; do., 1875, 101½@101½; do., 1880, 100½@101½; do., 1885, 100@100⅝; Northern Central, 45⅛@45¼; do., bonds, 1885, 89@89⅛; N. W. Va. 1st mort. 95@98; do., 2d mort., 94@97; do., 3d mort., 22@35; do., guar., 94@95; Marietta and Cincinnati 7s, 1891, 87@88; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 78@81; do., guar., 97½@99½; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101¼; do., 1890, 100½@101; Baltimore 6s, 1870, 99½@100; do., 1873, 97@101; do., 1875, 99@100¼; do., 1886, 99@100; do., 1890, 102@102¼; do., coupon, 99½@103; do., 5s, 1888-'70, 80@88; City Passenger R. R., 17¾@18¼; Canton Co. 37; @37⅝; Gardner, 0.75@0.95; Gas Coal, 1.00@1.75; Maryland, 0.40@0.45; North State, 0.25@0.25; Springfield, 0.95@1.15; George's Creek, 100@108; Santa Clara, 16½@17; Balt. Chrome, 1.00@1.05; Bare Hill, 2.10@2.50; Atlantic Coal, 0.75@0.80; Mineral Hill, 1.00@1.25; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.75@4.50.

☞ The Delaware and Raritan Canal Company have reduced the rates of toll and tonnage 19 cents per ton on coal passing through their canal.

Free Labor for Tropical Products.

One of the theories on which the defenders of slavery have relied greatly for a vindication of the system, is that in tropical countries voluntary labor cannot be relied upon as means of production, that work must be compulsory, and to be compulsory there must be masters with all the rights and powers necessary to enforce absolute subjection. This has been the doctrine of the South, and not content with enforcing it over that unhappy race which has grown up in its soil, it proposed to extend it everywhere else in the new States and territories, and finally to extend the principle so far as to include in its application all the poor classes of whites, and finally to make labor and servitude synonimous. A document has recently been laid before the British Parliament which throws great light on this part of the subject, treating of the production of three great staples, cotton, coffee and sugar, hitherto supposed to be naturally the exclusive products of slave labor. It appears from this document that the quantity of cotton cultivated by free labor has increased about tenfold in the last twenty years within the British dominions.

In the year 1845 the whole quantity they produced and which was imported into Great Britain was 59,832,148 lbs., while in 1864, it was 549,960,880 lbs., about equal to one half the consumption of that country "in time of commercial activity."

The amount produced in Egypt, Turkey and other countries, by free labor is 300,000,000 lbs., so that the total of imports into Great Britain of free labor cotton in 1864 may be set down as upwards of 800,000,000 lbs. The Bahamas during this period of 20 years have supplied 25,515,168 lbs., and the Bermudas 16,612,096.

In the East Indies the supply has been on "an extraordinary scale of magnitude." In 1865 the whole import of cotton from the three Indian dependencies was but 58,255,306 lbs., while in 1864 it was upwards of five hundred millions of pounds as follows:

Bombay Presidency	....	400,181,376 lbs.
Madras "	....	47,245,296 "
Bengal "	....	54,815,040 "

This increase of production has been going on under all conditions of price. From the year 1845 to 1860 the price was moderate and sometimes very low, and the competition of the Americans supply unchecked. Yet the import from India in 1860 was full 200,000,000 lbs. Under the stimulus of high prices after the rebellion broke out, the production in India has been fourfold, and at the rate of about seventy-five millions of pounds per annum for four successive years.

No one can predict, however, what will be the increase for coming years, under the renewed production of the United States. British capitalists and operators appear to think that the American supply is dubious, that the price will not much decline abroad, and that the production in India will still go on in a large way. We are inclined to the opinion that it will go on under any circumstances, for its culture at almost any price hitherto known in the European market will give good wages to the ryots, who have now learned the value of money, and of increased comforts in living, and will not be likely to abandon these advantages. Cotton has become as important to the health and comfort of the world as food itself, and must continue to have a never-ceasing demand.

Coffee has also rapidly advanced in production by the aid of free labor. Thirty years ago, there was scarcely any of this raised in India and Ceylon. In 1845 the whole quantity was about 23,000,000 lbs., and in 1863 it was upwards of 90,000,000 lbs. This was entirely owing to abundant free labor directed by British capital and skill. With regard to free labor sugar in the British dominions, the product is stated to amount even now to 5,000,000 cwts annually, and is increasing notwithstanding the competition of Cuba and Brazil, where it is still the product of slave labor.

Thus it will be seen that free labor in tropical climates is competent to an increasing and profitable production. On the other hand, as the negroes are unquestionably particularly adapted to labor in those climates, we shall now have the immense advantage of stimulating their industry by the boon of freedom and the possession of their own earnings. As soon as they comprehend their advanced state and new privileges, they will undoubtedly become an industrious and thriving race, and with a genial soil and suitable climate they must add immensely to the products of the Southern States. We therefore look with confidence in a few years to an enormous increase of our sugar, cotton and rice under the advantage of free labor.

Lubricating Oil.

The discovery of petroleum has brought with it a train of useful consequences. We have in it an illuminating agent, a material for the most brilliant colors, and also the best lubricator for machinery. It is well known that the various kinds of oils hitherto used and also the compounds of green with black lead have been tried without fully answering expectation; petroleum of a certain description now comes in, and succeeds to admiration. The article in its best form is to be had at No. 92 Maiden Lane. See card in another column.

☞ Barstow & Edey, a young and enterprising firm, have commenced business as Brokers at 30 Broad street. Their former connection with most respectable houses is a guarantee for their standing and ability.

Atlantic and Great Western Railroad.

At the annual meeting of stockholders of the Atlantic and Great Western Railway Company in New York, held at Jamestown, May 22d, 1865, the following Directors were elected: S. S. L'Hommedieu, Cincinnati; S. Wann, A. M'Andrews, T. W. Kennard, Chas. Seyton, J. Larocque, S. L. M. Barlow, New York; G. Church, P. Church, J. J. Shyrock, William Thorp, Meadville; A. F. Allen, Jamestown; J. H. R. Rose, Cleveland.

Subsequently the Directors met and elected the following officers: S. S. L'Hommedieu, President; J. C. Calhoun, Secretary; J. M. Dick, Treasurer.

☞ The directors of the Western Railroad have voted to increase the capital stock of the corporation by the addition of 5,150 shares of the par value of $100 each, being one new share for every ten of stock held on the 20th ult. Present stockholders have the privilege of taking the new stock until August 1, after which the remainder will be disposed of at auction for the benefit of the corporation.

Interest and Dividends.

The New York, Providence and Boston Railroad Company (Stonington Railroad) has declared a quarterly dividend of 3 per cent., free of government tax, payable July 5.

The New York and New Haven Railroad pays a semi-annual dividend of 4 per cent. on the 17th.

The Lehigh Valley Railroad Company has declared a dividend of 2½ per cent., payable on the 10th inst.

The Norwich and Worcester Railroad Company has declared a semi-annual dividend of 4 per cent, free of tax.

The Delaware Railroad Company has declared a dividend of 3 per cent. for the last six months.

The Worcester and Nashua Railroad Company a dividend of 3 per cent.; Berkshire, 1½; Cape Cod, 3½; Concord and Portsmouth, 3½; Pittsfield and North Adams, 3; Providence and Worcester, 4½; Taunton Branch, 4; Paterson and Hudson River, 4; Paterson and Pamapo, 4; 10th and 11th streets railway, Philadelphia, $2 50 per share.

Orange and Alexandria Railroad.

The Board of Public Works of Virginia, as constituted at present, consists of the Governor, Auditor and Treasurer of the Commonwealth. They have appointed Mr. Phillip Quigley, of Delaware, and Andrew Jamieson, of Alexandria, commissioners to take charge of, repair and operate the Orange and Alexandria Railroad for the best interest of the Commonwealth and loyal stockholders, until the reorganization of the State and the further orders of the Board of Public Works. The repairs of the road will probably be completed within thirty days. Richmond will then be in direct communication with Alexandria via Central Railroad to Gordonsville, and thence by the Orange and Alexandria Railroad to Alexandria.

Toledo, Wabash and Western R. R.

Fort Wayne, July 2.—The stockholders of the Toledo and Wabash, Great Western of Illinois, Quincy and Toledo, and Illinois and Southern Iowa Railroad Companies have, by a nearly unanimous vote, ratified the articles of consolidation agreed to by the directors, and the roads will hereafter be operated under the name of the Toledo, Wabash and Western Railroad Company.

This consolidation forms one of the longest and most important trunk lines in the country, and is the only line between Lake Erie and the Mississippi under one organization and of uniform gauge. On Monday next trains will run through from Toledo to Quincy and Keokuk without change of cars. The directors of the new company met at Fort Wayne yesterday and organized by the election of the Hon. A. Boody as President.

☞ Three splendid cars has just been placed on the Providence Railroad from the Salem Car Manufactory, of which John Kinsman, Esq., for many years connected with the Eastern Railroad Company, is President. The cars will seat 60 persons each, cost $4,500 apiece, have all the modern improvements, raised roof, &c., and are beautifully finished.

☞ The London *Times* says a contract has just been completed for 18 powerful engines for the Great Eastern Railway Company, from the works at Creusot. These will be the first French locomotives that have contested for superiority on an English line.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway for the week ending June 24, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$45,175 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	67,573 00
Total	$116,784 00
Corresponding week, 1864	112,649 00
Increase	$4,135 00

The earnings of the Chicago and Alton Railroad for the 3d week in June, 1865 $97,332 00
Corresponding week of previous year 57,002 00

Increase	$40,330 00

From June 1, to June 23:

1865	$259,367 00
1864	152,343 00
Increase	$107,024 00

The earnings of the Michigan Central Railroad for the 3d week in June, 1865, were $89,640 00
Corresponding week of previous year 60,583 00

Increase	$29,057 00

Journal of Railroad Law.

REDEMPTION OF ROAD FROM MORTGAGE—WHAT THE PURCHASER OF THE EQUITY TAKES.

Many of our great lines of railways run through different states, and from this circumstance, their rights and liabilities are frequently subject to different and diverse rules of law. Thus in the case of Wood *vs.* Goodwin in the Supreme Court of Maine, the question was whether, when a company, whose road lies in two different states, under charters from each of those states, mortgages the whole road and franchise, and their right to redeem in one state is sold on execution, the purchaser of the equity of redemption is entitled to redeem the *whole* road from the mortgage. The court held that he is so entitled. In this case, the bill alleges, that the Great Falls and South Berwick Branch Railroad Company, a corporation established by the laws of the State was seized, Sept. 1, 1854, in fee or otherwise, of a railroad lying within the County of York, and running to the line of the State of New Hampshire, and of the real estate upon which that railroad was located (a particular description of which is not necessary,) as trustees for the Eastern Railroad Company, the said railroad, with the franchise, real estate, easements, &c., to secure certain bonds, some over due, and some not yet due; that, on 1st day of June A. D. 1855, the plaintiff commenced an action against said G. F. & S. B. B. Railroad Company, which was, duly entered in court and such proceedings were had, that, on the sixth day of December A. D., 1857, he recovered judgment against said company for $22,101 damages and $484 58, cost of suit; upon which judgment execution was issued in due form of law, and was placed in the hands of the Sheriff of York County for service; and he seized on said execution all the right in equity which said corporation then had of redeeming said railroad and its franchise from said mortgage, and after due proceedings, sold and executed a deed of the same to the plaintiff, January 1858; that the respondents entered into possession of said railroad, &c., April 20, 1858, for the purpose of foreclosing said mortgage, and had ever since remained in possession; that, on the 20th day of November, 1860, he demanded of them a true account of the amount due on the mortgage, and of the receipts, &c., but that they had neglected and refused to render such account; that the plaintiff is ready to perform all the conditions of the mortgage, and he prays that he may be let in to redeem, that the respondents may be ordered to account, and that, on payment of the amount now due on the mortgage, he may be let into possession.

The answer alleges that the G. F. & S. B. B. R. R. Company, claiming to be the owners of a longer railroad than that described in the bill, extending from a point in Maine, to a point in New Hampshire, made the mortgage referred to in the bill, embracing the portion of the road lying in New Hampshire as well as that lying in Maine, and denies that any separate mortgage of the portion in Maine was ever made; that the respondents have no knowledge that the plaintiff commenced the action, obtained the judgment, or purchased the equity of redemption, as alleged in the bill, save from common report; that he did call upon them by letter for an account as alleged in the bill, and they had not rendered any to him, but that their books were constantly open for inspection, as he well knew; that they took actual possession of said railroad in both states, Dec. 29, 1857, for the purpose of foreclosing said mortgage and fulfilling the duties of their trust; that said possession was commenced, and held under judgments of the courts of Maine and New Hampshire, and that the foreclosure of said mortgage had become absolute long before the plaintiff called upon them for an account; and that they are lawfully in possession of railroad, under said judgments and foreclosure, for the purpose of fulfilling their trust duties; and that the plaintiff will not, upon the payment of what he proposes to pay, be entitled to disturb their possession. A copy of the mortgage, and of the judgments referred to, are annexed to the answer.

The judgment in New Hampshire was rendered by the Court of Common Pleas, holden at Dover in the County of Stafford, on the third Tuesday of August, A. D. 1857. Judgment as on mortgage. Execution issued by which the respondents were put in possession of the railroad, &c., Dec. 29th, 1857. The judgment in Maine was rendered by the Supreme Judicial Court, held at Alfred, in and for the County of York, on the first Tuesday of January, A. D. 1858. Judgment as on mortgage. Execution issued by which the respondents were put in possession of said railroad, April 20, 1858.

The provisions of the mortgage which embraced the road in Maine and New Hampshire, do not become material, except the provision that the mortgagees were to leave the possession and control of the railroad in the mortgagers until condition broken.

The plaintiff introduced attested copies of the judgment, execution, officers' return thereon, and the sheriff's deed to him which it is not necessary to recite, as no question was raised in regard to the regularity of these proceedings.

The opinion of the court was drawn up by DAVIS, J.—This is a bill in equity, to redeem the Great Falls and South Berwick Railroad from a mortgage to the defendants, in trust, to secure the payment of certain bonds. The mortgage was given Sept. 1, 1854. After the bonds first payable become due, the defendants, as trustees, took possession of the railroad for condition broken. The right of redemption was afterwards sold by the plaintiff, upon an execution in his favor against the railroad company; and having purchased the right of redemption himself he demanded an account of the trustees under the mortgage which they neglected to render.

If the special acts of Maine and New Hampshire, passed in 1848, had been fully accepted by the Great Falls and Conway Railroad Company, and the Great Falls and South Berwick Railroad Company, these two companies would have been merged in the new one, by the name of the Portsmouth, Great Falls and Conway Railroad Company. In that case there would be no valid mortgage and no equity of redemption. But as neither of the special acts appears to have been accepted according to its terms, we may assume that the Great Falls and South Berwick Railroad Company continued to exist, and that the mortgage is valid. Nor do we perceive any reason why the plaintiff, upon the case as stated and proved, is not entitled to redeem.

A part of the railroad is within this state, and the other part in New Hampshire. Whether there were two distinct corporations, or one only, under the charters granted by the two Legislatures there was but one mortgage, and that embraced the whole railroad. The plaintiff proceeded upon the assumption that the mortgage was valid. He cannot deny it. He has no claim if it was not, and the mortgage embracing the whole railroad, both in this State and in New Hampshire, the plaintiff must redeem the whole if any. And, in order to do so, he must provide for the whole debt secured by it. For the mortgagees have a lien upon every part of the railroad to secure every part of the debt. A part of the bonds secured by the mortgage are due; the rest have not yet matured. The trustees have taken possession.

It is contended for the plaintiff, that he may pay up the amount now due, and be entitled to take possession, and hold it until the condition shall again be broken by a non-payment of the bonds next maturing. But this is not the case. The trustees having taken possession for condition broken, are entitled under the mortgage, to retain possession until the whole debt is adequately provided for, without requiring them to rely upon the mortgage.

So long as any necessity appears for them to rely upon this security, they are entitled to possession. The plaintiff will not be permitted to eject them, without paying all that is due, and depositing money, or otherwise providing for the payment of the remainder as it shall become due.

But the plaintiff, by paying all that is now due, will save a forfeiture. He will thus be placed in the position of the mortgagers; and the right of redemption will not be foreclosed.

The trustees will be entitled to possession and must account for the earnings. And if the plaintiff shall pay them enough with the earnings to discharge all the bonds as they become due, he will then be entitled to possession. Whether the necessary proceedings have been had to give the plaintiff title to that part of railroad lying in New Hampshire, is a question which the Court in this Sate have no power in this case to determine. A master may be appointed to determine the amount

now due and payable, after deducting the earnings of the railroad since the defendants took possession.

Morris Canal and Banking Company.

We have the report of this company for the fiscal year ending February 28, 1865. From this we learn that the canal was opened for business on the 23d of March, and closed on the 10th of December, making a navigable season of 261 days; during which time there was no serious interruption of the navigation, and boats were seldom, from any cause, impeded in their progress.

The income of the company from tolls and other sources was $590,393 26

And the expenses were:

Repairs of canal & works	$159,995 69	
Operating canal	48,497 92	
Salaries, law and other expenses ...	$32,289 61	
Less gain in int.	2,669 16	
	25,294 94	
Transportation expenses .	2,669 16	
		236,457 71
Balance—profits of the business		$353,935 55
Balance at credit Feb. 29, 1864		16,490 94
		$370,426 49
Dividends on preferred stock		$117,500 00
" consolidated stock		102,500 00
Interest on mortgage bonds		45,330 00
United States taxes		11,902 96
Depreciation of boat stock		2,273 96
Balance surplus		90,919 57
		$370,426 49

The total tonnage on the canal, cleared during the season, amounted to 728,927 tons; exceeding the tonnage of any previous year, and being 5,408 tons more than that of 1863. There was a falling off in the coal trade from the Lehigh region, as compared with 1863, of 24,571 tons, and an increase of 4,988 tons from the Scranton region, making the coal tonnage received from the mines 19,583 tons less than in 1863. This was occasioned by the scarcity of boatmen, and consequent impossibility of keeping all the boats running. The ore tonnage was 32,257 tons in excess of that in 1863.

Two semi-annual dividends of five per cent. each, free from government tax, have been paid during the year on both the preferred and consolidated stocks of the company, and there is left a balance to the credit of profit and loss of $90,919 57 at the close of the fiscal year.

The current expenses have considerably exceeded those of previous years; this has been occasioned to some extent by a much larger amount of renewals of rails on the planes than has ever occurred before in any one year, and also by increased general repairs growing out of curtailment of repairs during the last two years, but mainly by the greatly enhanced prices of all labor and materials during the whole year.

Construction account has been increased during the year $29,175 78; of this amount the sum of $25,398 90 has been expended in enlarging the company's works at Jersey City.

It will be seen by the general statement that the company's works have cost $3,002,205 17, being $2,205 17 more than the sum total of the means provided therefor. It is thus evident that some further provision must be made for future additions and improvements, or else the cost of such additions and improvements must be paid for out of current earnings.

There is now included in the general statement, as a part of the cost of the company's works, $71,891 66 advances on boats and boating stock. As this is money continually being returned to the company in the form of rents collected for the use of the boats, and is constantly fluctuating, it it would be better that it should be represented by a boat loan. It is probable that the interests of the company may require this sum to be increased to $200,000. A distinct loan, to be known as a "Boat Loan," and represented by coupon bonds, having twenty years to run, bearing seven per cent. interest, payable semi-annually, with a sinking fund reserved out of the boat rents sufficient to meet the principal at maturity, would be a good and safe investment, which would undoubtedly be disposed of among the stockholders of the company. This would provide abundantly for increasing the boating capacity, and for improvements for several years to come.

The company's works are all in excellent order, not having sustained any damage by the recent severe freshets. The canal is now open and business being resumed, with the prospect of obtaining a fair proportion of the coal trade of the ensuing season.

Cost of "canal" and appurtenances.		$3,002,205 17
Assets—		
Cash	$24,524 05	
Bills receivable, individ'al accounts, &c	60,151 52	
Materials	10,059 71	
		94,735 28
		$3,096,940 45
Capital stock—		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
Mortgage bonds		761,250 00
Liabilities—		
Bills payable and individual accounts	$39,371 05	
Dividends unclaimed	4,271 83	
Coupons "	1,128 00	
		44,770 88
Profit and loss—surplus		90,919 57
		$3,096,940 45

President and Engineer.—WILLIAM H. TALCOTT.
Vice President.—JOHN D. WARD.
Secretary.—JOHN RODGERS.
Ass't Engineer and Sup't.—A. P. BERTHOUD.

Philadelphia and Erie Railroad.

The liens on this road comprise: A seven per cent. first mortgage on forty miles of road from Sunbury to Williamsport, for one million dollars.

A six per cent. first mortgage on two hundred and forty-eight miles of road from Williamsport to Erie, for five millions of dollars.

A second mortgage on the road, held by the State, and to bear interest from and after January 1, 1872, for four millions of dollars.

A third mortgage on the road bearing seven per cent. interest for three millions of dollars; whole amount of all the mortgages thirteen millions of dollars.

The third mortgage bonds at seventy-five per cent,, at which they have been contracted for by the Pennsylvania Railroad Company, will put the road in efficient condition to earn at no distant day sufficient to pay interest on loans and dividends on capital shares.—*U. S. R. R. & Mining Register.*

☞ A meeting was recently held at St. Louis to consider the subject of completing the projected railroad from St. Paul in Minnesota to that city. Resolutions were adopted in favor of the speedy construction of the line, and for the continuation of such roads as would be necessary to perfect commercial intercourse between St. Louis and the different parts of the State of Iowa.

☞ The Buenos Ayres *Standard* says the project started to connect Valparaiso, along the west coast of South America to Panama, thence to the United States, meets with much favor in the countries interested. R. E. Goldsborough is the Civil Engineer.

Cleveland and Erie Railroad.

The following gentlemen have been elected directors of this road for the ensuing year:

A. Stone, Jr., T. M. Kelly, S. Witt, Geo. B. Ely, H. B. Payne, William Collins, James Miles, J. W. Wetmore, Hamilton White, E. M. Gilbert, Henry E. Parsons, and Wm. Gibson. President—A. Stone, Jr. Vice-President—Sillman Witt. Secretary and Treasurer—George B. Ely. Superintendent—H. Nottingham.

☞ The General Land Office has received a list of lands selected at the land office at Marysville, Cal., by the agent of the Central Pacific Railroad Company, as inuring to said company, under the grant of July 1, 1862, and July 2, 1864, to aid in the construction of the Pacific Railroad, amounting to 55,259 acres. The selections were duly certified to by the register and receivers as free from conflicting claims and subject to selection under the grant, and that their fees had been paid and the other expenses of surveying, &c., duly deposited with the Assistant Treasurer at San Francisco, as required by the act of July 2, 1864.

☞ We are authorized to state that there will be no reduction in tolls and transportation on the Reading Railroad and Schuylkill Canal, on the 1st of July. The trade had hoped that the companies would have found it to their interest to have made a reduction for the months of July and August, but as they have decided otherwise, our operators must govern themselves accordingly.—*Miner's Journal, July* 1.

☞ At a meeting of the directors of the Rome, Watertown and Ogdensburg Railroad, held in New York on the 21st ult., Wm. C. Pierrepont, was re-elected President; Murcellus Massey, Vice President, and R. E. Hungerford, Secretary.

☞ The Richmond *Republic*, of the 27th ult., says the Virginia and Tennessee Railroad will be opened July 15, from Lynchburg to Bristol.

☞ The Government has taken possession of and will run for its own profit the railroad between Danville and Greensboro.

☞ Arrangements have been made for laying down a horse railroad in Quebec, and the rails for the first section of it have already been obtained. It is expected that the line will be in working order the present season.

☞ The Pittsburg *Post* says that a railroad from Oil City to Plumer has been put under contract and will be completed without delay.

☞ The funded debt of Washington is stated at $943,000. The floating debt is $257,000. This shows an increase of $26,000 since 1861.

☞ The Petersburg Railroad is now open through from Weldon to Petersburg. Thence to Richmond the road is in successful operation.

☞ It is expected that the road from Athens, on the Hudson, to Albany, 36 miles, will be completed by the first of September.

☞ The Somerset *Herald* says that the effort to pledge the remainder of the stock of the Eastern Shore Railroad is meeting encouraging success. The Board of Directors should be sustained and upheld in this enterprise.

☞ Capt. Richard Borden of Fall River, has been chosen President of the Cape Cod Railroad Co., in place of Col. Page, deceased.

Atchison and Pike's Peake Railroad.

The Central Branch of the Great Pacific Railroad is rapidly pushing to completion to the Republican river. Fifty miles are certain to be in running order on the 1st of November, and the whole road is to be fully finished to the junction with the south branch of the Pacific Railroad, on said river, within one year more. The road has been pushed forward without noise, but with surprising energy, backed by abundant means. Senator Pomeroy, of Kansas, is the President, and the accomplished engineer, O. B. Gunn, presides over its construction. Atchison is improving fast, and is destined to be a large city.—*Salt Lake Telegraph, May* 20.

Titusville and Union R. R.

At a meeting of the stockholders of this Company, held in Erie, on the 14th June, the following gentlemen were elected officers for the ensuing year: P. Metcalf, President; E. T. Parsons, Vice-President; Thomas A. Scott, W. S. Brown, W. A. Baldwin, J. E. Brown and M. W. Caughey, Directors.

BARSTOW & EDEY,
BROKERS,
NO. 30 BROAD STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, BONDS, GOLD and COMMERCIAL PAPER, Bought and Sold on Commission.

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Late with Messrs. Henry Clews & Co.
ALBERT R. EDEY,
6m-27 Late with Messrs. J. V. Onativia & Co.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO.'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.

Office of the Company, No. 92 Maiden Lane, New York. 3m-27

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1000 Tons, 56 lbs per Yard,
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OLD U. S. TREASURY BUILDING.

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(GLOBE BUILDINGS,)
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AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers.

Interest allowed on Deposits.

Petroleum and Mining Stocks receive special attention.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, June 23, 1865.

DIVIDENDS.—Notice is hereby given that the regular DIVIDEND of TWO AND ONE-HALF (2½) PER CENT. on the Capital Stock of this Company for the quarter ending June 30, inst., has been declared by the Board of Directors payable, free of Government tax, on and after July 17, prox.

The DIVIDEND of THREE AND ONE-HALF (3½) PER CENT. due October 1, 1865, on the Third Mortgage Bonds, has also been ordered paid in anticipation, less Government tax, on and after July 17, prox.

Shareholders and Bondholders registered at New York will receive their dividends at the agency of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., and those registered at Pittsburgh from the Treasurer at that city.

The Transfer Books will close June 30, and will reopen July 18, prox By order of the Board.

4t-26 F. M. HUTCHINSON, Secretary.

J. B. JAMES'
Rosendale Cement Works,
MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address
J. B. JAMES,
39 Cedar Street, New York.

Solid Emery Vulcanite.
WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

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NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

THE CENTRAL NATIONAL BANK,
318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars

3m-19 HENRY A. SMYTHE, Esq., is the President.

W. R. Travers & Co.,
STOCK AND BOND
COMMISSION BROKERS,
19 WILLIAM ST.

WILLIAM R. TRAVERS. JOHN D. PRINCE.

THE
PHILLIPS PETROLEUM COMPANY,
No. 18 Broad Street, New York.

OFFICERS:
THOMAS H. PHILLIPS, President.
DANIEL PACKER, Vice-President.
DAVID M. HUGHES, Treasurer.
THOS. B. LAWSON, Secretary.

This Company owns a large tract of land in the valley of **PITHOLE CREEK** in fee, covering admirable boring ground on the margin of that stream, for the distance of more than a mile; commencing about two miles below the great Fraser Well. Also Fifty acres in fee on Oil Creek about three-quarters of a mile above the celebrated **COQUETTE WELL.** Measures have been adopted by the Company to secure the prompt drilling of **TWENTY-TWO WELLS** on these lands. The present income is about **Seventy-five Barrels of Oil per day.** 3m-13

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WORCESTER, MASS.
MANUFACTURERS OF
IRON WIRE
OF EVERY DESCRIPTION,
RIVET AND WIRE RODS,
Bar Iron & Blooms Rolled to order.
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NEW YORK.

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THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete and Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), at all seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

New York, Saturday, July 15, 1865.

A New Dodge.

In the first issue of "*The Commercial and Financial Chronicle*," published by WILLIAM B. DANA & Co., 60 William street, New York, dated July 1, 1865, will be found an exact copy of our Table of Railroad Earnings; our Table of Mining Stocks; Canal and Navigation Stocks; Preferred and Guarantied Railroad Stocks; City Passenger Railroad Share List; American Railroad Bond List, etc. These tables appear regularly in each issue of our paper, and are corrected as often as are able to procure data for that purpose.

hey have been prepared at a great cost of labor and money to us. They are peculiarly our own. Such wholesale appropriation of the effects of another, it has never before fallen to our lot to chronicle. We should not have been more surprised to have found our office denuded of its types, cases, imposing stones, etc., or our counting room of its furniture. Surely the Industrial, Financial and Commercial public, to which it appeals, will not countenance such an undertaking; or the Railroad, Banking and Insurance interests, after being duly apprised of the proceeding, contributed in any way to the support of such a publication. Honest competition we covet, but we brand this sheet as piratical, and unworthy of the respect of any community.

[From the New York Tribune.]

The United States Telegraph Company.

SIR:—The legal adviser of the United States Telegraph Company has, as you know, after repeated inquiry and nearly a week's delay, failed to obtain from you the name of a person who appended to an article in your issue of June 30, his signature as a "United States Stockholder," and who, throughout the article, assumes to be a stockholder of our company. It is in character that he should desire to conceal his name. Darkness rather than light is the natural preference of a libeler.

The special reference of his article is to a proposed extension of the United States Telegraph Company's lines, recently contracted for, to the Pacific; and it seeks to persuade the public that the Directors of this company, acting fraudulently, have made a contract for that extension injurious to the interests of the stockholders, but specially benefitting themselves and a selected few. It alleges further, against what it calls the "scheming managers" that, on the 1st of February last, they, pretending to pay a dividend from net profits, but having no net profits, did take from the capital stock of the company the sum necessary to pay such dividend; which sum is stated to be four per cent. on $3,500,000.

Inasmuch as this last accusation relates to facts of prior date to the other, it shall be first noticed.

Our company, in its present form, is of recent origin. It was organized on the 3d of August, 1864, under acts of the Legislature of the State of New York authorizing such corporations; and it forthwith united, by purchase, assignment and consolidation, the old United States line from New York to Milwaukee and the lines of several other telegraph companies. These had been in operation for various periods, from six months to two years, and had at the time about ten thousand miles of wire. Our company paid them in its shares; 19,000 in all; amounting, at par value, to $1,900,000.

On this stock, and on no other, the Directors deemed it just on the 1st day of last February (by which time about 12,000 miles of wire were up,) to pay a dividend out of part of the earnings of the line thus consolidated. These earnings were, specifically, as follows:

August, 1864	$27,724
September, 1864	31,111
October, 1864	28,666
November, 1864	29,993
December, 1864	27,700
January, 1865	33,662
Total, first six months	$178,856

The above is *nine and a third per cent.* on the stock in question, and the dividend declared was four per cent.

All this, of course, is of record on the books of the company, accessible, at all times, to any stock holder.

Compare, now, in this matter, the official facts with the allegations and insinuations of one who is not ashamed to confess that, instead of procuring authentic information in the office in which, had he really been a stockholder, he would have had a right to demand it he sought it in "other quarters," where he learned that "suspicion exists."

This anonymous scribbler asserts that out of $174,134 of gross receipts for six months (including one month in which the present company had no existence) the managers paid a semi-annual dividend of four per cent. on *three millions and a half of dollars*; that is $140,000, leaving $34,134 to pay expenses on *twenty thousand miles* of wire.

The exact facts, as above shown, are: that the managers paid out of $178,856 of gross receipts, a semi-annual dividend of four per cent., on *one million nine hundred thousand dollars*, that is $76,000; leaving $102,856, to pay expenses on from *ten to twelve thousand* miles of wire. In other words, *forty-two and a half per cent.* of the earnings was paid out in dividends on the stock which constituted the original purchase fund, and *fifty-seven and a half per cent.* was reserved for expenses. Older companies than ours estimate the expense of maintaining their lines at less than forty per cent.

The public will judge what value to put on mendacious assertions that the company "cannot pay a dividend from their earnings," and that the managers "go on making fortunes," while they "dole out to us" (meaning stockholders of the company) "dividends from the money we ourselves pay in."

But the animus of this affair is still more clearly indicated by the terms of the comparison instituted between our earnings and those of two rival companies. The statement is prefaced with the remark, that "the United States Telegraph Company's wires cover the same territory, substantially, as those of the Western Union and American Telegraph Companies" (the intended inference being, that our earnings and theirs ought to approximate in amount,) and then the article proceeds to show that the earnings of the two companies aforesaid had been, in the last six months of 1864, more than ten times as great as ours—say, $1,791,415 to $174,134. The figures are, as has been shown, incorrect; but the joint earnings of these two companies were, at that time, about ten dollars to our one.

It is but fair and proper here to state what amount of stock these two companies had issued

and were paying dividends on at the beginning of this year. Common report puts the amount of their joint stock at nearly thirty millions. Low's "Telegraph and Railroad Directory," however, states the stock of the Western Union (page 154) to be twenty-two millions, and that of the American Telegraph Company (page 150) to be two millions. Let us, then, suppose the entire stock of both companies, on which dividends were payable, to have been, in January last, twenty-four millions, it follows that their dividends were payable on more than *twelve and a half times* as much stock as ours. And it follows further, that their earnings for six months were less than *seven and a half per cent.* on their stock, while ours were *nine and a third per cent.* on our stock; that is, in each case, on the stock subject to dividend. If, following Lowe's Directory, we have over estimated the stock of the two companies, our statement is open to correction.

Our last six months' operations show regular progress; our gross receipts (with the current month [of July] estimated from trustworthy data) being:

February, 1865	$42,199
March, 1865	50,078
April, 1865	56,085
May, 1865	58,286
June, 1865, a trifle over	60,000
July, 1865, estimated	65,000
Total in six months	$331,648

The amount of stock that will have been expended in construction, up to the first of August next, will be about $3,500,000, and the above earnings amount to *nine and one-third* per cent. on that sum.

The object of our Directors, from the beginning, has been to meet the urgent public demand for increased telegraphic facilities, by constructing new lines and stretching many additional wires on lines already built. Having at the outset with a view to equalize the price of shares in the hands of all shareholders, fixed the original subscription price of shares at two-thirds of their par value, they found no difficulty in placing more than were required, and they have, at this time, at interest, a large amount of cash applicable to the construction of lines in progress. Their ultimate aim is to extend the lines of the company wherever, throughout our country, telegraphic business is to be done.

They were prepared for the obstructions which rival interests have thrown in the way. This last libel in print is a trifle compared to a thousand verbal ones daily repeated; compared too to the various injunctions sued out against our work in Illinois and Ohio, and the fruitless attempt made last Winter to prevent the passage in the Legislature of the latter State of a law granting us equal rights on the railroads.

Time elapsed before these impediments could be overcome, and they seriously retarded the completion of some of our lines. Thus, the line to St. Louis was completed only about three weeks since; while it is less than a week since we reached Cincinnati. Such delays, of course, have considerably diminished our earnings.

When one calls to mind the difficulties and drawbacks inseparable from the beginnings of an enterprise of such magnitude as ours, but more especially the persistent efforts certain to be interposed against it by monopolies unused to opposition, having almost unlimited command of capital, accustomed to control the entire field of operation, and to impose on the public their own conditions of service, without remedy or appeal; and when one finds, in spite of all such heavy drag chains on the wheels, a new company like ours, entering at once on a career of prosperity so steadily progressive, it would be difficult to find more practical or more conclusive evidence that the people of this country have no love for overgrown corporations or overshadowing exclusiveness in any business, but will lend a willing hand and extend a liberal share of encouragement to those who assert the right of competition, and pursue an independent course.

We feel fully assured that popular favor will sustain us in the future as in the past, even though we may just have given new cause of complaint by contracting, without the fear of monopoly before our eyes, with parties too responsible to fail us, for an extension of our lines to the Pacific. And this brings me to speak of the first charge set forth in this tirade against the management of our Company.

The imputation is of the gravest character. A circular had been issued to the Stockholders informing them that they had the right to take, at sixty-six and two-thirds dollars per share, one share of the Pacific Extension Stock for every two shares held by them in our Company. Without pretense of evidence, except suspicion based on the fact that this circular did not specify the cost of the proposed extension line, a charge of gross fraud is brought against our managers. It is alleged that "while Stockholders outside the 'ring' are expected to furnish all the money to build the line, a still larger amount of stock is to be issued to the members of the 'ring,' for which they are to pay nothing, or next to nothing." It is added that if all the Stockholders subscribe under the terms of the notice, it "will give the managers thirteen hundred and thirty odd thousand dollars in cash, while the line, at a most liberal estimate, will not cost so much by several hundred thousand dollars."

I reply that, whether our Stockholders subscribe one dollar or one million dollars to the Extension Stock, it will not give to the managers of the United States Telegraph Company one cent. That stock is to be purchased of the United States Pacific Telegraph Company, hereafter to be spoken of, and the purchase money is payable to them. I urge no one to subscribe for a single share of this stock. It is the privilege of our stockholders to do so, at the rate named, if they see fit; and it was my duty to inform them of the fact. Several have already subscribed from $50,000 to $250,000 each. But if every one of them had declined it would not have affected the interests of our Company in any way; except so far as it would influence the relative amount of stock held by our Stockholders proper, as compared with that to be held by the members of the Pacific Company aforesaid, in virtue of a contract with them hereafter to be noticed; in other words, it merely affected the preponderence of influence as between these two classes of stock. It was, indeed, with a view to retain the control in the hands of the original Shareholders that, in the above-mentioned contract, a provision was inserted securing to our Stockholders the privilege in question.

I reply further that, the slang term "ring," as employed above, has, in this case, absolutely no application whatever. Not a dollar of stock has been issued or is to be issued, whether to members of a "ring" or to any other selection of shareholders, either directly or indirectly, either in the present or prospectively, in virtue of, or in connection with, this Pacific Extension. If, at any time hereinafter, the condition of the Company shall afford legitimate reasons for declaring stock dividends (as other companies have done to a very large amount), these dividends will be declared in favor of *all* our Stockholders, without favor or exception. If the contract for the Pacific Extension is a good one, all Stockholders are equally the gainers; if a bad one, all lose in proportion to the amount of stock they hold.

In point of fact, the only practical question is whether that contract, as finally concluded, is, as regards its rates and its terms, just and advantageous, or the reverse.

The facts in regard to this contract are, briefly stated, as follows:

An extension of our lines to the Pacific was, from the time of our organization, a favorite object. We had secured to us, by act of Congress, a right of way and a grant of land, and of other privileges and franchises advantageous in the building of such a line. The first attempt to contract was made in the beginning of the present year. After several weeks' negotiations the basis of a contract submitted to the Board of Directors by a committee of their own appointment was, with trifling modifications, unanimously adopted and referred to the "Executive Committee," with instructions to conclude a contract in accordance therewith. Such a contract, after much deliberation, was drawn up and referred to the President for execution. But the proposed contractor, disappointed in expected support, failed us, and the negotiation fell through.

In the meantime, there was organized a company, mainly controlled by influential members of the firm of Wells, Fargo & Co., and of the Overland Mail Company, under the name of the "*United States Pacific Telegraph Company*," who had resolved to undertake the construction of such a line. They enjoyed facilities for the task equal or superior to any; and they had determined to prosecute their enterprise in any event, with or without connection with us.

After some negotiation, they offered us the same terms which the Board had already approved, and the contract was again referred to me for execution.

The advantage of contracting with such a Company, payable in our stock, if the contract could be effected on equitable terms, was apparent. Yet I held the matter for some time in consideration, and procured certain modifications in the contract, embodying important privileges, of very considerable value to the Stockholders, before I executed it, about two months ago.

To set forth in detail the terms and provisions of this contract would be manifestly out of place. It would be troubling you with a matter with which the public has no concern. Any of our Stockholders who choose to apply to the proper officers can obtain every particular they may desire, whether in regard to this contract or to the other matters above set forth.

After weeks of negotiation, and of earnest and anxious thought, I consider myself fully competent to say, and thoroughly justified in saying, that the extension contract, as it stands, is a bargain essentially equitable in its provisions, advantageous alike to ourselves and to the parties with whom we contracted, and so conditioned that, in its ultimate issue, neither class of stock is likely to bear an unfair relation to the other, while each party has the great advantage which consolidation, instead of rivalship, affords. It gives me much gratification to know that, among the numerous influential stockholders of our Company to whom I have already had opportunity to explain the particulars of this contract, there is not one who does not cordially approve it. It is due to myself to add that I have no interest to the extent of a single farthing, direct or indirect, immediate or remote, in the company with whom we have contracted. And, so far as I know or believe, the same was, at the time of the execution of the contract, strictly true to all the officers and directors of the company with the exception of the two gentlemen who frankly put their names to the document in question.

Our real offense is, not that we made a contract detrimental to the interests of our Stockholders, but that we made one highly beneficial to them—a contract that procures us a foothold in regions to which telegraphic competition had not yet penetrated, assuring us a first-class double-wire line, between 3,000 and 4,000 miles in length, starting from the cities of Chicago and Atchison, uniting at Fort Kearney, and proceeding thence, through the principal points in the rich mining districts of Colorado and Nevada, and the chief cities and towns of California, and giving us that connection with the Pacific, without which any great enterprise must be unsatisfactory, because incomplete. Rounding and perfecting our system of operations, it places us on an equality with our competitors. Hence these tears.

JAMES MCKAYE, President U. S. Telegraph Co.

New York, July 5, 1865.

P. S.—The authorship of the article, to which the above is a reply, may suggest itself to some of our friends when they are informed that the fol-

lowing was telegraphed over the lines of our neighbors, June 30, as *Associated Press news:*

"THE TRIBUNE this morning publishes an important expose by a Stockholder of the United States Telegraph concerning the proposed extension of that line to the Pacific, which is deeply interesting to capitalists and the public generally."

Railways in Switzerland.

It appears from a report of the Minister of the Interior of the Helvetic Confederation that, at the close of 1864, the total extent of the lines in operation in Switzerland was 818¾ miles. At the close of 1854, only 21⅞ miles were in working, so that, notwithstanding the natural difficulties with which the railway engineer has to contend in Switzerland, 796⅞ miles of the line have been opened up in the last ten years. At the close of 1864, 57½ miles more were also in course of construction. Railways in Switzerland have not, however, been on the whole economically successful.

Catawissa Railroad.

The gross earnings and expenditures of this road for the year ending December 31, 1863 and 1864, were as follows:

	1863.	1864.
Freight on merchandize	$214,222 79	$199,026 46
" on coal	85,493 53	52,957 85
Miscellaneous receipts	7,911 71	35,250 59
Travel	97,475 01	135,509 12
U. S. mail	11,900 00	12,691 66
Total receipts	$417,003 04	$435,435 68
Deduct rents of leased roads	88,413 82	63,392 93
Gross earnings	$328,589 22	$372,042 75
Transportation—freight	$31,141 62	$28,306 62
" passenger	12,007 60	16,795 23
Motive power	70.828 14	104,501 63
Maintenance of way	50,558 44	39.877 81
" of cars	17,126 25	22,444 92
General expenses	18,571 52	21,085 41
Working expenses	$200,233 57	$233,011 65
Earnings after expenses	$128,355 65	$139,031 10
Proceeds of securities, bonds, &c		120,051 39
Balance from 1863 after interest, &c.		57,921 28
		$317,003 77

Less the following amounts—

Coupons paid in 1864	$21,010 00	
Paid on ac't Cat., Williamsport and Erie R. R. Co.	6,656 95	
Dividend No. 1 on pref. st'k	60,795 00	
National tax on gross earnings	4,398 69	
Taxes on real estate	2,392 71	
	$95,253 35	
New work chargeable to construction, viz:		
Branch R. R. to coal mines	$25,051 65	
Roadway & appurtenances	116,647 78	
Equipm't: locomotives, &c.	78,929 03	
	$220,628 46	
		315,881 81
Balance to next account		$1,121 96

The earnings and expenses yearly since the reorganization of the company have been as follows:

Y'r ending Dec. 31.	Gross Earnings	Disbursements—Operat'g.	Rents.	Total.	Net Earnings.
1860 (4 mos.)	$123,142	$30,870	$27,352	$108,172	$14,970
1861	279,076	197,055	59,527	256,585	22,491
1862	414,911	354,003	126,545	480,553	(loss 65,408)
1863	417,003	200,233	83,414	288,647	128,356
1864	435,436	233,012	63,393	296,405	139,031

The falling off in merchandize and coal freight in 1864 is attributed to the great severity of the last months of the year and the consequent interruption of business, and by the suspension of the coal trade from the Lackawanna region.

The financial condition of the company as exhibited in general account is set forth as follows:

	1863.	1864.
Capital st'ck—comm'n	$876,200 00	$955,000 00
" preferred	2,100,400 00	2,131,150 00
Chattle mort. bonds	34,000 00	34,000 00
Real estate mortgage		3,000 00
First mortgage bonds	241,000 00	250,000 00
Total capital acc't	$3,251,600 00	$3,373,150 00
Debt of C., W. & Erie R. R. Co.	15,163 31	6,598 94
Pay rolls and bills for materials	33,372 88	50,074 57
Debts due connecting roads	17,795 56	29,937 39
Accrued interest	7,479 00	9,192 50
Fractional shares	152 47	234 80
Dividend No. 1 on preferred stock unpaid		2,341 50
Liabilities	$73,963 22	$98,379 70
Profit and loss	57,921 28	189,543 60
Total	$3,383,484 50	$3,661,073 30
Road, real estate and coal lands less stock not issued	$2,705,600 00	$2,815,150 00
Equipment	305,000 00	305,000 00
	$3,010,600 00	$3,120,150 00
Expended 1862-'63 & 1864	236,625 01	457,253 97
Construction & equipment	$3,247,225 51	$3,577,403 97
Cash on hand	$55,409 18	$9,246 46
Freight & toll bills due	10,948 88	10,390 58
Materials on hand	31,037 11	35,302 17
Debts due by connecting roads	20,805 03	1,724 75
Individual accounts (U. States, &c.)	14,388 79	9,387 90
Sinking fund	2,470 00	4,985 00
Car loan stock		12,632 47
Susq. R. N. & W. B. Telegr. Co.'s stock	1,200 00	
Assets	$136,258 99	$89,669 33
Total	$3,383,484 50	$3,661,073 30

The condition of the share capital account on December 31, 1864, was as follows:

	Total.	Issued.	Unissued.
Common stock	$1,150,000	$955,000	$195,000
Preferred "	2,200,000	2,131,150	68,850
Total	$3,350,000	$2,086,150	$263,850

The only dividend paid by the company since the re-organization was 3 per cent. on the preferred stock declared in August last. This dividend was made in pursuance of the policy adopted by the company to make the assets complete the necessary improvements on construction and equipment account, so as to leave the profits of the road for the immediate benefit of the stockholders. On this subject the last meeting—

"*Resolved:* That the Directors be and are hereby authorized to repay to the preferred stockholders, any amount of past earnings, which have been expended upon the property of the company, over and above the regular cost of operating and maintaining the same, whenever the net earnings of the road are adequate to regular dividends upon the capital so increased, the same to be paid by the issue of preferred stock, the consent of three-fourths in amount being obtained thereto."

The officers of the company for 1864-'65 are: T. Haskins Du Puy, President; M. P. Hutchinson, Vice President and Secretary; W. L. Gilroy, Treasurer; George Webb, Superintendent; and Samuel V. Merrick, M. P. Hutchinson, James S. Cox, Coffin Colket, of Philadelphia; J. Taylor Johnston of New York, and Charles R. Paxton of Bloomsburg, Pa., Directors.

Company's office No. 424 Walnut street, Phila.

The Pacific Railroad.

The Pacific Railroad is now being constructed through this county with a rapidity almost unparalleled in the history of railroad building. We had hardly begun to realize that the work had commenced east of Newcastle, before the steam horse was snorting on the hill tops at Clipper Gap, in the heart of the mountains, 43 miles from Sacramento and 1,800 feet above the sea. Soon his shrill whistle will be heard at Illinoistown. We learn that the Directors have fixed September 1st for that event, and if it can be accomplished in that time it is sure to be done. The work is heavy, but the force is strong and the zeal is irrepressible. A continuance of the energy now displayed will soon carry the road over the mountains, and then for a rapid race for Salt Lake. The heavy work on the line west of Salt Lake, is right here in Placer county, and is now being vigorously attacked by the company. We never imagined the work would be so heavy, or that it could be completed so rapidly. Persons who have never seen the line before the work commenced, or while it is in progress, can form no correct idea of the immense amount of labor required to construct the railroad over the mountains. But the company do their work well, and when finished it will be one of the greatest feats of railroad engineering in the world. Everything about the road is of the most substantial character. Travellers state that it is not excelled by any railroad in the Atlantic States.—*Auburn (Cal.) Stars and Stripes.*

Grand Rapids and Indiana Railroad.

We are informed, by Hon. T. D. Gilbert, that the work of completing that portion of the Grand Rapids and Indiana Railroad lying between Sturgis and Kalamazoo, has been let to a new and perfectly responsible party, and that quite a large force of workmen have already been placed upon the line. This road must and will be built, sooner or later, and the sooner it is commenced in this locality the better it will be for the Valley City. There is no public enterprise that, when completed, would in our opinion so materially enhance the value of property and permanently secure the rapid and continual growth of this city, as the building of this road. We presume our people are moving, through a committee of good men appointed some time since, in this work, and ere long we shall have a favorable report of what has been and is being done.—*Grand Rapids Eagle.*

Western and Atlantic Railroad.

Only five miles of the railroad between Chattanooga and Atlanta remain to be finished, and the workmen are using every exertion to complete the road, so that the cars can run through by the Fourth of July. Railroad communication from Atlanta to Columbus, Georgia, is now open *via* Opelika. Trains are also running between Opelika and Cheraw, Alabama, forming connection with stages to Montgomery. The railroad from Chattanooga will be completed during the coming week, when there will be direct communication with all parts of the South. The work of practical rehabilitation goes bravely on.—*Nashville Dispatch, July 4.*

Chesapeake and Ohio Canal.

The Board of Public Works of Maryland met at Annapolis, on the 6th inst., and elected for Chesapeake and Ohio Canal officers, the ensuing year, the following named gentlemen: For President, J. Snively, Hancock, Maryland. For Directors—Henry B. Cook, Lawrence Boyle, Lawrence Dawson, Charles Abert, E. F. Anderson, A. O. Green.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th ult., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	224,100	5,628,300	1,737,100	137,700
1865	189,200	1,465,800	1,700,600	150,700
Dec.	31,400	4,183,000	36,500 Inc.	13,300

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 867,500 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June ult., in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	May 1.	April 30.
Flour, bbls	402,100	224,100	189,200
Wheat, bush	5,635,800	5,628,300	1,465,800
Corn, bush	6,814,100	1,837,100	1,700,600
Barley, bush	55,700	107,000	150,700
Oats, bush	2,838,000	2,616,900	2,670,600
Rye, bush	91,200	64,500	90,500
Malt, bush	.....	.....	167,700
Beef, bbls	7,712	5,000	4,680
Pork, bbls	219,000	45,200	13,750
Bacon, lbs	3,002,800	559,300	1,090,900
Butter, lbs	38,400	23,600	40,000
Lard, lbs	16,270,400	694,300	1,423,200
Cheese, lbs	340,400	41,200	196,400
Wool	10,900	23,200	88,500

Journal of Railroad Law.

CONSTRUCTION OF RAILROAD.—DAMAGE TO HIGHWAY.—MEASURE OF DAMAGES.

The case of The inhabitants of Veazie against The Penobscot Railroad Company, very lately decided by the Supreme Court of Maine, contains some interesting points as to the liability of companies for negligent injury to a highway in the construction of the road. The action was to recover damages against the company for constructing their railroad across a highway which the plaintiffs are bound to keep in repair, in such a manner as to render such way unsafe and dangerous for travelers thereon.

The first ground of damages is, the amount which the town has been compelled to pay to one Phillips, and the cost and expenses of defending a suit instituted by him against the plaintiffs, as primarily liable for the injuries caused by the defect. The second ground of damages is, the injury sustained by the town by the digging down, and the cost of repairs of the highway.

The opinion of the Court was drawn up by

KENT, J.—The defendants insist, in the first place, that whatever was done was done in pursuance of their legal right by their charter §8 and by C. 81, §8, of R. S. of 1841.

By the provisions of those Acts, the railroad corporation had an unquestioned right to have their road pass over or under the highway; and for that purpose to raise or lower any part of it. But both by those statutes and by the principles of the common law, the defendants were bound to exercise that right so as not unnecessarily to injure others. Corporations as well as individuals are bound to observe that excellent and compact rule, which has for centuries stood as the guardian and protector of individuals, against the reckless, tyrannical, or careless exercise of admitted rights. When applied to a case like this, it requires that the act permitted should be done in such a manner that the use of the road should not be unnecessarily obstructed, and that reasonable care should be used by the erection of barriers, and otherwise to warn and protect the citizens from danger and injury. The right to make the cut did not give the right to do it without due regard to the public safety; and that required that all proper guards should be erected and continued whenever there was danger of injury to any person by reason of the cut. The charge in this case is, that the corporation made a deep cut partly across the road, which was not well guarded by sufficient railing against accident; and that one Phillips, traveling on the road in the evening, using due care, walked, or fell into the hole or cut so made, and was injured. These allegations, if legally established, bring the case within the rule before stated, and it is not necessary to decide whether the provisions of the Act of 1853, (R. S. of 1857, C. 51, §15,) are applicable to this case. Under that Act, if the crossing had been made without the consent and action of the County Commissioners, or city authorities, as therein set forth, it would have been a nuisance, and of course, an illegal and unjustifiable act. We have considered this point on the assumption that the act of cutting was legal. Lowell *vs.* Boston and Lowell Railroad, 23 Pick., 24; Drew *vs.* New River Co., 6 Carr. & P., 754.

It is further objected that this company is not liable for damages consequent upon the acts or neglects of the persons who had contracted with the corporation to do the work. It is contended that the contract is a legal one, and only authorized a legal act; and that, if the contractors performed this legal act in an illegal manner, the company is not responsible. This point, it would seem, must have been raised and determined when this case was before the Court, at a former term on a statement of evidence offered. The fact that this work was done by contractors, was distinctly stated in that report; and the Court by ordering the case to stand for trial, notwithstanding that fact necessarily determined, that it did not debar the plaintiffs from maintaining this suit.

We are not disposed to discuss at length the questions which have arisen in different Courts in England and in this country, in relation to the limits of the liability of individuals who have contracted with others to do certain work, and by the negligence or fault of such contractors during the progress of the work, injuries have arisen to others. The case on this subject are collected and commented upon very ably by Mr. Justice Thomas, in the case of Hilliard *vs.* Richardson, 3 Gray, 349. When applied to cases between individuals, not involving any question of public right, the rule, that if the injury occurred in the ordinary course of doing the work, and as part of it, the employer may be liable, but if from some irregularity of the contractor outside of his contract, he alone is responsible, may perhaps be the true and just one, where the relation is simply that of a contractor who is to perform his work without any interference or control, or direction by the party employing him. Where such right to direct or control exists, or where the relation is that of master and servant, a different and opposite rule may be enforced.

In the case before us, the company stipulate that the work is to be done "according to the plans and directions of the chief engineer of said company," who is "to be employed and paid by the company. See Wyman *vs.* Pen. & Ken. Railroad Company, 46 Maine, 162.

But we place the decision on this point on the well settled doctrine, that where the Legislature, as guardian of the rights of the public in a highway, permits a corporation or individual to use or interfere with the way, and to obstruct its use on condition, express or implied, that all requisite care is to be taken to protect others from injury, the right thus granted must be exercised by the party to whom it is granted, and cannot be assigned, so as to relieve the party from the faithful execution of the power. The company may doubtless make contracts for the performance of the work; but cannot avoid their obligation to protect the public against danger by the stipulations they may make. The grant of the Legislature is to a known and responsible company as it is to be presumed, over which the Legislature has more or less control. Important rights are to be affected, and it would be a dangerous as well as an unsound doctrine, to allow such a body to transfer their liabilities and obligations to the public and the individual citizens, to irresponsible or transient contractors. In the execution of such a trust or power, the company must be responsible whatever contracts they may make. Hilliard *vs.* Richardson, 3 Gray, 349; Bailey *vs.* Mayor, &c., New York, 3 Hill, 531.

It is settled by various decisions, that where railroads have the power to cut through and alter highways, and in so doing travelers sustain an injury without fault on their part, by reason of an illegal defect, the towns in which the highways are situated are primarily liable for such injuries. Irate *vs.* Gorham, 37 Maine, 451; Willard *vs.* Newbury, 22 Vt., 458; Currier *vs.* Lowell, 16 Pick., 170.

A town thus made liable may sustain an action for indemnity against the railway company, if that company was first and principally in fault, and the wrongful cause of the defect or neglect. The town is compelled by law and public policy to stand as guarantors, or in a position like that of surety for the company, that it shall not be guilty of neglect. When the wrong or neglect is altogether on the part of the company, the town may nevertheless be held to make good the injury to the individual. The liability of the railroad company is to indemnify the town fully for all the damages it has been compelled to pay, and for the costs and expenses reasonably and fairly incurred. Lowell *vs.* B. & L. R. R. Co., 23 Pick., before cited; Duxbury *vs.* Vermont Central Railroad, 26 Vt., 751; Hayden *vs.* Cabot, 17 Mass., 169.

The Judge in this case ruled that the evidence put in was sufficient to authorize a verdict for plaintiffs, and was conclusive upon the defendants as to the cause of the injury to said Phillips, and as to the extent of the damage. The principal point thus raised, is whether the judgment recovered by Phillips against the town, with the parol evidence, is conclusive upon defendants as to the cause and extent of the damage. The rule seems to be established, that when a person is responsible over to another, either by operation of law or by express contract, and he is notified of the

pendency of the suit, and requested to take upon himself the defence, he is not afterwards to be regarded as a stranger to the judgment that may be recovered; because he has a right to appear, and make as full a defence as if he were a party to the record. Coates *vs.* Roberts, 4 Rawle, 100. A judgment after such notice will be conclusive against him, whether he appeared or not; Jackson *vs.* Marsh, 5 Wend., 44; Thrasher *vs.* Haines, 2 N. H., 433.

It must be made to appear that the action is for a cause for which the defendant is liable. We think it does sufficiently appear in this case, that the injury sustained by Phillips for which he sued, was occasioned by the acts or neglects of the railroad company. The declaration in the writ Phillips *vs.* Veazie, sets out substantially, the same defect in the same place in the highway as the writ in this case, viz.—a cut partly across or into the highway, which was not well guarded by sufficient railing. The plaintiffs also introduced parol proof that the locus of the injury to Phillips was where the railroad, as located, crossed the highway, and that the cut was there made by the corporation or its agents.

The two declarations are identical. There is no cause for the injury set out in the first delaration which is not found in the one before us. With the connecting parol evidence, the identity of the cause of action upon which the recovery was had, with that in this case, is sufficiently established.

The defendants contend that they did not have sufficient notice of the pendency of the former suit and therefore are not concluded by it. The notice was given to the President, and to Mr. Wilson, a counsellor of this Court, and a director of the company, on the day before the trial commenced, and Mr. Wilson was present at the trial, and took notes, but no part in the trial. The notice certainly gave but little time for preparation. But the town, so far as it appears, had made all necessary preparations, and the cause was fully and fairly tried. If the company had desired further time for preparation, they should have moved the Court for a continuance, or have notified the town that they desired more time, or in some manner signified a wish for postponement. The fact that a director attended and took notes is important, and shows that that officer of the company had an opportunity to know how the trial was conducted.

The notice requested the company to assume the defence. If they had desired to do so, there was time sufficient to notify the town of that fact, before, or during the trial. No such notice was given, or desire expressed. We think they cannot now avoid their liability on this ground.

The defendants interpose the objection that both the claims sued for are barred by the limitation contained in §11, of C. 81, R. S. of 1841.

That limitation of actions to "one year after the causing of such obstruction," obviously refers to the right of action given in the preceding section, and is restricted to such actions as are brought by the town to recover damages done to the road itself, or for the amount expended by the town in putting the way in good repair after neglect of the corporation so to do. This construction covers the claim in this case, "for the repairs of the cut and road." The action not having been commenced within one year after the obstruction and these expenditures, the limitation applies, and the plaintiffs cannot recover for this item.

The other claim is not for an injury to or expenditures upon the road, but to recover damages from the railroad corporation for which the town was held liable, primarily, by a judgment of the Court. The town could not legally commence the action until the damages to the individual had been ascertained and fixed in some mode, and the plaintiffs held liable therefor. In the 11th section before referred to, the limitation is to one year after the obstruction is caused or created. But if an injury to an individual should happen by reason of such obstruction more than a year after its first creation, the right of action for such injury, against the town or corporation, would not be barred by this limitation of the statute. In this case, the action was commenced within a year after the liability of the town was ascertained and fixed. The right of action then first accrued, and the plaintiffs may recover for this item.

Judgment for plaintiffs for the amount paid to Phillips on his judgment against plaintiffs with interest thereon, to time of final judgment in this case; also for reasonable charges for counsel fees, witnesses, and expenses in defending said suit of Phillips, and interest thereon as above.

Toledo, Wabash and Western Railroad.

We have already announced the organization of this corporation, being a consolidation of the following companies, to wit: The Toledo and Wabash Company, from Toledo to the Illinois State line; the Great Western, from State line to Illinois River at Meredosia; the Toledo and Quincy, from Meredosia to Camp Point; and the Illinois and Southern Iowa, from Clayson (on the Toledo and Quincy) to Hamilton, opposite Keokuk. This consolidation of these companies went into effect on the 1st inst., and the onerous work of arranging and systematizing the operations of the new organization is being pushed forward with all the energy and skill for which its officers are distinguished. It may be some days before all the details of the new arrangement are reduced to complete order, but the delay will not seriously embarrass the traffic of the line.

From Camp Point to Quincy, the Toledo, Wabash and Western Railroad runs on the track of the Chicago, Burlington and Quincy road, in common with that company, and at Quincy connects directly with the Hannibal and St. Joseph road to the Missouri River. At Keokuk connection is made with the Keokuk and Des Moines road.

It is expected that an improved running connection will very soon be secured with the Chicago, Alton and St. Louis road at Springfield, whereby traffic between Toledo and St. Louis will be greatly facilitated. The distance between the two points by this route is only 458 miles, being 67 miles shorter than any other.

The distances from Toledo to the connecting points on the Mississippi River are as follows:

Toledo to Keokuk ..... 475 miles.
Toledo to Quincy ..... 489 miles.
Toledo to St. Louis ..... 468 miles.

The great importance of this arrangement will be appreciated by all who have any knowledge of railroad affairs in the West, and will be seen by any one upon examination of the map. We venture to say that it is not equaled in importance by any similar movement in the Western States. Opening a direct unbroken line from the most western point on Lake Erie to the Mississippi, a distance of four hundred and eighty-nine miles, of uniform gauge and without change of cars, it furnishes facilities for business between those waters far superior to any other route, and presents the longest continuous line of railroad under one management in the United States.

At Logansport, Ind., this trunk line has an important feeder, in the Toledo, Logansport and Burlington line, extending to the Mississippi at Burlington, a distance of 288 miles. An intimate running connection is secured on this route, and a heavy and increasing traffic is expected from it.

We may well congratulate Toledo upon the consummation of this important arrangement. Its bearing upon all the interests of our city can only be estimated now, and will not be appreciated until the increased facilities thereby furnished for trade and commerce between this point and the illimitable West are developed and felt.—*Toledo Blade.*

Atchison and Pike's Peak Railroad.

Under the late reorganization of the Atchison and Pike's Peak Railroad Company, embracing Wm. Osborn, of New York city, as contractor, the company is allowed to place a first mortgage lien on the road as fast as completed, and to use the money derived therefrom for contracting other portions of the work. The new organization has the following officers: General S. C. Pomeroy, President; Willis Gaylord, Vice-President; James Wadsworth, Secretary and Acting Treasurer; Chauncey Vibbard, Chairman of the Executive Committee; O. B. Gunn, Chief Engineer; and Judge Bonney and J. E. Williams, President Metropolitan Bank, New York city, Trustees of Bonds. The company has issued its bonds to the amount of $1,600,000, and Mr. Wheeler, an English gentleman, in connection with Chauncey Vibbard, are the agents for their sale. They are to be sold abroad. It is the determination of the company to push the road with energy.—*Atchison Champion, June 2.*

Virginia and Tennessee Railroad.

We learn that the trains run from Lynchburg, on the Tennessee Railroad, as far as Big Lick, seven miles east of Salem, in Roanoke county. The bridges over and along the line of the road most approximate to the Roanoke, the main stream of which is crossed three times by the railroad, and the south branch of the river once, are not finished. The bridge over New river, on the line of Pulaski and Mercer counties, is completed. We understand, also, that the road is in running order from Bristol to Marion, in Smyth county, and probably to Wytheville. The only repairs, then, to be made are between Big Lick, Roanoke county, and Wytheville. These repairs, it is said, can be effected in from three to four weeks, when the road will be entirely open from Lynchburg to Bristol. This region of country has been the source of large supplies of provisions to the city of Richmond, and the re-opening of this avenue of trade will be gratifying to the people of both localities.—*Richmond Whig, July 6.*

Chicago and Northwestern Railway Case.

Chicago, July 8, 1865.—Judge Davis, in the Supreme Court, gave a decision to-day in the case of Wadsworth against the Chicago and Northwestern Railway, refusing to grant an injunction and receiver, requiring the company to give bonds to protect the unexchanged Galena stock in case the Court should hereafter decide that holders thereof were entitled to recover the money value of the stock at the time of the consolidation, instead of taking shares of the Northwestern Company, as provided by the articles of consolidation.

The decision is considered by the officers of the road as a settlement of the question of consolidation, and reduces the suit to a litigation for the difference in value between the outstanding Galena stock and the present value of the Northwestern stock to be issued in exchange therefor, in accordance with the terms of consolidation, which difference does not exceed fifty thousand dollars.

☞ Cannel coal has been discovered near Grand Rapids Michigan, and the opinion is expressed that the quantity is inexhaustible.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	18c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	500,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C	20,000	5	----	35c
Bare Hill ..... "	----	----	----	220c
Bay State ..... L. S.	20,000	----	5½	11½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1½	----
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	50c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	20
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	220c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	----	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff .. "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	18
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	1c
Franklin ..... L. S.	20,000	----	6½	35
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	7½
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	2
Humboldt ..... "	20,000	----	2	2
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	39½
Indiana ..... "	20,000	----	----	6
Inverness	200,000	----	2½	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	----
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	4
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1
Minnesota ..... L. S.	20,000	----	3½	12½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	21
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	5
Nelson ..... Ca.	200,000	1	----	10c
Nequake ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	3½	35½
Phila. & Boston ... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	12
Pittsburg & Boston "	20,000	----	5½	59
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	59
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	85c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	24
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	50c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	5½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Mc.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossio ..... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	58
Ashburton	50,000	50	----	10
Atlantic & G. C .. Md.	----	----	----	85c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	15
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5
Big Mountain ..... Pa.	----	----	----	4
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	½
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	26½
Fulton ..... "	60,000	5	----	5
Gilbertson	5,000	100	----	51
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	3½
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	65
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	140
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	3½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	29
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Bencon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) .... Cal.	100,000	100	----	13½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	61½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	11½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l'nt in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——				Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6¾	....	41
30 Nov. '64	4.52	——	179	28	..	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	....	55
30 Nov. '64	27 43	——				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	——	7.5				Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	——				Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoll'n)		6	....	46
30 Nov. '64	2.80	——	25	6	..	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	....	
30 Nov. '64	11.75	——	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	——				Malden and Melrose	60,216	200,000	73,100	66 222	20.807	——	——	....	25½
30 Nov. '64	2.97	——				Medford and Charlestown	35,000	23,000	11.000	——	(Middlesex)		——	50	25
30 Nov. '64	31.85	——	341	140	..	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,013	49,081	6	....	50
30 Nov. '64	6.84	——	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	——	3	....	63
30 Nov. '64	5.69	——	75	9	——	Quincy	135,243	71,000	55,533	31,533	28,510	1,369	——	....	....
30 Nov. '64	6.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	....	
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	....	32½
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	....	
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	....	
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	....	
30 Nov. '64	——	——	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	....	
30 Nov. '64	1.53	——				West Cambridge	13,600	13,600	——	——	(Leased)		6	....	47
30 Nov. '64	2.25	——				Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	
30 Nov. '64	11.60	——	5	8	..	Worcester	86,657	75,800	——	53,668	25,453	——	——	....	..
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	.....	.....	——	——	——
						NEW YORK.									
30 Sep. '63	10.76	——	...	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.60	2.80	——	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	——	——	——	——	100	69
30 Sep. '63	24.00	——	...	35	43	Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	——	——	48
30 Sep. '63	56.18	1.90	...	140	29	Brooklyn City	1,331,357	1,000,000	170,000	——	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	...	56	—	Brooklyn City and Newtown	284,765	346,000	136,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	——	10.00	——	——	——	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	....	
30 Sep. '63	——	——	——	——	——	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	——	——	——	——	——	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	16.00	14.00	——	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	.....	19,794	7,008	——	....	
30 Sep. '63	17.50	——	...	...	...	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	——	——	100	69
30 Sep. '63	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	....	
30 Sep. '63	17.33	——	...	91	..	Eighth Avenue (N. Y.)	978,534	800,000	——	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	...	70	..	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	....	
30 Sep. '63	....	....	....	....	....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	4.52	——	——	——	——	Grand St. & Newtown (W'g'g)	.....	.....	.....	.....	.....	.....	8	....	
30 Sep. '63	4.63	——	——	——	——	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	——	——	——	——	——	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	——	——	——	——	——	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	10.00	——	——	34	——	Ninth Avenue (N. Y.)	447,598	795,360	57,000	——	97,241	23,479	——	100	....
30 Sep. '63	——	——	——	——	——	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	
30 Sep. '63	7.50	3.40	...	18	..	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	——	——	——
30 Sep. '63	16.00	——	——	——	——	Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	230,354	51,127	——	100	60
30 Sep. '63	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	——	412,600	99,227	10	100	115
30 Sep. '63	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	16.50	——	...	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	——	682,131	283,079	12	100	240
30 Sep. '63	——	——	——	——	——	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	....	
30 Sep. '63	2.00	3.50	——	——	——	Utica City	2,160	7,080	——	——	1,693	310	——	....	
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	....	
						NEW JERSEY.									
31 Dec. '62	5.32	——	...	7	..	Hoboken and Hudson City	32,000	30,000	——	2,000	.....	.....	.....	....	
31 Dec. '62	8.05	2.50	...	8	..	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	
31 Dec. '62	10.47	——	...	...	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	
31 Dec. '63	17 00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	....
31 Dec. '62	5.80	——	...	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	——	.....	.....	.....	....	
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	49½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	....	....
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	——	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	....	25
31 Oct. '64	8.73	——	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166.776	51,494	20	....	30
31 Oct. '64	11.00	——	...	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	....	18
31 Oct. '64	——	——	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	....	16
31 Oct. '64	11.17	....	...	...	..	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	....	
31 Oct. '64	12.00	——	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	....	
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	....	
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,000	67,930	6,096	——	....	
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	....	10
31 Oct. '64	5.20	——	...	...	..	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	.....	.....	.....	....	8
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	....	13
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	77
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41,269	9,418	5	....	16½
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	——	79,670	21,297	6	....	22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	——	——	162,367	51,179	20	20	48
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	66
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	——	....	15½
						OHIO.									
31 Dec. '62	5.00	——	....	....	..	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	
31 Dec. '62	5.00	——	....	....	..	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	
31 Dec. '62	3.81	——	....	....	..	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	
31 Dec. '62	3.63	——	....	....	..	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	
						MISSOURI.									
30 Nov. '62	8.29	——	....	....	..	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	
30 Nov. '62	3.33	——	....	....	..	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	
30 Nov. '62	4.48	——	....	....	..	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	
30 Nov '62	10.20	——	....	....	..	St Louis	296,604	296,604	.....	.....	.....	.....	.....	....	

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,200	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	99
2d Mortgage	50,800	7	J. & J.	1890	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 ..... registered..	$9,415,250	6	Jan. & July.	1867	115
Loan of March 31, 1848 ..... registered }	8,908,342	6	" "	1868	114
" " " ..... coupon }		6	" "	1868	113
Texas Indemnity, of Sep. 9, 1850 ..... coupon..	342,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered }	20,000,000	5	" "	1874	100
" " " ..... coupon }		5	" "	1874	99
Loan of June 22, 1860 ..... registered }	7,022,000	5	" "	1871	101
" " " ..... coupon }		5	" "	1871	95
Oregon War Debt of March, 1861 .... coupon }	1,016,000	6	" "	1881	106½
" " " " " ... coupon }		6	Yearly.	1881	105
Loan of Feb. 8, 1861 ..... registered }	18,415,000	6	Jan. & July.	1881	108
" " " ..... coupon }		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered }	284,155,650	6	" "	1881	103
" " " ..... coupon }		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered }	514,780,500	6	May & Nov.	1882	105
" " " (5-20s) ..... coupon }		6	" "	1882	106
Loan of March 3, 1864, (10-40s) ... registered }	172,770,100	6	Mar. & Sept.	1904	97½
" " " ..... coupon }		5	" "	1904	98
Loan of March 3, 1864 (5-20s) ..... registered }	90,789,000	6	May & Nov.	1884	----
" " " ..... coupon }		6	" "	1884	105½
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	100
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	100
" " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,534,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	" "	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	999,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	35,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	117
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon }	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... " }		6	" "	'81-'82	95
" — " " " ..... " ..	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'72-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	100
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" — " " ..... "	2,058,173	2½	" "	1856	75
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-------	85
" — " " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon }	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... " }		5	" "	'81-'91	----
" — " " ..... " }		5	" "	'91-'96	----
" — " " (bank) ..... " ..	600,000	5	" "	1891	----
" — " " ..... " ..	67,500	6	" "	'71-'96	100
" — " " (war loan) . " ..	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	62½
" — " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	-------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1885	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1888	----
" — " " (") ..... "	767,560	5	quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	993,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	500,000	5	" "	1893	123½
" — " " (East'rn R.R) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R.R) "	400,000	6	" "	1876	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
— "	247,000	6	June & Dec.	'68-'72	----
—	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	96
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) . "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1883	----
" — " " " "	199,000	6	" "	1883	73
" — " " " "	100,000	6	April & Oct.	1883	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	----	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	74
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	661,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	548,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	100
" " — " " " " "	1,180,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,500,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,898	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	75½
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " (" ") .... "	1,600,000	6	" "	1875	96½
" — " " (" ") .... "	4,095,309	6	" "	1881	93½
" — " " (" ") .... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	---	" "	1868	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	99
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,560,000	5	Feb. & Aug.	1877	89
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	660,000	5	Jan. & July.	1882	88½
" —Bank Charter Loans	500,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	434,444	5	----------	----------	----
" " —Inscribed certificates ...	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1892	72
" — " " (Internal impr.) "	2,061,000	5	----------	Var.	57
" — " " (railroads) ... "	12,799,000	6	----------	Var.	72
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) . "	48,000	6	----------	1890	72
Texas—Had no debt in 1861	-------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'62-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	108½
Virginia—Inscribed certificates (civil)	401,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	59½
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	228,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	351,510	357,656	3,709,970
1865	354,755	383,147	449,814	406,680	460,422	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	76,260	66,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,006	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	152,301	145,542	149,157	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,728	178,786	206,000	224,257	312,165	354,554	320,679	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,595	139,042	134,500	145,839	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,600	102,163	90,621	88,410	130,542	154,084	152,557	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,450	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,598	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	248,331	289,463	186,172	227,260	311,180	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,688	275,506	299,607	473,186	551,122	435,945	404,185	3,975,938
1864	273,876	317,839	390,365	371,461	466,830	565,145	492,054	619,504	655,364	708,714	705,496	545,943	5,902,383
1865	535,675	451,166	506,299	467,710	568,904	727,193	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,853	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,380	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	883,109
1861	85,239	73,918	85,663	90,324	65,302	63,137	52,269	60,365	84,640	98,528	88,401	106,258	955,950
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	166,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,836	185,920	1,579,609
1864	154,058	176,105	203,329	158,077	126,000	100,000	115,815	154,245	182,110	183,649	184,614	208,271	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,705	319,503	372,296	380,343	349,963	330,657	361,819	359,114	455,235	465,959	397,605	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,956	477,642	600,124	587,242	561,448	412,723	5,336,424
1861	404,507	391,932	463,560	547,174	506,610	430,063	372,705	419,010	516,948	719,384	734,108	714,211	6,214,182
1862	609,097	601,596	638,006	626,070	587,416	523,842	595,024	615,962	756,421	885,136	902,906	963,330	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,501	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,192	1,041,975	994,317	1,105,564	1,301,005	1,222,508	1,224,900	1,334,217	13,429,643
1865	908,341	856,039	1,240,624	1,472,120	1,339,270	1,225,528	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	158,164	156,973	170,167	157,443	232,075	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,340	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 908	122,683	114,804	195,299	146,424	178,261	197,762	248,393	2,023,537
1862	307,330	281,568	308,963	202,340	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,955	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,728,140
1864	501,231	472,240	356,626	278,540	281,759	258,040	273,726	306,595	361,600	340,900	340,736	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	168,060	193,921	248,071	259,643	321,059	243,163	226,150	2,664,848
1861	321,844	279,265	229,334	192,054	199,488	177,529	189,250	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,236	372,593	359,463	3,445,527
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,923	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	426,797	466,373	510,100	423,578	640,179	799,286	661 301	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	593,061	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	23,252	25,891	38,579	32,668	29,354	37,271	36,457	46,452	81,329	55,257	48,544	512,218
1863	56,203	53,778	60,540	64,306	55,526	40,706	55,704	52,804	77,112	83,059	76,764	68,889	710,225
1864	77,010	74,409	89,901	72,389	53,993	78,697	91,609	90,972	93,078	93,546	96,908	96,458	1,088,166
1865	98,112	86,626	93,503	82,186	73,842	110,184	.....	.....	.....	.....	.....	.....	.....
Michigan Southern and Northern Indiana:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	57,429	60,229	139,761	142,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,750	130,218	144,916	108,721	76,163	109,661	154,269	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	206,655	138,342	112,918	1,247,258
1864	102,749	116,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	175,506	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,620	145,258	138,084	122,796	101,710	151,170	173,870	218,665	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	176,481	134,668	127,273	196,821	233,851	275,722	203,492	134,972	2,068,896
1861	140,925	116,933	183,170	186,951	170,362	161,391	126,558	178,773	253,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,963	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,624	411,806	4,120,153
1865	368,906	366,361	413 322	366,245	353,194	402,122	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	161,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,468	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,214	346,781	408,445	448,364	405,510	376,470	3,969,010
1865	306,324	270,137	344,223	237,240	401,456	385,663	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	691,920	743,599	709,671	637,792	529,596	6,303,703
1860	387,128	402,690	561,078	585,141	551,700	495,943	544,494	662,382	868,985	819,534	730,736	523,047	7,154,822
1861	489,065	420,798	627,051	689,668	677,073	558,743	523,138	562,076	696,175	927,686	952,960	572,985	7,996,763
1862	749,163	681,956	710,814	770,223	738,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	986,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,460,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	809,478	681,872	915,600	1 360,600	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	148,722	155,827	188,600	215,475	225,464	230,377	248,862	241,695	284,822	293,643	288,619	245,977	2,785,398
1860	163,551	171,841	257,410	248,110	265,011	278,279	314,806	337,496	389,911	388,966	321,206	249,032	3,385,501
1861	161,106	160,588	191,266	252,154	263,917	270,051	289,987	265,286	234,456	276,203	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,286	388,725	414,707	448,994	463,873	466,567	454,826	4,088,637
1863	385,685	361,884	396,771	429,929	505,517	464,809	451,861	574,456	714,302	815,602	748,455	526,009	6,224,087
1864	436,742	532,786	617,021	669,384	757,178	936,188	731,457	1,110,241	1,125,935	754,561	1,032,119	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,938	266,544	231,253	191,188	2,320,344
1861	217,262	202,071	265,735	270,675	216,501	204,778	189,429	248,031	270,066	302,071	262,790	301,958	3,031,767
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,514	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	508,641	625,647	676,560	701,352	691,556	914,062	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,794	123,949	113,077	150,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	208,441	202,966	206,776	2,060,717
1865	170,078	183,903	202,771	169,299	177,628	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,513	42,004	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,256	926,754
1861	59,630	47,043	62,551	76,274	79,278	80,074	92,454	133,722	142,527	152,858	137,086	92,574	1,172,100
1862	82,285	47,142	86,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,555	105,554	116,579	120,595	151,092	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,538	139,026	244,114	243,840	221,570	250,259	265,154	2,090,923
1865	144,064	109,171	155,753	144,001	138,788	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1883	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,706	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1892	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1876	56
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1338.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1338	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Real Estate bonds	47,550	---	----	----	1866	----
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1855	85
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	500,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1865	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1890	----
Converted Sterling Loan	800	5	"	"	1903	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	------	98½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1905	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,305,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	------	----
2d Mortgage	1,000,000	7	----	----	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3163,,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	66,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	98
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	95½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18---	----
2d " ")	----------	8	" "	" "	18---	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,000,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
----------	----------	---	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & May.	New York.	1875	121
Dividend Mortgage	900,000	7	----	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7	----	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'84-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	121,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	89½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,665,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	249,000	7	March & Sept.	New York.	1882	85
2d Mortgage	250,000	7	June & Dec.	" "	------	40
3d Mortgage	642,000	---	----	----------	------	----
Toledo depot bonds	162,500	---	----	----------	------	----
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	104
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	----
3d Mortgage (convertible)	750,000	10	" "	" "	1883	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	244,000	†	----	----------	------	----
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:					------	
State, 1st Mortgage	970,000	---	----	----------	------	----
Endorsed by State of Tennessee	150,000	---	----	----------	------	----
Mortgage (ordinary)	790,388	---	----	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----------	------	----
Endorsed by State of Tennessee	200,000	---	----	----------	------	----
1st Mortgage (after State)	100,000	---	----	----------	------	----
Redeemable in Stock	66,965	---	----	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----------	1891	----
Free Land, 2d Mortgage	----------	8	----	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7	----	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95½
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	560,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	57
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1886	
1st Mortgage	1,800,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	110½
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1866	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1901	90½
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		35½
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1866	96
Extension	116,000	6	May & Nov.	"	1879	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	104
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'62 '67	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	500,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	90½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	100
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1885	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " "	45,550	6	" "	" "	1885	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,926,000	6	June & Dec	" "	1887	92
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	105
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	84
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	84½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	107½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$222,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89½
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1559	98
2d Mortgage	3,077,000	7†	" "	" "	1861	34½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	56
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	350,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'62-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1904	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	405,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	182,400	5	" "	"	1850	----
" 1849, "	2,858,600	6	April & Oct.	"	1870	92
" 1861, "	105,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	98
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	551,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1856	----
Bonds and mort. on Real Estate	696,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1866	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$250,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	61½
2d Mortgage	957,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1865	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1950	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1880	----
2d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	6	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	84
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1566	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1879	"
Sinking Fund Bonds	152,358	7	----	----	----	85
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1873	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	600,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	668,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1865	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1850	55½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,983	565,550	105,258	1,515,704	54.0	.....	101,102	87,886	—	.....
28 Feb '59	30 5	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.6	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.6	23.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,342,506	116.9	.....	505,156	250,269	6	.....
								ARKANSAS.													
3 Nov. '58	58.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	250,251	104,594	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,488	—	307,060	100,000	—	422,200	23.8	46,928	65,000	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	160,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	505,950	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	760,000	156,429	1,644,967	62.0	172,124	212,553	.....	—	117½
30 Nov. '63	8.48	5.8	9.3	—	3	3	—	New Haven and Northampton	2,306,294	28,748	—	1,010,000	650,000	—	2,363,942	.....	.....	156,663	78,631	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,838	270,672	54,299	5	85
31 Mar. '64	61.3	1.0	62.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,238,600	607,000	10,962	3,238,581	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,122	870,000	271,877	1,607,634	54.3	186,631	188,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,566	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	5.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	96.7	—	.....	—	18	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	96.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	42.5	—	23.7	—	...	...	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,178	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,150,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	699,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	5	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	228.8	.....	.....	388,859	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,203,300	4,054,000	—	9,896,568	281.0	1,104,197	2,770,454	1,273,618	7½	100
30 Apr. '64	240.0	000 0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	110½
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,825,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,088,054	448,503	—	29
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	5,000,000	1,450,500	—	9,484,582	228.4	1,212 654	3,259,391	1,891,709	6	106½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,025,400	8,506,000	—	10,952,116	341.7	1,484,065	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	190.0	.....	742,097	377,476	—	85½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,827	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,468,194	8	139
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,380,955	464,000	—	2,933,955	1,391,000	.....	4,344,955	111.0	.....	429,874	210,980	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	38
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,541	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,899	1,689,900	1,262,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,865	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	648,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,879	1,900,150	86,000	—	3,063,108	73 0	370,555	1,007,979	521,254	16	154½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	97,665	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	56.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	206.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,920	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo'a.	458,821	21,356	—	.....
-- -- '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	837,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,220	53,355	4	80
30 Jun. '63	65.1	—	.....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,504	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,505,834	3,930,500	255,670	11,886,430	300 0	841,558	3,261,090	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,518	566,000	339,207	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	306.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,960	108,434	1,710,819	43.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	185.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	.....	340,896	.....	—	.....
31 May '64	234.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	165,225	6,3 5,906	7,740,989	—	15,066,822	329.3	1,556,277	3,417,185	1,607,060	12	106
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.6	2,157,124	4,289,466	1,881,113	7	66½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	576,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,992	6,321,899	236.0	.....	554,542	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,256	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	53.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	53.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,224	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,458,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.2	4	30	420	*Pacific*	11,162,670	602,517	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 788	116,885	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,896	—	.....
0 Sep. '62	86.5	5.6	5.2	—	16	13	219	*St. Louis and Ire Mountain*	[illegible] 3	344,168	—	1,971,127	2,601,000	57,361	5,996,277	90.1	232,631	753,23[illegible]	65,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	164,991	350,853	188,121	6	96
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,664	236.8	1,953,769	4,481,859	3,054,653	6	112
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	.....	.....	.....	.....	—	9¼
30 Nov. '64	26.7	1.8	16.3	—	24	38	534	Boston and Lowell	2,462,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,218	650,999	182,610	8	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	110½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,988,000	202,000	—	3,160,000	27,720	—	3,308,159	61.8	457,640	1,117,340	593,908	9	118
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,982	6	93½
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,286	1,040,189	460,423	6	88
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	102
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,435	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	48,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	5.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	961,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,548	—	243,305	226,000	727	470,931	(Oper. by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	44½
30 Nov. '64	99.8	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,647	77.3	151,327	342,297	134,363	—	40½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,207,520	—	14,986 939	218.0	1,450,223	2,996,854	1,178,712	10	122
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	82½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	58
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	508,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	75½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,128	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,533	—	—
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124.2	.....	5,799,980	1,140,788	35	128½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	68,128	—	54
31 Dec. '64	64.0	26	61.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,600,000	2,000,000	—	9,764,509	90.5	948,218	2,537,184	1,306,630	20	122½
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '64	53.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	53.8	610,427	1,563,607	777,626	10	150
31 Dec. '62	21.8	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	—
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	103
31 Dec. '62	88.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	55	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	.....	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	5	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,569,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	695,428	1,691,944	635,584	10	209
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	43,045,234	807.0	6,916,324	13,429,643	4,594,725	8	78½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	110½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,205,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	46
30 Sep. '64	297.8	258.1	408.3	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	96
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,665	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,965	—	.....
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	988,884	58.2	161,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	388,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	305,558	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	24,273	—	72,886	200,000	66,800	339,186	13.0	43,124	47,308	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,606,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.6	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.8	—	.....	—	28	26	432	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	122
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,594,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	151
31 Dec. '62	67.0	—	.....	13.0	13	5	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	575 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	27	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,091	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	69½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	603,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	103½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	76,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '65	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,402,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,323	*	—	10,379,554	373,487	53,055	11,164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	155.9	52.0	.....	—	53	23	446	Sandusky, Dayton and Cinc.	8,983,578	595,400	102,855	3,260 857	1,491,728	11,190	6,139,662	206.9	388,804	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & N'w'k	2,885,166	*	—	362,571	1,299,100	127,118	2,094,694	126.0	220,717	272,202	92,250	—	.....
31 Dec	98	243.4	.....	—	43	15	999	Toledo & Wabash	10,089,919	*	—	8,427,060	6 659,808	—	10,3	916	290.0	1,244,264	2,040,933	84,402	4½	48

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	.....
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	.....
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*	——	956,900	378,600	——	1,335,600	74.0	176,968	394,952	193,901	8	13½
31 Oct. '64	113.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,450	——	6,832,960	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	——	.....
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,518	42,741	2½	30
31 Oct '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	(5,456	——	.....
31 Oct '64	36 0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,809,665	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	——	20½
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	——	.....
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356.571	698,596	301,041	——	.....
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	——	6,627,050	1,477,000	17,582	8,121,58.	87.5	502,028	2,280,262	1,452,154	20	59
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	27
31 Oct. '64	180.5	——	63.3	——	31	...	51	Mine Hill and Schuylk. Haven	3,700,000	——	——	3,700,000	——	——	3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,105,705	——	6,255 855	69.8	320,638	741.977	346,401	——	24
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,336 315	5,604,810	19,860,06.	16,684,840	——	43,520,356	356.9	5,846,778	14,759 657	4 005,112	10	50½
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	——	1 35•,100	315,•00	——	1,673,100	24.0	253,732	425.147	207,893	8	54
31 Oct. '64	247.6	——	29 1	——	——	——	——	Phila. and (Sunbury) Erie	15,76•,623	——	——	5.013 054	9,940,009	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	——	22½
30 Nov '64	152 0	46.8	208,5	——	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	——	27.716.253	509 5	3,328,229	9,239,341	4 308,150	15	56½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,404	——	245,•95	999,200	250,000	——	1,249,200	28.2	175,447	224,006	477,656	10	148½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,6•7,300	692,000	——	9,349,300	197 0	839,238	2,205 560	1,265,200	10	62½
31 Dec. '64	59.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,446	163,004	——	1,770,414	1,800,000	69,233	3,666,877	72.0	256,176	315,723	101 169	——	9½
31 Dec. '64	468.3	——	108.5	——	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	——	8,181,124	12,657,000	——	23,942,670	468.3	3,940,773	7 1•0,406	3 019 067	10	130
31 Dec. '64	28.0	——	6.2	——	5	-	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lens'd t	o Northu	Cen	87,070	226,318	107,490	10	80
31 Oct '64	26.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,983	——	684,026	1 002,095	162.312	1,855,448	26.4	118,6 8	273,232	142,817	——	.....
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,253	165,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256 800	——	.....	62.0	297,700	421,757	109,155	8½	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	.....
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,268	151,536	6	.....
1 Jan. '59	142.2	21.8	.....	——	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,540	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	.....
31 Dec. '60	136.0	106.0	.....	— —	62	59	790	South Carolina	.....	.....	.....	.....	2,643,883	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	——	.....
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	.....
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	535,554	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	.....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,806,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	——	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,090	.....	.....	.....	.....	.....	——	.....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	.....
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	819,518	.....	59.4	69,570	177,256	60.029	——	.....
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn	892,710	82,908	——	517,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	——	.....
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	66,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	——	——	——	——	——	——	——	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	.....
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	——	——	216,962	413,000	408,477	.....	30.0	.....	1,248	——	——	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	.....
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	.....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,168	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	.....
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,338	90.7	139,877	306,850	167,450	——	.....
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,283,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	.....
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	6,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	.....	1,687,500	ope	r. by Vt.	Central	.....	8	100
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,033,500	*	——	332,000	700,000	.....	.....	ope	r.b. Troy	& Bost.	53,852	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,373	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	226,564	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,763,665	143.2	224,014	560,964	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,680	643,960	96,828	.....	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	80
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	——	.....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	.....
31 Dec. '61	199.9	——	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	.....
31 Dec. '64	191.9	42.5	28.3	——	41	29	690	*Milw'kee and Prairie du Chien*	7,726.273	*	4,323	6,775,773	607,000	.....	8,452,351	234.4	928,183	1,711,281	505,380	——	40½
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,706,720	1,417,000	1,085,328	5,592,471	142.3	466,043	490,597	138,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	.....
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,868	——	.....
31 July, '63	229.0	115.5	68.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,261,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	16	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	407,286	191,132	——	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,006	——	.....
1 July, '61	60.0	——	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,729,282	60 0	.....	132,556	36,670	——	.....
								NOVA SCOTIA.													
Dec. '62	51.5	50.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,181	——	——
								NEW GRANADA.													
31 Dec '62	48.7	——	——	——	11	22	120	Panama	5,000,000	*	* 5,658	5,000,000	3,375,000	——	10,763,723	48.7	.....	5 027,438	1,238,944	18	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	100
Chicago & Northwestern (pref.)	2,400,000	7	5½	64
Cochecho (preferred)	177,750	8	....	....
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,C14	7	3½	72
Elmira,Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	600,000	....	4	46½
Erie (preferred)	8,536,700	7	7	58
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	....	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	40
" " (2d pref.)	3,424,169	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	3	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	87
Pittsfield & North Adams (guar.)	460,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	94
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	....	....	....
" " " (2d pref.)	904,473	....	....	....
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,500,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	——	18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	800,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.	....	....	....	....	....
Erie and Penn.:					
1st Mortgage	782,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,482,274	6	A. & O.	1884	94
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	....	....	97
North Branch:					
1st Mortgage	600,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	57
2d Mortgage	3,980,670	6	J. & J.	1892	78
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	6	J. & J.	1865	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	903,000	6	" "	1878	53
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,223,595	—	....
Delaware Division	100	1,633,350	—	29
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	728,800	3	....
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100	....	—	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" (preferred)	50	2,722,607	—	28½
Susquehanna and Tide Water	50	2,048,260	—	7½
Union	....	....	....	....
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	126
Wyoming Valley	50	700,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	40 — @	45 —
Pig, American, No. 1			36 — @	— —
Bar, Swedes, assorted sizes	(in gold)		— — @	92 50
			—Store Prices.—	
Bar, Swedes, assorted sizes			160 — @	170 —
Bar, English, Refined			105 — @	110 —
Bar, English, common			95 — @	100 —
Scroll, English			140 — @	200 —
Bar, American, Common & Refined			115 — @	120 —
Band, English			155 — @	— —
Horse Shoe			135 — @	145 —
Rods, English			105 — @	125 —
Hoop, English			140 — @	220 —
Nail Rod		per lb.	— 9½ @	10½
Sheet, Russia		per lb.	24 @	25
Sheet, English, Single, Double and Treble			— 8½ @	9½
Sheet, Am., Single Double and Treble			— 8½ @	9½
Rails, English	(gold)	per ton	57 — @	58 —
Rails, American			85 — @	90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 19 @	24
English Spring	(1st & 2d qlty.)	— 12 @	14
English Blister	(1st & 2d qlty.)	— 15 @	20
English Machinery		— 14 @	16
German		— 15 @	17
American, Blister		— 12 @	14
American, Cast, Hammered		— 20 @	22
American, Cast, Rolled		— 13 @	16
American Spring		— 12 @	14
Milan (in bond)		— @	—

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— — @	48
Sheathing, Yellow		— — @	35
Pig, Chile		— — @	—
Bolts		— — @	45
Braziers'		— — @	45
American Ingot	(cash)	— 28 @	29

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	9 25 @	9 50
Spanish		8 75 @	9 —
German Refined		8 75 @	9 —
English		8 75 @	9 —
Bar	per lb.	— — @	12
Pipe and Sheet		— — @	16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	28 — @	28½
Straits		— — @	26½
English		24 @	24½
Plates, Charcoal I. C	per box	12 25 @	13 —
Plates, I. C. Coke		10 25 @	11 75
Terne, Coke		9 25 @	9 62½
Terne, Charcoal		13 — @	13 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash) per 100 lb.	5 — @	5 25
Clinch	(cash)	6 — @	6 50
Horse Shoe, Forged	(cash) per lb.	30 @	—
Wrought, English	(cash)	— — @	50
Aussable Horse, Norway Iron, Forged		— — @	50
Zinc Nails	(6 mos.)	— — @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 33 @	— 33½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 72 @	— 73
Refi'd, in bd. L.S. to pr. Wh.(110@120 test)		— 52 @	— 53
Naptha, Refined (60@63 gravity)		— — @	— 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th 6	F 7.	Sat 8.	M. 10.	Tu. 11.	W. 12.
Atlantic M. S. S. Co	155½	156	156½	157½	158	160
At. & Gt. W. (O) 1st m't	97	....	99	99	....	....
Buffalo, N. Y. & E., 1M.	....	....	93	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	39	42½	42½	42½	41	42
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	99½	99	....	....	....	100
" " pref.	100	....	....	....	....	....
" " 1 M.	....	....	....	98	....	....
" " S. F.	....	....	....	....	....	....
" " Inc.b'ds	85	....	....	....	....	80
Chicago, Burl. & Q.	110	110½	111	110½	111	110½
" " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	27½	28	28½	30½	30	29½
" " pref.	60½	61½	63½	66	65	64½
" " 1st M.	....	....	....	....	84	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	105	106½	108	109½	109½	109½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	131	....	131
Clev. and Pittsburg	70½	71½	70½	71½	70½	70½
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	104	102	102	103	....	104
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	42	42½	44	45½	44½	44
Del. & Hudson Canal	145	....	149	....	....	147
Del., Lack. & West.	....	....	....	....	....	....
" " 1M.8p.c.'71-5	....	....	....	....	....	....
" " 2M.8p.c.'81	101½	....	....	....	....	....
Erie	82	82½	81½	81½	80½	80
" pref.	86	....	88	....	88	....
" 1 M. 7 p.c. '67	....	....	....	....	....	101½
" 2 M. 7 p.c. '79	....	....	....	....	103	....
" 3 M. 7 p.c. '83	....	....	100	....	99½	....
" 4 M. 7 p.c. '80	93	93	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7p.c.'82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	45	50	....	....
" " bonds	....	....	....	....	....	....
Hudson River	110	110½	111½	112	111	110½
" scrip	....	....	....	....	....	....
" 1M.7p.c.'69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	102½	....
" 3M. 7p.c.'75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	134	136	136	138	137	138½
" Can.bd.sc.	....	....	....	....	....	....
" bonds	....	....	....	....	114	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	14	14	13½	....	13½	13½
Michigan Central	108	108½	108	110	108½	....
" S F.8pc.'82	113	....	....	....	....	....
" conv.8p.c.'69	....	....	....	....	....	....
M. S. and N. I.	64	64	63½	66½	66½	67½
" " guar'd.	....	....	....	....	....	....
" " 1M.S.F.	97	97½	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	37	40	....	39½	....	40½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	69	....
" " 1st M.	....	....	....	....	99½	99½
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G.bonds	....	....	....	....	....	....
Missouri 6s	....	78½	78½	78½	....	....
" iss. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	74	....	74	74	....	....
New York Central	96½	97	96½	97	96	96½
" Real Estate	....	....	....	....	....	....
" " 7s, S.F.'76	....	....	....	....	....	106
" " 7s, conv.'76	....	....	....	....	....	....
" " 6s, S.F.'83	....	....	....	....	....	....
" " 6s, S.F.'87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 1M.7p.c.'73	....	....	....	....	....	....
" " 2M.7p.c.'84	....	....	....	....	....	....
" " 3M.7p.c.'87	....	....	....	....	....	....
North Carolina 6s	....	75	75½	74	....	75½
Ohio & Miss. cer.	25½	25½	26	28	26½	26½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	295
Panama	....	....	....	....	290	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	99½	99½	99½	100½	99½	101½
Pitts. Ft. W. & Chicago	97	97½	99	100½	99½	101
" " 1M.	....	....	....	....	103½	....
" " 2M.	....	....	....	....	....	95
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	59½	61½	60	61	64½	64
St. L., Alton & T. H.	....	33	34	37	....	30
" " pref.	....	....	....	....	....	....
" " 1M.	....	....	85½	....	....	84
" " 2M. pref.	....	....	....	....	....	....
" " Inc.b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	....	73½	73½	....	71½	72
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	75	....	....	....	....
" " Int.b'ds	....	....	....	....	....	....
Virginia 6s	....	59½	60	....	....	59½

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th 6	F.7	Sat.8	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s., coup..	97⅛	97⅝	97¼	97⅛	97½	98
U. S 5s, 10-40s, reg.	----	----	----	----	97½	97⅛
U. S. 6s, 1881, reg.	107	106¼	106⅛	----	107	----
U. S. 6s, 1881, cou.	106⅛ x	106¼	107	107	107½	107⅜
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	114⅛	114	----	115	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	113	----	----	113
U. S. 6s, 1 year certif.	----	----	----	98	----	----
U. S. 6s, 5-20s, coupon	105⅛	105⅜	105⅝	105⅝	105⅝	105⅜
U. S. 6s, 5-20s, new	104⅜	105	----	105⅜	105⅛	105
U. S. 6s, " reg.	104⅛	104⅜	----	----	104⅛	104⅛
7.30 Notes, 1st series..	99⅝	100	----	----	100	----
" " 2d series..	99⅛	99⅝	99⅛	----	100	100
American Gold	139⅛	139⅞	----	139⅛	139⅝	141⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	----	----	----	----	25½	24½
Camden & Amboy	128½ x	128½	----	----	129½	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89.	85½	----	----	----	----	----
" mort. 6s,'89.	----	----	----	----	----	98
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'insport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	54⅛	55	55	----	55½	----
" " 6s, '70	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	27	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	57	----	----	55	55
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	24
" " 6s	----	----	85	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56	56	56½	----	56	56½
" 1st m.	102½	----	----	----	----	103
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	92	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	89	89	----	----	90	90⅛
" " new.	93	93⅛	93⅜	----	93⅜	93⅛
Philad., Germ. & Nor.	53⅛	53⅛	----	----	53⅜	54
Phila. & Reading	49⅛	49⅛	49⅛	----	50⅛	49⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70.	92	----	----	----	----	----
Philadelphia & Erie	22⅛	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	97	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	29	28¼	----	----	28⅜	----
" " 6s '82	----	77	----	----	----	78
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	7⅛	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	10
2d and 3d streets, "	----	77	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th 6.	F.7.	Sat.8.	M 10.	Tu.11.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	100	----	----
" " 1870	----	----	----	----	----	----
" " 1890	102¼	102	102	----	----	101
Balt. and Ohio	112	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	100⅜	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W 12.
Boston and Lowell	95	----	----	----	----	----
Boston and Maine	110	----	110	----	110¼	110⅛
Boston and Providence	118	----	----	----	----	----
Boston and Worcest	----	----	----	----	----	129
Cheshire, pref.	----	----	----	43½	----	44
Concord	----	----	----	----	----	58
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	90	----	----	93	----	93½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	102	----	102	----	----	103
Manchester & Lawr'ce	----	105	----	----	105	105
Michigan Central	107	----	----	----	----	----
Northern, N. H.	----	80	79½	----	----	----
Old Colony and Fall R.	102	104	----	104	104	----
Ph., Wil. & Baltimore	----	----	60⅜	----	62½	62½
Portl'd, Saco & Ports.	----	----	96	----	----	96
Vermont & Canada	99½	----	100	100	----	100
Vermont & Mass.	39⅜	40	40⅜	----	----	----
Western	124	----	124	----	----	122
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	65
Metropolitan "	----	----	48	----	50	----
Middlesex "	----	----	59	----	----	63
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	34	----	35	----	----
Isle Royale "	----	----	----	----	11⅞	11⅛
National "	----	----	----	----	----	----
Minnesota "	----	----	----	12	12½	----
Pewabic "	----	----	34⅛	----	36	35⅛
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	53	----	----	59
Rockland "	3⅛	----	----	3	3	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of June:

Maryland 5s	62	to	64
United States 6s, 1881	69⅛	"	70
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	78	"	80
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	52⅛	"	52½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	56	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61⅛	"	61½
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	82½	"	83
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	68	"	68
Do. do. S. F. 1st mort., do., '52 x c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	58	"	58
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 15, 1865.

Stock Exchange and Money Market.

We find the following in a late number of the Philadelphia *News*, a newspaper we always read with interest:

What we want is an appreciation of our currency, so that a dollar bill may not at any one time only buy thirty cents of an article and at another time fifty cents' worth; a rapid reduction of the public debt; a diminution of taxation, &c.—*American Railroad Journal.*

This is without doubt sound doctrine, and we are glad to welcome our able cotemporary back to the true church of those who believe that the more currency we have the cheaper it becomes, and, therefore, the less of the necessaries of life it will purchase. We remember very well when this was the uniform doctrine of the editor of the *American Railroad Journal*, and we regretted very much when we saw him some months since resisting the arguments of those who, like ourselves, sought to induce the Secretary of the Treasury to stand by his record, and begin the retirement of at least a portion of the existing volume of circulation.—[*News.*]

We think the *News* has mistaken the course of the RAILROAD JOURNAL, and we do not wish to be misunderstood. We are not aware that at any time we have advocated an undue expansion of our paper currency, but the contrary. No one who has studied the subject of finance in particular or political economy in general, at least to any good purpose, can advocate with justice an inflation of paper money. But we have defended with all sincerity the conduct of the Treasury in its financial policy, as a matter of pure necessity, always at the same time advocating the earliest possible return to a specie basis. We have always asserted that considering the peril the country was in from the rebellion, the hostility to our republican cause entertained by Foreign Governments, the want of faith in the stability of our institutions in the minds of foreign capitalists and bankers, that we were compelled to look to ourselves, and our own resources and credit, for the means of sustaining ourselves. Therefore, it was we approved of Mr. CHASE'S bold policy, without which we could never have sustained our armies and navy as splendidly as we have done. True, it is the Banking interest clamored for conducting the war on the specie basis, a plan entirely impracticable, for the reason that the banks had never been able to sustain themselves even in an ordinary commercial panic in time of peace, and would have been utterly unable to do so in a case of real pressure. Then too these banks would have been able even for their own bills, to have made their own terms as lenders to the Government even for the inconsiderable sums they would have been able and willing to lend it; and besides, after the Government had accepted their notes, in return for its securities, they would have been soon at a large discount, and finally the banks would not have been able to resume on their own issues at all. We have seen how the southern banks have been ruined by their connection with the rebel government, even before its final collapse. It is the opinion of such financiers as Thos. W. Olcott, whose opinions are always of high authority, that the Banks would have been utterly destroyed if a specie basis had been attempted by the government or themselves, and this we fully believe. It was far better to issue the promises of the government at once for the money it needed, and save the interest on the issue than to pay interest on the notes of the Banks which could not have been reduced in full at any time during or before the war, if an immediate demand for specie had been made upon them. It would indeed in our judgment have been better to have directly issued legal tenders for all the amounts the government wanted, to retain that character as ready and lawful money for a certain term of years, than to be only receivable after that term in payment of subscriptions to 5-20s or 7-30s as was deemed best. Our system of finance would then have been much more simple than it is now, and the Treasury would have largely saved in the Broker's commissions and the other outlays incident to an advertised loan. We should have had but one or two kinds of public loans, which it is true would have had the character of forced loans, but no more forced than taxes. But now that our war expenditures are dimished and diminishing, it is quite

different affair. The revenue for 1865 can not well be less than 350 millions which must be enough to pay the interest on the national debt, maintain the civil list, and support the navy and army in numbers sufficient for all possible contingencies. We see no need of keeping these much beyond the standard which existed before the war, for it is evident that the south has come to its senses, and is filled with bitter regret for its folly. And we think no foreign nation cares to involve itself in war with such a nation as we have proved ourselves to be. And if there be any southern leaders yet unsubdued and unchastised in spirit, they see clearly how utterly unable they would be to again engage in revolt, and how hopeless would be the attempt. The opinions we expressed in 1862 on the economic view of the contest entirely irrespective of all considerations of the question of slavery are those which must forever hereafter be the cool judgment of the American people, now no more to be divided.

We may therefore safely come down at once to the true finacial view of our condition, and hasten back as early as possible to a specie basis. Every fall in gold puts just so much money in the pockets of the holders of legal tenders or bank notes, and just so much increases the purchasing power of paper money. This return to specie payments is due to the morals of the country, which are impaired by the fluctuations in gold and paper as its exponent. Trades' people, all sellers of merchandize have still the excuse of overcharges, and of delays in the reduction of prices in consequence of these fluctuations, a temptation few can resist who have anything to sell.

We think we know Mr. McCulloch's views on these subjects. He was always a hard money banker, and carried the institution over which he presided through a panic of suspension, when other institutions than his own had to succumb, and we believe it is his policy as it is his wish, to come back to the old standard at the earliest opportunity. All his efforts are taking this direction, but first to occupy the position of an honest debtor and cancel all our outstanding engagements which is vital to the present and future credit and character of the government. We therefore may say to our Philadelphia cotemporary, that we do not as we see disagree; if at all, it is as to the past, and not to the present or the future.

The aggregate amount of exports (exclusive of specie) for the week ending July 10th, was $4,063,538, against $4,394,498 in 1864. Since Jan. 1, $84,757,260, against $97,142,440 in 1864.

The imports were $2,764,792 against $3,567,435 same week last year; and since Jan. 1, $82,307,012, against $132,878,470 in 1864.

The imports at Boston from Jan. 1, to July 7, were $11,497,377; and the exports $113,163.

Money is abundant at 5@6 per cent. on call, with occasional loans at lower rates. Exchange is quoted at 109@109½. The balance in the Sub-Treasury on Tuesday was $44,067,964. Gold, 142 @142¼.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. Pref. Cer., 60; Hannibal and St. Joseph L. G. bonds, 95; Indiana 2½ per cent. bonds, 75; Ohio 6s, 1881, 93½; Connecticut 6s, 95; Louisiana 6s, 62½; New York 7s, 1870, 101; Brooklyn Bank Loan, 80; Mariposa 1st mort., 40½; Brunswick City Land Co., 8⅞; Nicaragua Transit, 6; Western Union Telegraph 75@77½; Central Coal Co., 50; American Gold, 141; Smith and Parmalee Gold, 5; Bank of Republic, 109½; 4th National Bank, 99¾; Bank of America, 130; Importers and Traders Bank, 105½; Central Bank, 102, Am. Ex. Bank, 113½; Manhatten Bank, 138; 9th National Bank, 103.

Philadelphia.—Pittsburg 5s, 70; Allegheny Co., coupon 5s, 71; Lehigh Coal and Nav. 6s, 1884, 94; North Penn. scrip, 79; Hestonville R. R., 15; 13th and 15th streets R. R., 20; West Philadelphia, 66; 2d and 3d streets 2d mort., 100; Union Canal, 1⅛; Locust Mt. Coal, 40; Mechanics Bank, 29; Girard Bank, 51½; Farmers and Mechanics Bank, 120; Bank of Northern Liberties, 90; Big Tank Oil, 1; Caldwell, 2; Curtin, 3⅛; Corn Planter, 1½; Dalzell, 3⅜; Duncard, ⅞; Egbert, 1⅝; Eldorado, ⅝; Excelsior, ⅛; Franklin, 1; Junction, 3; Keystone, 1; McClintock, 1⅜; Mingo, 2; Maple Shade, 10½; McIlheny, 2; Oil Creek and C. R., 1⅜; St. Nicholas, 1; Sherman, ¼; Tarr Farm, 1; Tionesta, ⅝; Tarr Home, 4; Walnut Island, ⅝. The latest quotations are: City 6s, 90½@91; do., new, 92@92¼; State 5s, 88@90; do., coupon, 90@90; do., 6s, W. L., 101@101; Phila., Wil. and Balt., 62½; Reading, 50¼@50⅞; do., 6s 1870, 92@94; do., bonds, 91@95; Camden and Amboy, 128¾@129¼; Penn. R. R., 57@57¼; do., 1st mort., 103@103½; do., 2d mort., 99@100; Little Schuylkill R. R., 28@30; Morris Canal, 80@85; do., pref., 122@125; do., bonds, 86¼@96; Wyoming Valley Canal, 54¾@55¼; do., 6s, 92@95; Susquehanna Canal, 7⅞@8¼; do., 6s, 48@48; Sch. Nav., 20¼@23; do., pref., 28¾@29; do., 6s, 1882, 77@77; Union Canal bonds, 18½@19½; Delaware Div. Canal 31¼@32; do., bonds, 84@90; Elmira and Williamsport, 29@30; do., pref., 46@48; do., 7s, 1873, 92¾@100; do., Chattle 5s, 65@80; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 56@57; North Pennsylvania, 23⅞@24; do., 6s, 84@84½; do., 10s, 108@108; Philadelphia and Erie, 22@24; do., 6s, 92@95; Minehill, 55@55¼; Catawissa, 12@12½; do., pref., 24¾@25; Lehigh Valley, 58@59; do., bonds, 94½@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 75@80; Race and Vine, 10@10¼; West Philadelphia, 66@66¼; Spruce and Pine, 20@25; Green and Coates, 31@35; Chestnut and Walnut, 49¾@50; Arch, 17@20; Thirteenth and Fifteenth, 20@21; Girard College, 26@28; Tenth and Eleventh, 48@48⅛; Norristown, 54@54½.

Boston.—Northern (Ogdensburg) 1st mort., 96; do., 2d mort., 34¼; Michigan Central 8s, 1882, 112; do., 1869, 110½; Cheshire R. R. 6s, 1880, 90; Vermont Central 1st mort., 72; do., 2d mort., 21; Boston and Lowell R. R. 6s, 95; Rutland and Burlington 1st mort., 61½; New York and New Haven R. R., 118; Ogdensburg and Lake Champlain R. R., 33; Worcester and Nashua R. R., 82¼; Hannibal and St. Joseph R. R., 40; do., 7s; 91¼; Massachusetts 5s, Bounty Loan, 95¼; do., 6s, 1871, (gold), 104; Connecticut 6s, 1880, 94¾; Roxbury 5s, 83½; Bangor 6s, 1876, 90½; Gardiner 6s, 1870, 91; Malden and Melrose 6s, 1880, 69¼; Boston Water Power Co., 29½; Waverly Co., 3; Union Steamship Co., 114; Bear Valley, etc., Coal Co., 15; Short Mt. Coal, 29; East Mt. Laffee Coal, 4¾; Franklin Coal, 26½; Macomb Lead, 1⅞; South Boston Gas, 101; Malden and Melrose Gas, 62¾; Cambridge Gas, 100; Merchants Bank, 104; Bank of Commerce, 110¾; Webster Bank, 107; State Bank, 103¾; Suffolk Bank, 113; Union Bank, 114¾; Eagle Bank, 110½; Market Bank, 101; Old Boston Bank, 67; Columbian Bank, 109¾; Globe Bank, 125; New Edgland Bank, 114½; City Bank, 98¼; Tremont Bank, 105¼; Fanuel Hall Bank, 116; Brandon Mining Co., 90¼; Bay State, 11¾; Boston, 1½; Copper Falls, 20; French Creek, 50c.; Great Western, 50c.; Humboldt, 2; Hancock, 7⅜; Mesnard, 2; Madison, 2; North Cliff, 1; Phœnix, 12; Superior, 3½; Star, 2½; St. Clair, 3½; Toltec, 2.

Baltimore.—City Passenger R. R., 18; Maryland 6s, 1870, 100; Atlantic Coal, 0.75; Santa Clara, 18⅞; Bare Hill, 2.10; Guilford, 0.50; Penn. Oil, 0.50; Baltimore Chrome, 1.05; Bank of Baltimore, 100½. The latest quotations are: Balt. and Ohio, 112@114⅞; do., 6s, 1867, 98¾@99; do., 1875, 98@100; do., 1880, 98½@98¾; do., 1885, 100@100¼; Northern Central, 44@44; do., bonds, 1885, 86@87; N. W. Va. 1st mort. 95@98; do., 2d mort., 94@97; do., 3d mort., 27½@34½; do., guar., 94@95; Marietta and Cincinnati 7s, 1891, 85@90; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 36@42; Western Md. bonds, 78@80; do., guar., 95@99½; Maryand 6s, coupon, 1870, 100@101; do., Ins., 100@101¼; do., 1890, 100½@101; Baltimore 6s, 1870, 99½@100; do., 1873, 97@101; do., 1875, 99½@100; do., 1886, 100@100½; do., 1890, 101@101½; do., coupon, 99½@103; do., 5s, 1838–'70, 83@90; City Passenger R. R., 18@18¼; Canton Co. 41@42; Gardner, 0.75@1.00; Gas Coal, 1.00@1.25; Maryland, 0.40@0.50; North State, 0.25@0.25; Springfield, 0.90@1.05; George's Creek, 103½@107; Santa Clara, 18¾@19; Balt. Chrome, 0.90@1.25; Bare Hill, 2.10@2.15; Atlantic Coal, 0.75@0.80; Mineral Hill, 1.00@1.25; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.30@4.50.

U. S. 7-30 Notes.

These notes are a very popular investment, and within a few days large amounts have been bought up for German bankers. They are of three classes; the first issue of August 15, 1864, matures August 15, 1867; the second issue of June 15, 1865, matures June 15, 1868, and the third issue of July 15, 1865, matures July 15, 1868. These are all payable in currency at maturity, or are convertible into five-twenty bonds at the option of the holder. The July seven-thirty notes differ from the first and second series, in that they have the following condition printed in red ink across the face of the notes: "The Government reserves the right of paying in coin the interest on this note, at the rate of six per cent. per annum."

☞ Gov. Fletcher, of the Missouri, has issued his proclamation announcing the adoption of the new constitution for that State at the election held on the 6th of June. The total number of votes cast was 85,478, of which 43,670 were in favor of the constitution, and 41,808 against it, the majority by which it was adopted being thus 1,862. It went into operation on the 4th.

European and North American Railway.

The Bangor *Whig* says that "a bargain has been finally consummated between the two companies. The New Brunswick company raises $200,000 in subscriptions; secures the $10,000 per mile subsidy; creates a mortgage on its line for $2,000,000 for the benefit of the American company, which latter company contracts to build the line through from Bangor to St. John. Contractors stand ready to build the New Brunswick portion on the terms of the contract; work to commence as soon as the arrangements are perfected."

☞ The St. John (N. B.) *Journal* has the following in reference to the New Brunswick and Maine (European and North American Railway) companies:

The New Brunswick Company will take $200,000 in stock, paying the same down in cash as required. The Maine Company will find the balance of capital beyond this sum, and the government gift of $10,000 a mile, required to complete the New Brunswick portion of the road to the American frontier; that company having already secured the funds required for its own end of the line, conditionally on the entire line being carried through. The Maine Company will build the road of a character satisfactory to the New Brunswick government and company, and when it is completed they will accept a lease, which the New Brunswick company agrees to grant, of the road, the rent to be sufficient to cover the interest of the stock, minus the government gift of $10,000 a mile. Thus the government subsidy and the New Brunswick subscription list will enable the Maine company to obtain the capital for their line, while they in turn will reciprocate New Brunswick's co-operation, and with characteristic energy make the work a fixed fact.

The length of road to be built within the Province is 88 miles. The route has been surveyed by E. R. Burpee, Esq., C. E., who reports a very favorable line, with a maximum grade of 53 feet to the mile, and without a curve of less radius than 1,637 feet, and which he estimates can be built for $30,000 per mile—making a total cost of $2,640,000. The length of road to be built in Maine is 108 miles, estimated at cost $3,240,000. It is thought that the railway connecion between New Brunswick and Maine will be completed within three years. The promoters of this project are also understood to entertain the idea of constructing the line from Moncton or Schediac to Amherst, under the New Brunswick railway facilities act; so that as matters now stand there seems a probability of there being a direct railway communication established between Halifax and the United States, as soon as the Province of Nova Scotia can complete the line of its railway from Truro to Amherst.

Compound Interest Notes.

These notes are in considerable request for country investors. There are four different issues, and all have three years to run from the date stamped in red ink on their face. The first issue is dated June 10, 1864; the second issue, July 15, 1864; the third issue, August 15, 1864; the fourth issue, October 15, 1864; and the fifth issue, December 15, 1864. The compound interest notes are payable three years from these dates, at which time every $100 will be worth $119 40. Those of June are selling at 2@2½ per cent. premium, those of July at 1¼@1½, the August notes at 1@1⅜, and those of October at ¼@½. In September no compound interest notes were issued, and those of the later dates still pass as currency.

American Securities in Germany.

A letter in the *Evening Post*, dated Altona, near Hamburg, June 24, 1865, thus refers to American securities abroad:

It is highly gratifying to observe here a daily increase in the price and popularity of our stocks. While all other securities are depreciating, only United States stocks seem to gain ground. The largest amount of business done in these securities hitherto was last week—one person having bought the enormous amount of five hundred thousand dollars for himself, beside being a permanent holder to the amount of two hundred thousand dollars. The price on Thursday was the highest yet reached, being 73; they are now at 70, standing firm. Large investments are made in these stocks, and a very good reason for it, as at present rates they will pay about 8 per cent. interest—a price not to be had in any other equally safe investment.

The Germans are a thrifty and safe calculating people, ever choosing the safest and best markets for their products, whether money or goods, and they seem to be, now the war is over, perfectly satisfied to deposit their savings in American Securities. Money is very plentiful in Europe—never more so than at this moment, and at such low rates it is no wonder our bonds are so inviting. With the war over at home, and no difficulties in the way abroad, it is only a wonder that the gold premium should keep up so high as at this moment, as everybody knows there is no actual cause for it. *The best and staunchest men here think the gold premium will decline, and that by October or Christmas United States Stocks will rise to par.*

Patent Metallic Pens.

The advertisement of Messrs. JOSEPH GILLOTT & SONS, will be found in another portion of our present issue. Mr. Gillott respectfully invites the attention of the public to the following numbers of his Patent Metallic Pens, which for quality of material, easy action, and great durability, will ensure universal preference: For Ladies' Use for fine neat writing, especially on thick and highly finished papers. Nos. 1, 173, 303, 604. In extra fine points.—For General Use Nos. 2, 164, 166, 168, 604. In fine points.—For Bold Free Writing Nos. 3, 164, 166, 168, 604. In medium points.—For Gentlemen's Use for Large, Free, Bold Writing. The Black Swan Quill, Large Barrel Pen, No. 808. The Patent Magnum Bonum, No. 263. In medium and broad points.—For General Writing No. 263. In extra fine and fine points. No. 810. New Bank Pen. No. 262. In fine points. Small barrel. No. 840. The Autograph Pen.—For Commercial Purposes the celebrated Three-hole Correspondence Pen, No. 382. Do. Four-hole do. No. 202. The Public Pen, No. 292. Do., with bead, No. 404. Small Barrel Pens, fine and free, Nos. 392, 405, 603. Henry Owen, Sole Agent, 91 John street, New York.

☞ The Post-office Department has now become a paying institution. For the last six months of 1864, its net profits over all expenses were $732,230 60, or at the rate of a million and a half a year. But the profits of the first six months of 1865 will be yet larger. The postal receipts from the States in the Union in 1864 exceeded those of all States in 1861 by $2,972,000. All contracts for carrying the mails in New England and New York have expired, and the Postmaster-General will not enter into new contracts until some uniform system of charge shall have been adopted. At present some roads receive much greater compensation than others, and it is proposed to establish a uniformity of rates of which weight and value is the basis.

Cape Cod Railroad.

The nineteenth annual report of the Directors of this railroad shows that the receipts of the company from May 31 of last year to the same date of the present year were $161,047 10, and that the expenses were $87,926 28—making a net income of $73,120 82. After paying expenses, interest and State and National taxes, the balance was $58,183 94, which shows a decrease in net income of $14,964 50. The debt of the company on the 31st of last May was $92,458 05, being a reduction of the amount equal to $24,842 07. No accident has occurred to any passenger on the road during the year. The road and rolling stock are in good condition. A dividend of two dollars per share has been declared by the Directors.

New Orleans, Jackson and Great Northern Railroad.

MEMPHIS, July 10.—The Superintendent of the Jackson and Great Northern Railroad is now on the line, for the purpose of securing its successful re-opening, with all its former Northern and Western connection. All the money necessary for the repair and equipment of the road is said to have been subscribed, and confident hopes are entertained that by the middle of August it will again be in successful operation.

☞ We are requested to call attention to the letter in another column from Mr. James McKaye, president of the United States Telegraph Company, in which he refutes certain statements made concerning the affairs of the company in a morning journal.

☞ The card of Messrs. WARREN, KIDDER & Co., Bankers and Brokers, No. 4 Wall street, will be found in another column.

☞ The Baltimore and Ohio Railroad Company commenced locating the branch from Washington to Point of Rocks on the 10th inst. Richard Randolph, Esq., has charge of the survey. The length of the road will be about 40 miles.

☞ A large meeting was held at Frankfort, Indiana, on the 24th ult., to promote the building of the Indianapolis and Chicago Air Line Railroad.

☞ The survey of the proposed railroad from Springfield, Ill., to Pana has been completed. Its roadbed cost is estimated at $330,000, or a little over $8,000.

☞ Mr. J. M. DOUGLASS, of Chicago, has been elected President of the Illinois Central Railroad Company, *Vice* WM. H. OSBORN, Esq., who declined a re-election.

☞ D. W. Caldwell, Esq., has been appointed Superintendent of the Central Ohio Railroad.

☞ W. H. Burns, of the firm of L. P. Morton & Co., and W. P. Ellery, with Charles A. Meigs & Son, have been admitted at the Stock Exchange.

☞ Since it has been ascertained that the work upon the Cherango (N. Y.) Canal has fallen short some two hundred thousand dollars of the estimated cost, it has been decided to put the work for ten additional miles under contract.

☞ The railroad ordinance of Missouri was adopted by a majority of 18,167 at the recent constitutional election in that State. The official majority for the new constitution was only 1,862.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending July 1, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$46,599 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	65,682 00
Total	$116,317 00
Corresponding week, 1864	112,879 00
Increase	$3,438 00

The earnings of the Chicago and Alton Railroad for the 4th week in June, 1865.. $84,618 00
Corresponding week of previous year. 46,674 00

Increase $37,944 00

The earnings of the Michigan Central Railroad for the 1st week in July, 1865, were.. $81,309 81
Corresponding week of previous year.. 60,642 28

Increase $20,667 53

The Detroit and Milwaukee Railroad traffic for the 1st week in July was $36,444 00
Corresponding week of previous year.. 23,985 00

Increase $12,459 00

The earnings of the Chicago and Rock Island Railroad for the first week in July, 1865, were $69,700 00
Corresponding week of previous year.. 47,302 00

Increase $22,398 00

The Michigan Southern road earned the first week in July, 1865 $73,372 00
Corresponding week of 1864 64,064 00

Increase $9,308 00

The earnings of the Chicago and Northwestern Railway for the 1st week of July were $153,381 43
Corresponding week of 1864 108,967 93

Increase $44,413 50

The traffic of the Great Western Railroad for the week ending June 30, 1865, was as follows:

Passengers	$29,632 63
Freight and live stock	21,003 31
Mails and sundries	1,438 43
Total	$52,074 87
Corresponding week of 1864	43,335 03
Increase	$8,739 84

The earnings of the Marietta and Cincinnati Railroad for the fourth week in June, 1865, were:

	1865.	1864.
Passengers	$17,500 72	$9,731 44
Freight	15,740 37	15,314 84
Mail, express & telegraph	1,139 14	1,191 11
Total	$34,380 23	$26,237 39
Total this month to date	$110,185 61	$75,055 16
Total for the fiscal year commencing Jan. 1	$544,456 26	$465,769 33

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 30, were:

	1865.	1864.
Passengers	$3,717 40	$3,951 05
Freight	23,225 23	15,749 39
Express	292 80	104 16
Mail	296 58	296 58
Total	$27,532 01	$20,101 18

Receipts from January 1 to June 30:

1865	$298,339 64
1864	268,293 91
Increase	$25,045 73

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of June, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	7,219.42 for	$79,923 75
Acres Int. Fund Lands sold	127.80 for	2,481 88
Acres Free Lands sold..	1,342.77 for	15,915 24
Total sales during month of June, 1865	8,709.99 for	$98,320 87
To which add Town Lot Sales		1,480 00
Total of all		$99,800 87
Cash collected in June		$133,988 71

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$219,856 86
do.	Freight	349,845 80
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of June, 1865.		$590,060 99
Total Receipts in month of June, 1864.		510,099 74

The earnings of the Marietta and Cincinnati Railroad for the month of June, 1865. $110,185 61
Corresponding month of previous year 78,696 92

Increase $31,488 69

The earnings of the Chicago and Northwestern Railroad in June 1865, were $727,192 73
Same period last year 565,145 40

Increase $162,047 33

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of June, 1865, were $402,122 00
Corresponding month of previous year 315,258 00

Increase $86,864 00

The earnings of the Chicago and Rock Island Railroad Company for the month of June, 1865, were $311,180 00
Corresponding month of previous year 243,178 00

Increase $68,002 00

The earnings of the Chicago and Alton Railroad for June, 1865, were $343,985 00
June, 1864 206,090 00

Increase $137,895 00

The earnings of the Michigan Central Railroad for the month of June, 1865, were $365,662 74
Corresponding month of previous year 265,780 35

Increase $99,882 39

☞ The Halifax *Reporter*, referring to the Nova Scotia and New Brunswick delegations to England, says: "It is now certain that the recent visit of Dr. Tupper to Frederickton was for the purpose of arranging joint action between these provinces in reference to the proposed railway from Truro to Moncton. The decision was then arrived at that the work could be much better arranged with the principals in London. Hence the delegation from these provinces. The negotiation for the sale of debentures of sufficient amount to complete the Pictou railway will also engage the attention of our delegates."

☞ The Nova Scotia Gold Mines for the quarter ending March 31, yielded 5102 ounces, 11 dwts., 8 qrs., something above the yield of the corresponding quarter in 1864. The whole number of men employed was 580, and the total number of mines worked. 53.

Interest and Dividends.

The Directors of the Illinois Central Railroad Company have declared a dividend of 10 per cent. in scrip and 5 per cent. in cash, payable on the 1st of August. The books close on the 15th inst., and reopen August 3.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a dividend of five per cent., payable August 1, free of U. S. tax.

The Minehill Railroad Company will pay a semi-annual dividend of 4 per cent., clear of tax, on and after the 13th inst.

The Lehigh and Luzerne Railroad Company has declared a dividend of 3½ per cent., payable on the 17th inst.

The Chestnut and Walnut street Passenger Railway Company a dividend of $2 25 per share.

The Second and Third street Passenger Railway Compnny a semi-annual dividend of 5 per cent., payable on demand, clear of taxes.

The Green and Coates streets Railway Company will pay a dividend of $1 per share, free of tax, on the 21st inst.

The West Philadelphia Passenger Railway Co., a semi-annual dividend of 5 per cent., clear of taxes, payable on the 21st inst.

The Metropolitan Insurance Company have declared an interest dividend of five per cent. on their old stock. They also pay interest from May 25 to July 1, on their new stock, which is all taken, and raises their capital to $1,000,000.

Maine Central Railroad.

The earnings of this road for the year ending May 31, 1865, were:

From passengers	$298,902 35
" freight	170,375 88
" express, mail, etc	20,316 79
	$489,595 02
And the expenses were	270,393 93
Leaving net earnings	$219,201 09

Compared with the previous year, the gross earnings show an increase of $87,570 76, with an increase in expenses of $59,096 30—making the increase in net earnings $28,474 46.

The Directors state that many things have contributed to make the past year a very hard one for the successful management of the road. The price of labor and materials largely advanced, and yet it was found impracticable to advance the rates of fare and freights to meet the increased expense of running the road. The company also suffered from destructive fires on the line of the road, destroying much fence, and other property to a pretty large amount. In view of all the extraordinary obstacles the road has had to contend with, the show of net earnings is very favorable.

Care has been taken, regardless of the usual prices of material and labor, to keep the road in a safe condition, and the rolling stock and depots in proper repair. Quite a number of new cars have been added and others extensively repaired and improved. New depot buildings at Auburn have also been built. Great diligence and active care has been exercised in the management of the road, to maintain such friendly relations with all, as the best interest of all demanded, and the Directors are happy to state that improved relations have been established between their company and the Portland and Kennebec road, which controls, also, the Somerset and Kennebec road.

Committees of the two companies, consisting of the President and Superintendent of each road, were authorized to make an effort to agree on a tariff of fares and freights at competing points, and after a friendly discussion of the conflicting interests of the companies, arranged that the Superintendents, Messrs. Noyes and Morse, should adjust the conflicting interests, and they soon agreed upon a tariff accordingly, and the roads have for several months been running agreeably to such arrangement.

The European and North American Railway Company is moving vigorously for the building and early completion of that great enterprise, in which this State is deeply interested. Massachusetts has shown an interest in that work, and a disposition to aid the company in its efforts. The Federal Government, no doubt, will, directly or indirectly, lend material aid, to hasten forward a work which partakes so largely of a National character. The Directors say, "The stockholders of the Maine Central road cannot be indifferent to the early and complete success of that line of road, connecting as it will with the Maine Central at Bangor. The amount of business it must bring to this road when completed will be very large; as a matter then, of direct interest, we are appealed to render every aid in our power."

About the same amount of repairs have been made upon cars and engines as in the previous year, in addition to which fifteen covered and fifteen platform merchandise cars have been built, and seventeen changed to cattle cars. 18 hand cars and one derrick car have been built, also one large derrick.

Number of miles run by passenger trains within the year, 77,607. By freight trains, 76,833. By all other trains, 17,128. Total miles, 171,568. Tons of freight carried, 73,197. No. of passengers transported, 173,442.

These are about $18,000 due from the United States Government for transportation of troops, but only so much of the same has been included in the earnings as has been audited for payment.

The assets and liabilities of the company are as follows:

Liabilities:	
Bills payable and accounts	$113,548 20
Interest due on bonds and coupons, outstanding	4,700 00
	$118,248 20
Assets:	
Bills receivable and accounts	$22,877 82
Cash	12,787 72
Wood on hand	36,273 79
Materials for repairs	38,456 46
	$109,895 79

The following gentlemen have been elected Directors for the current year:—Ex-Governor A. P. Morrill, R. B. Dunn, J. H. Drummond, E. T. Little, G. K. Jewett of Bangor, M. G. Palmer of Portland, and F. W. Hill of Exeter. At a meeting of the Directors, Ex-Governor Morrill was chosen President, and E. T. Little, Clerk.

The stockholders voted to change the time of the annual meeting to the last Wednesday in February.

☞ Richmond papers announce that the Orange and Alexandria Railroad is in working order as far as Culpepper Court-house, and trains run daily between that place and Richmond.

Virginia Railroads.

ALEXANDRIA, VA., July 7.—The railroads connecting with Alexandria are in a hopeful condition, and it is expected that communication direct with Richmond will be opened by next Monday week. The Orange road unites Alexandria with Lynchburg, and by means of its connections with the Central Railroad, with Richmond, Weldon, &c., and by the Virginia and Tennessee Railroad with Bristol, Knoxville, Memphis and the Mississippi River. At present the road is divided into two parts—first, that south of the Rappahannock in charge of the old company of which J. S. Barbour, Esq., is President, and H. W. Vandegrift, General Superintendent; second, that north of the Rappahannock, in the hands of Messrs. Jamieson & Quigley, agents of the Virginia board of public works. The southern portion and a part of the northern section is already in operation, and it will not be long before the whole is in good running order; when this is accomplished the Alexandria and Washington Railroad is ready to unite a large portion of the State of Virginia with Baltimore and the North, by its connection with the Baltimore and Ohio Railroad. Passengers and freight may then be carried straight through to Richmond, and easy access be had with the most productive and wealthy section of the State.

The Manassas Gap Railroad is in a dreadful condition. The track is entirely gone this side of Strasburg, though the road bed is in tolerable good order, with many of the sleepers and ties remaining. At latest accounts, however, it was stated that the people of the neighborhood were collecting these, and using them for fuel. Owing to a want of finances, the road is beyond resuscitation at present. The directors met a week since, and found that they could do nothing. It was once proposed to unite this road with the Baltimore and Ohio Railroad, by a branch from Winchester to Strasburg.

Southside Railroad.

We understand that President Byrd, of the Southside Railroad, is pushing forward his repairs with all possible despatch, and in a very short time will have a train running from the Junction to the High bridge, and another from the High bridge to Lynchburg, thus forming uninterrupted communication with Richmond and Lynchburg, save the little gap caused by the destruction of the bridge, connection will be made very rapidly by light wagons and good teams. The Orange and Alexandria Railroad is nearly completed. Cars run now beyond Manassas, and it is expected that within ten days trains will be running through to Gordonsville.—*Richmond Republic, July 6.*

☞ An informal meeting was held at the office of J. A. Walters, Esq., in this village, on the evening of the third inst., at which Gen. Curtenius was chairman, and C. E. Miller, secretary. After a full and free discussion of the subject it was resolved that the township of Kalamazoo would do her part toward raising local aid to secure the construction of the division of the Grand Rapids and Indiana railroad between this and the city of Grand Rapids; and a committee of citizens was appointed to visit Grand Rapids for the purpose of agreeing on a plan by which the two places may make a united effort to secure the construction of this part of the road.

The division extending southward to the Airline Railroad is assuming a favorable position. We are informed that the citizens of La Grange and Wolcottville have notified the President of the company, that each has made up the amount required of it—one $40,000, and the other $15,000—which is now ready to be delivered in good individual bonds.—*Kalamazoo Gazette.*

☞ A recent circular from the Comptroller of this State decides that "the capital of the national banks cannot be taxed; but each stockholder in such bank is to be taxed for the amount of his stock as so much personal property at the place where the bank is located. Each bank is required by law to keep a correct list of its stockholders, with the amount of stock held by them respectively, and to exhibit the same to any assessor when requested to do so."

☞ Great satisfaction is expressed at the recent decision of Judge Nelson, of the United States Circuit Court, against the application of the tax of one-twentieth of one per cent. on sales of stocks to sales made by brokers, or other persons for themselves. Any one can sell his own stocks free of tax, but if he employ a broker he must pay the duty of one-twentieth per cent.

☞ Monday, 10th inst., was the day appointed for the departure of the Great Eastern with the Atlantic Telegraph cable on board. It is expected that the Great Eastern will accomplish her voyage in about 14 days, landing the American end of the cable at Trinity Bay about the 24th of this month.

☞ The Illinois Central railroad company have declared the usual half-yearly cash dividend of 5 per cent. on the capital stock, and an extra scrip dividend of 10 per cent. out of the proceeds of land department, to represent an equal sum of cancelled land mortgage bonds paid off with the cash proceeds of land sales since the previous scrip dividend. The official announcement will be found in our advertising columns.

☞ The Pacific Railroad is extending eastward from the shores of the great ocean from which it receives its name as fast as enterprise, energy, money and the combined labor of two thousand five hundred able-bodied men can force it. The road bed is now being constructed through the mountains of Placer county, California, and the locomotive has already reached a point forty-three miles from Sacramento, which is one thousand eight hundred feet above the sea. By September 1 the rails will be laid to Illinoistown.

☞ The overland telegraph line from Russia to America purposes to charge forty dollars for twenty-five words from New York to London, against the Atlantic Telegraph Company's charges, of $100 for twenty words.

☞ Private advices from London state that Nova Scotia railway bonds are now at par and held firmly. Parties in England desirous of purchasing could not get them without an advance on £100 stg.

☞ The surveyors of the Nicaragua route, under Capt. West, arrived at Panama recently and go home on the steamer. They say very little about the result of the surveys. The harbor of San Juan, at last accounts, continued entirely blocked up.

☞ The Fredericksburg *Ledger* says that the Piedmont Railroad, running from Danville, Virginia, to Greensboro', North Carolina, and built during the late war, was taken possession of by the United States authorities on the 24th ult., it being reputed to have been the property of the late Confederate Government

☞ The Schuylkill Valley Railroad between Pottsville and Tamaqua—16 miles—has been completed, and passenger trains commenced running through on the 10th inst. This connection has long been needed, and will be mutually advantageous to Tamaqua and Pottsville.

☞ Wm. A. Crocker has been re-elected President of the Taunton Branch Railroad, A. E. Swasey, Superintendent, and E. Pickering, Treasurer. The earnings of the road for the past year were $110,364 62, and the expenses $86,306 19; net earnings $24,058 43. The total property of the corporation is $309,786 38.

☞ The Pennsylvania Railroad Company are about to extend their branch road which now terminates at the City Gas Works, where they deliver gas coal mined west of the Allegheny mountain, to a point lower down the Schuylkill river, where protroleum is to be shipped in large quantities. They are also preparing to build a branch road direct to the Delaware river, about two miles below the Navy Yard.

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NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row. New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, July 11, 1865.

AT A MEETING of the Board of Directors of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

Resolved, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par. THOMAS E. WALKER, Treasurer.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, June 23, 1865.

DIVIDENDS.—Notice is hereby given that the regular DIVIDEND of TWO AND ONE-HALF (2½) PER CENT. on the Capital Stock of this Company for the quarter ending June 30, inst., has been declared by the Board of Directors payable, free of Government tax, on and after July 17, prox.

The DIVIDEND of THREE AND ONE-HALF (3½) PER CENT. due October 1, 1865, on the Third Mortgage Bonds, has also been ordered paid in anticipation, less Government tax, on and after July 17, prox.

Shareholders and Bondholders registered at New York will receive their dividends at the agency of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., and those registered at Pittsburgh from the Treasurer at that city.

The Transfer Books will close June 30, and will reopen July 18, prox By order of the Board.
4t-26 F. M. HUTCHINSON, Secretary.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,
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THE CENTRAL NATIONAL BANK,

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Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars

3m-19 HENRY A. SMYTHE, Esq., is the President.

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This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Plaster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address, **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 22, 1865.

Atlantic and Great Western Railway.

A crowded and influential meeting of bond and debenture holders of the Atlantic and Great Western Railway was held on the 15th of May, at the London Tavern, for the purpose of hearing from Mr. Kennard, the engineer in chief, a statement of the progress, position, and prospects of the railway now just completed.

The chair was taken by Sir Samuel Morton Peto, Bart., M. P. (chairman of the London Board of Directors,) who rose and said—Gentlemen, Mr. Kennard, the engineer in chief of the Atlantic and Great Western Railway, having arrived in England, after its completion, for the purpose of consulting with the capitalists associated together in connection with that enterprise, as to its connection with other companies, as to rolling stock and other particulars, it was considered a suitable opportunity to give the bondholders and shareholders in the undertaking a means of receiving from Mr. Kennard all the information which it was in his power to give. I propose not to occupy your time by any prefatory remarks of my own. I shall ask for Mr. Kennard's report to the Board of Directors to be read by Mr. Satterthwaite. After he has read that report Mr. Kennard will present himself to you, and I can only say that the more questions you ask him the better. The anxious desire of every one in connection with the undertaking is that the earliest information should be afforded, and that you should know as much as any of us know ourselves.

Mr. Satterthwaite then read the following report of Mr. Kennard to the Board of Directors:

To the Directors in London of the Atlantic and Great Western Railway:

GENTLEMEN:—I have the satisfaction to report the completion of the main line of the Atlantic and Great Western Railway, including the extension to Cleveland, the Western Coal-fields and Silver Creek branches, with all necessary stations, sidings, water-tanks, &c.

The total length of the Atlantic and Great Western Railway now completed is—Main line, Salamanca to Dayton, 386 miles; Cleveland Extension (broad gauge) 51; Western Coal-field Branch (Franklin to Oil City,) 32; Silver Creek (Coal Branch,) 6—total, 475 miles. Extensions partially constructed; Buffalo Extension, 70 miles; New Lisbon (Coal Branch,) 30; Erie and Niagara, Canada, 32—total, 132 miles. The company has also, under lease for 99 years, the Mahoning Railway, 81 miles—grand total, 688 miles.

The present position of the rolling stock is as follows:—Locomotives in use, 91; do. under construction, 35; passenger cars, 90 passengers each, 51; do. under construction, 40; baggage and mail cars, 16; freight cars, carrying 12 tons each, 2,566.

The engagement with the Erie Railway, to supply rolling stock to the extent of $5,000,000, for the purpose of the through traffic between New York and Cincinnati, is being faithfully and energetically fulfilled by that company.

The receipts from traffic upon the portion of the line in operation have been as under:—

Year.	Miles worked.	Av. receipts per month in dollars.	Per mile per week.	In sterling at 4s. to the dollar.
1862.....	60	$16,295	$68	£13 12 0
"	127	47,190	93	18 12 0
1863.....	127	57,566	113	22 12 0
"	227	86,177	95	19 0 0
"	252	154,179	153	30 12 0
1864.....	322	309,164	240	48 0 0
1865.....	322	399,581	310	62 0 0

The receipts per mile having doubled from January, 1864, to March, 1865.

The through freight and passenger traffic to Cincinnati will be partially opened during the present month, when about 184 miles additional will be brought into active operation. Occasional freight trains have been running to Dayton for some weeks.

The receipts, though derived almost exclusively from local sources, are greatly in excess of my original estimates, which were based on a traffic to be expected from the whole system; and experience shows that these results, although great beyond all expectation, must be considered only as a bare indication of the progress of the railway when completely developed.

In considering the present and future revenue of the railway I may here refer to the subject in which the bondholders are particularly interested, viz., the sufficiency of the revenue to meet the interest upon the various obligations of the company. The following statements cannot fail to convince you that the most abundant security exists for the payment of interest, and that a large surplus must remain for dividends on shares:—

1. For the purpose of comparing the net revenue with the amount due for interest to the bondholders I will take the bonded debt at £7,000 per mile, and the amount representing the portion of the line in operation at £2,254,000 the interest upon which is £157,780. The earnings for the month of March last, the latest month for which completed returns have been received, although they were injuriously affected by unprecedented floods, were $449,815, or in sterling at the present rate of exchange, say 3s. to the dollar, £809,640 per annum; and deducting 60 per cent. for all expenses, the surplus, after payment of interest upon the debts of that portion of the line in operation, amounts to £164,550 per annum.

2. It is clear, therefore, that the present revenue, although derived from little more than half the mileage of the railway, and without the advantage of the through traffic, is sufficient to pay the interest on the whole debt of the entire line, with a surplus exceeding £30,000 per annum.

3. On completion of the whole system of the railway, and taking the traffic per mile, only as actually existing in March—

688 miles will produce per annum	$11,537,944
Deduct working expenses 60 per cent.	$6,919,766
Rent of Mahoning line	286,000
	7,205,766
Net earnings per annum	$4,327,178
Which, at an exchange of 3s. 4d. to the dollar, is	£721,196
Or at the ordinary exchange of 4s. is...	865,435
Estimating that the bonded or preference debts on completion of the works will reach £5,500,000, the interest at 7 per cent. will absorb	£385,000
Leaving for dividends on shares at an exchange of 3s. 4d	£336,196
Leaving for dividends on shares at an exchange of 4s.	£480,435

The extraordinary progress of the traffic may very easily be accounted for by reference to the

map, which shows that the Atlantic and Great Western Railway occupies the most prominent position on the continent of America, affording an unbroken gauge of 1,200 miles through the wealthiest districts of the United States, from New York on the Atlantic, to Cincinnati on the Ohio, and St. Louis on the Mississippi, in the southwest, and to Cleveland on Lake Erie, in the northwest, embracing practically the whole traffic of the country, and making connections with the following important railways:—.

At Salamanca, with the Erie Railway; at Corry, with the Oil Creek Railway and the Philadelphia and Erie Railway; at Meadville, with the Franklin and Oil City Branch of the Atlantic and Great Western Railway; at Cleveland, with the Cleveland and Toledo Railway; at Greenville, with the Erie and Pittsburg Railway; at Ravenna, with the Cleveland and Pittsburg Railway; at Akron, with the Cleveland, Zanesville and Cincinnati Railway; at Mansfield, with the Pittsburg, Fort Wayne and Chicago Railway, and the Sandusky, Mansfield and Newark Railway; at Galion and Marion, with the Cleveland, Columbus and Cincinnati Railway, and the Bellefontaine Railway; at Urbana, with the Great Central Railway and the Sandusky, Dayton and Cincinnati Railway; at Springfield, with the Springfield and Columbus Railway, Springfield, Mount Vernon and Pittsburg Railway, and the Sandusky, Dayton and Cincinnati Railway; at Dayton, with the Dayton and Michigan Railway and the Indiana Central and Dayton and Western Railway; at Cincinnati, with the Ohio and Mississippi Railway, Indianapolis and Cincinnati Railway, Kentucky Central Railway, and the Louisville, Memphis, and New Orleans steamers.

One most important feature, in considering the future prospects of the railway, has yet to be referred to. It has not yet benefitted by the intercourse which, under ordinary circumstances, exists between the Northern and Southern States of America, and its geographical position is such that it cannot fail to derive immense benefit from the traffic which must inevitably arise upon the restoration of peace.

The works over the whole railway, on which the maximum gradient is 1 in 100, with extremely easy curves, and no tunnels, have been executed in the most substantial manner, including permanent way, ballasting and fencing. The rolling stock is first class in every respect.

The railway was constructed in three divisions, having separate organizations, rendered necessary in consequence of the line passing through three States, having distinct laws. Now that it is completed, it is obviously advantageous that the railway should be amalgamated into one system. The necessary legislative measures have been obtained, and an issue of consolidated mortgage bonds of the whole undertaking can now be made. This will enable the directors to call in, for exchange into such consolidated bonds, the various classes of securities which have been from time to time created. It will, of course, be at the option of the holders of the existing bonds to concur in this arrangement, but the value of the measure is so great, both as regards economy in the management of the company's affairs and the marketability of the stock, that it cannot fail to be generally acted on.

I have only to add that the administration of your property in America is concentrated in the hands of Mr. S. S. L'Hommedieu, President, and Mr. Daniel M'Laren, Superintendent. No gentlemen in America stand higher in public or private estimation, or have had larger experience in railway business. I am, gentlemen, most faithfully yours,

THOMAS W. KENNARD, Engineer in Chief.

Mr. Kennard came forward, the Chairman saying—I have the pleasure of introducing to you Mr. Kennard, and I beg that you will ask him all the questions which strike your own minds, and use the utmost freedom in doing so; but I hope you will bear in mind that it is advisable that only one person should do so at a time, the object being to give the largest possible amount of information.

Mr. Kennard then said—Gentlemen, in presenting myself before you to-day, I do not come to make a speech. I am here simply to explain what I have done on the other side of the water, to show you where your property is, and to give my views as to its value—views in which I think you will agree with me. Mr. Kennard referred to a large map of the United States, and pointed out the route of the line and the principal towns with which it was connected, forming the most important grain growing and general agricultural districts of the continent. A person starting for New York, from any part of the Western States, must come over our railway or cross it. If he comes from Chicago, he may come by Mansfield or Cleveland; at either point he must strike the Atlantic and Great Western. You thus perceive that our railway connects and represents the most prominent position on the continent. Now, gentlemen, when I was called upon in the first instance to report on the Atlantic and Great Western Railway I went out perfectly determined to look at it in the most impartial way possible, and I was very careful not to make any statement which could in any way be considered an exaggeration. The first thing I did was to go over the country and see whether the representations that were made were correct, as to certain statements particularly. Therefore I went over the entire length of the line, and I saw that the statements which had been made were correct. I took upon myself to travel over all the railways of America bearing on the question. I then made myself acquainted with the amount of traffic which existed at that time in America, going east and west, and found that it amounted to a certain fixed sum per annum, which I put into sterling, and I said to myself, "If there exists at the present moment such an amount of traffic going east and west over these three lines, which then existed, if we should make another line which is more desirable in itself than any of these routes, at any rate we should get a fair share of the traffic." That, gentlemen, I put into figures, and I found that if our route, on completion, should derive its fair share only of the traffic which existed, the receipts per mile per week would be $200, or £40 per mile per week. That, gentlemen, is a pretty good traffic on a line of English railway; therefore I looked upon the thing as a sound enterprise, and I recommended it to my friends. I then started to work, and we built this road section by section. The first point of importance that we struck was called Corry. It was just at that point, and about that time, that the Pennsylvania oil region had been discovered; therefore I was particularly anxious to complete the line to Corry, because there we should intercept a large amount of the oil traffic. On completing the route to Corry we did get that oil traffic, and the receipts of the road came above my estimate. Having thus, gentlemen, proved one fact, we thought we would proceed further in the construction of the road towards the west. But I reported to Mr. M'Henry in England, and to other friends, that they must not be disappointed if they found that the receipts per mile per week on the section we then undertook should not be equal to the receipts on the first 60 miles, seeing that we had struck an unusual source of traffic in the oil. The next point we struck was Meadville, which is a small town of about 6,000 or 7,000 inhabitants in the State of Pennsylvania, where there was nothing particularly going on, and where there was no railway communication. It was merely a local town, and the centre of a district. But we found that no sooner did we open the line to that point than, so far from the traffic falling off, it actually increased. I don't know how it was, or where they came from, but the people began to travel, and the receipts—instead of being, as I expected, less—were more. Then we found on pushing on a few months afterwards, and forming a connection at Warren with a road called the Mahoning and Cleveland Railroad, a very important traffic. This road is principally used as a mineral line; and though there was a break of gauge it was still a very important point for us to reach, because it enabled us to form a connection with Cleveland, which is a most important feature in the railway system of that section of America. No sooner did we form a connection with that line than we found an immediate expansion of our receipts per mile. When I wrote to Mr. M'Henry about the traffic which we might expect on communicating with Cleveland, I said I thought we must get $30,000 per week. In the second week in March, we actually received $133,000 practically speaking on that mileage; so that you will see that my modest estimates were very much below the mark. That is the division we have been working now for about a year, from Salamanca to Akron and Cleveland. I should also mention that it was most important that we should throw our broad gauge into Cleveland; and therefore, after a considerable amount of negotiation with other railways, I succeeded in carrying my point, and threw the broad gauge into Cleveland, which again increased our receipts very much. The line would have been opened to Cincinnati several months since, but for an unfortunate fire which occurred at the works at Troy, where we were getting our passenger cars built. Thirty cars which we ought to have received in May, 1864, were destroyed, and the labor of the country being entirely absorbed in the war, I found it impossible to make contracts elsewhere, therefore it involved my engaging works, getting hands, and going in ourselves to build passenger cars. It is a very difficult thing, however, to find labor in America, and as a consequence there has been great delay. We have now just succeeded in getting enough cars to run one train for passengers to Cincinnati, and that only a mail train. But so great is the value of the passenger traffic that the last thing our superintendent told me was this, that for every passenger car put on the road he would undertake out of its earnings to pay in 30 days. These cars cost $7,000, so that you will see his ideas of traffic are very large.

I wish now to explain a question which has been named in my report, about the results of peace. You will perceive that we have certain fixed points on the Atlantic Central Railway, such as Cincinnati, Cleveland, and St. Louis. The ordinary route of travel of people from the South during the time of peace and tranquility is to the North, and Cincinnati was the chief point to which they made. Therefore, if our line is as satisfactory for passenger travel and freight from Cincinnati as other routes are, we shall get our fair proportion of the Southern business. When I tell you that the presidents of other lines come to us and say that if they go to New York, they and their families, they certainly should go by our line, you may well conceive that the general traveling public will do the same. They will be of that opinion, because in traveling by our line from Cincinnati you must take into consideration that there will be no delays such as occur on some of the other lines; therefore the majority of people will take our route. I should like to say a few words about the traffic which exists on these roads. The through business at present is principally done by the Lake Shore road—this line follows the shore of Lake Erie. It is rather a difficult thing for me to tell the exact amount of profits which that line makes, but I think—and gentlemen in this room will bear me out when I tell you—that the profits on that line are 30 per cent. per annum. That line is in close connection with the Cleveland, Columbus and Cincinnati, the dividends on which amount to 24 per cent. per annum. The mileage receipts on the Pennsylvania Central are in excess of either of these; but being a more expensive line to build, the remuneration to the shareholders is not so large. So also with the Baltimore and Ohio. We see, therefore, gentlemen, in looking at the question in all its bearings, that our route is certainly not less advantageously circumstanced than others which I have pointed out to you are the most profitable lines in the United States, all constructed at a greater cost than our own. All these lines have to come

to our railway to get their coals and a large proportion of their traffic practically comes from us, for we run through the coal regions, and they do not. The coal trade is a very important traffic in America, and one of the most profitable roads in America, the Reading Railway, is exclusively a coal line. It runs or rather carries the coal an average distance of 95 miles, and the profits are about $500 per train.

We have hardly commenced the coal carrying business on the Atlantic and Great Western, for we have found it impossible to obtain the necessary rolling stock; but, so far as I can make out from figures, our traffic equals a profit of $1,300 a train as against $500 on the Reading railway. Cleveland is a great centre as a seaport, or rather as a lake port, on the great interior waters of America. From Cleveland the coals are taken to Canada and to all points on Lake Erie and Lake Michigan, and this vast interior water communication opens an enormous district for the consumption of the coals of this region. You will easily see that this is a traffic which must last for all time, and for which no one can compete to take it away from us. I will now call your attention to the extensions which have been partially constructed. First, the extension to Buffalo, and the importance of that extension to the Atlantic and Great Western will be apparent when I explain the facts. Buffalo is a most important town in the United States. In the first place it is at the end of the Erie Canal, and at present it is not supplied with coal, the nearest coal-field being situate at a very considerable distance. It is contended by the citizens of Buffalo that on the completion of the route 500,000 tons of coal per annum will come over it; consequently, it will pay remarkably well simply as a coal route, whether connected with the Atlantic and Great Western Railway or not. But you will see the important bearing which it has on the Atlantic and Great Western from the circumstance that all who have to travel from Cincinnati to Canada must naturally go in the new direction, and you must bear in mind that one of the greatest objects of interest—the Niagara Falls—is immediately on the right, so that you could throw a biscuit from the Erie and Niagara Railway into the falls. There used before the war to be an enormous traffic to the Niagara Falls, because the Southern gentlemen used to go there annually and spend a very considerable time. There is every hope that the traffic will now be re-established, and that will be a very important point, because, if so, we shall not only get the traffic upon that short extension, but upon the entire length of the Atlantic and Great Western Railway. The other extensions I refer to are the Buffalo and Erie, and the New Lisbon Extension, which latter is an extension about 32 miles in length, and the object of constructing it is to increase the coal business. It runs through a great coal district, and I have no doubt will add largely to the general traffic on the line. The Erie Railway Company have acted towards us in a very much better spirit than it did at one time. I have reason to believe that they are now beginning to see the importance of the Atlantic and Great Western and that it is necessary that they should look out. The traffic at this moment upon the Erie Railway, since the construction of our line, is enormous, being $600 per week, which is double the estimate that I made as the earnings of our own, so that I think that estimate will be much within the mark. It must be apparent to all that when the line is finished, there can be no reason why the receipts of the Atlantic and Great Western Railway Company should not at any rate equal those of the Erie Company. If any gentleman wishes to ask any questions, I can assure him that I shall be most happy to answer him to the full extent of my power.

A Bondholder.—I observe you anticipate a large increase of traffic on the termination of the war. I wish to know whether it is or not the fact that, upon the close of the war, we shall not rather lose a large portion of the traffic occasioned by the conveyance of the munitions of war and he passage of troops? Another point upon which I wish to be informed is this:—the report states that a large surplus exists from revenue after payment of the interest upon the bonds, and I should like to know how that surplus has been disposed of?

Mr. Kennard—In answer to the first question I may say that it being apparent to all that as our route was not a finished through line, we could not secure any portion of the Government traffic; consequently, the traffic has not been swelled by the conveyance of any military stores whatever. I have been trying very much to get that traffic on the road, but I have never succeeded. With reference to the second question it is as I understand in what way the surplus, after the payment of the working expenses, and interest on the bonded debt, has been disposed of. I can answer that question by simply stating that during the period of time that our road has been under construction the exchange has been very much against the remittance of money from America to England; consequently, after having made provision for the payment of the interest, we have used the surplus in construction, in consequence of which the cost of the line has been so much less than it would otherwise have been. It has been a subject of consideration whether we should or should not send the money direct to England; and after a very full discussion of the whole subject it was determined that it was far better to use the money than to send it to England and then get it back again.

Mr. W. A. Thompson, of Buffalo, said that in his opinion there were some points in reference to this undertaking which the report does not very fully put forward. He had given a good deal of attention to the subject of this railway for some years past, and being much interested in the Erie and Niagara Railway, his connection with that gave him a general interest like the rest of the bondholders, and he was perfectly satisfied that the traffic which would be brought on this line would not only be very large, but that it would be of a most permanent character. With respect to the traffic from Cincinnati, he was fully able to endorse what Mr. Kennard had said. The population of that district, particularly that of the State of Ohio, was one of the best populations in America. The large number of towns which are already growing up on the length of the Atlantic and Great Western Railway showed the advantage which the people expected to derive from it. He had several influential friends who assured him that the traffic upon the road must increase progressively, and that it would become one of the very best lines in America. If Mr. Kennard had put the traffic on the Buffalo branch at 1,500,000 instead of 500,000 tons, he would, in his opinion, have come nearer the mark. It was notorious that the railways in that district were clogged with freight, the whole of which would be brought to Buffalo, and swept up by the Atlantic and Great Western, which on any account cannot fail to be one of the most profitable lines in the country.

Mr. Robinson inquired whether it was not a fact that the company had already more traffic offered to it than it was able to carry.

Mr. Kennard—I could answer that by producing letters upon the subject, but it is sufficient to say that last winter we could not carry one-fifth of the traffic which was offered to us. At present we are obligedto put advertisements in the papers stating that it is utterly impossible for us to receive the freight offered us. This, of course, will not be the case after we have had a little time to organize; but with respect to the question of freight, I may mention that not long ago the president of one railway wrote to another, not thinking that it would come to my notice, to the effect that he thought that the only way to get the traffic carried would be to put 10,000 tons of freight on the Atlantic and Great Western platforms, and to thunder at the doors till they carried it; and then perhaps the noise of that thunder would come across the Atlantic, and people here would see the importance of providing more rolling stock to convey it.

The Chairman—We have present Mr. Evans, one of the directors of the Erie Railway, who, I think, will be able to give us some very valuable information, and perhaps the meeting would be glad to hear him.

Mr. Evans said: Nothing can be more natural than that a director of the Erie Railway Company should try and do everything he can to support the Atlantic and Great Western, for that railway is really an extension and a more valuable aid or adjunct, or whatever you like to term it, to the railway of which I have the honor to be a director. I remember that when I had occasion to go to America in 1858 I had the good fortune to meet with one of the ablest and at the same time one of the finest minded men that I have been privileged to know—I mean Mr. Marsh, who is one of the trustees of the bonds of your railway, and in the course of conversation with me with reference to the important results which would be derived by the extension of the Erie Railway, he pointed out the route now occupied by the Atlantic and Great Western line, and said, if ever that line is completed, not only will it be a great profit and advantage to the Erie Railway, but it will become a most profitable investment for those who take a part in the undertaking. All persons agreed in the opinion that if the Atlantic and Great Western was made it would be one of the most prosperous undertakings ever established in America. The line would get a large share of the traffic of the Lake Shore Railway, and would have the advantage of running through the coal and iron and oil districts of which we have heard so much, and which advantages cannot be exaggerated when we are made aware of the fact that the oil traffic alone in that district is in amount equal to the whole value of the cotton crop 25 years ago. The Lake Shore Railway felt very safe, and happy, and comfortable, until our friends, Mr. M'Henry and Mr. Kennard came and dispelled their dreams. I am an old railway director, and have been for many years engaged as a railway director in England and Ireland, and I apply the ordinary tests of railway working, and estimate the advantages of this railway. First, taking the English railways into consideration, I find, without troubling you with statistics, that the expenses are three times as great as those upon the Atlantic and Great Western line. I happen to know that Mr. L'Hommedieu, our manager in America, is a man in whom you can repose entire confidence. I sincerely congratulate the bondholders and shareholders on the success of the undertaking, which I am satisfied will realise the most sanguine expectations which may have been formed with respect to it.

The Chairman said: You are aware, gentlemen, that this is a mere informal meeting to give information, and that there is no resolution to propose to you; but if you should like to ask any question which I can answer I shall be most happy to do so. If not, gentlemen, I have merely to call your attention to one or two points in the report, which I think particularly worthy of your attention. In the first place I wish to call your attention to the fact that at the present moment the bonded debt of the company is secured by its present receipts. I wish to point out in the next place that the report shows that, taking only the receipts at the present time arising from the local traffic only, and at present exchange, if extended over the the whole line, will give a surplus at the normal rate of exchange of £450,000, or at the present exceptional rate of exchange of £320,000 beyond the bond debt of the company. I have been asked by some of the large capitalists to take the presidency of the London board of direction, it being felt that it was absolutely necessary when so much capital was held here that there should be a representative action also—that we should not, however much confidence we might have in Mr. L'Hommedieu and the directors on the other side of the water, have entire dependence in their sole management, without the supervision of gentlemen residing here. I have accepted that office, but nothing would have induced me to do that without having first by a rigid examination of the position of the company satisfied myself that the bondholders were in a state of perfect security. I made it a condition of my acceptance that from

the time I took office that not a shilling from the receipts of the revenue of the road should be applied to its construction or in any other way than being transmitted direct to the three trustees of the bondholders. That condition has been acquiesced in, for it was felt that my request was a right one. It may be said that the rate of exchange, may be against such a thing being done at times. I cannot help the rates of exchange. I made a rigid determination that my rule of action should be that all money earned upon that road be remitted to the Trustees, Mr. Gurney, Mr. Mozeley, and Mr. Kennard, and the amount so received be notified in the public journals. I think you will feel that in taking this course I am doing that which is due to myself as a man of business and also to your interests. Another thing which I have to say is this. You know that I am a candidate for the representation of Bristol, and the moment that election is ove I intend to go to America myself; and, instead of taking my autumnal recreation in the Highlands of Scotland, I intend to spend the whole of that time upon your road. I cannot give you a better proof of the interest I take in the enterprise. I think I omitted to mention one circumstance connected with the position of the debenture-holders of this railway. They are, as you are aware, entitled to be paid off in full at the end of three years. I wish to explain that, on giving six months' notice before the expiry of the term, they will receive the full amount in cash, or, if they prefer it, they may receive in exchange for their present debentures the consolidated bonds, secured on the mortgage of the railway, having 20 years to run.

Mr. EVANS then proposed a vote of thanks to the chairman, which was carried by acclamation; and a similar compliment to Mr. Kennard and Mr. M'Henry closed the proceedings.

Mississippi and Missouri Railroad.

A statement has been printed for private circulation, of the bonded debt, past due coupons, convertible scrip, and interest due thereon, to July 1, 1865, of the Mississippi and Missouri Railroad Company, as shown by the books of the company in the Treasurer's office at New York. The figures are:

Of land grant mortgage	$3,612,000
Accrued interest to July 1	162,914
Prior mortg's and interest on 1st Div.	1,672,490
Second land grant	691,000
Oscaloosa first mortgage	688,556
Income bonds	253,300
Overdue coupons, &c	64,992
Total	$7,145,252
Other liabilities	118,000
Capital stock	3,452,300
Total present cost	$10,715,552

The gross traffic of the road—only partially completed—of 1864, was $403,209. For five months of 1865, $282,498. No sales of lands from the original Government Grant have yet been reported. About a million of dollars of the Land Grant Mortgage Bonds are in pledge to the Chicago and Rock Island Railroad Company, as security for the advance of $500,000 to the Road.

☞ An important decision has been rendered by the Supreme Court of New York in the case of Wilkins *vs.* Earle. The latter was proprietor of Earle's Hotel, New York City, and some time ago the plaintiff, Wilkins, put up there, as a transient guest, having with him the sum of $25,000. Seeing the usual hotel notices posted in his room, in regard to depositing money and valuables in the office safe, Wilkins took it there and delivered it to the clerk. When he called for it a day or two after, it was gone, and he has never obtained any portion of it. He thereupon brought an action to recover the whole amount of Mr. Earle. The case was tried before a jury, who found that plaintiff was entitled to recover $25,000. Defendant took an appeal to the General Term, and that Court has now reduced the amount to $1,000, on the ground that the last named sum was a reasonable amount for traveling expenses. The case is regarded as important, inasmuch as it defines the rights and liabilities of inn keepers under the statute of New York State.

Cincinnati, Hamilton and Dayton Railroad.

The income and expenses of this company for the years ending March 31, 1864 and 1865, were as follows:

Income:	1864.	1865.
From passengers	$457,162 85	$546,810 15
" freight	526,758 46	614,944 53
" mails and express	56,115 94	47,421 12
" rent of track, etc.	28,923 07	27,628 90
" " real estate	3,645 52	2,609 66
" interest, etc	10,722 63	2,442 35
	$1,083,328 47	$1,241,856 71
Expenses:		
Repairs of road	$71,649 50	$149,299 41
" bridges	6,805 80	3,770 68
" buildings, etc.	18,509 72	20,274 86
Passenger expenses	144,287 15	133,907 73
Freight "	199,139 14	191,889 31
Other trains "	11,429 21	19,360 51
Station "	12,620 05	101,332 08
Office "	15,506 11	23,724 80
Shop, etc. "	17,721 33	47,794 95
Watching bridges	6,100 40	6,472 49
Rent of D., X. & B. R.R.	10,725 00	10,725 00
Paid on account of collision, Jan. 5, 1864	17,432 18	.....
Miscellaneous	22,581 53	30,077 10
	$554,507 12	$738,628 92
Balance of earnings	$528,821 35	$503,227 79
From which deduct—		
Interest on bonds	$112,169 75	
Taxes—State	25,908 84	
" United States	29,453 45	
" on manufactures	2,993 85	
Insurance	4,074 00	
Paid on account of collision Jan. 5, 1864	26,138 54	
Fairmount land damage case	7,905 52	
Sewerage, etc., in Cincinnati	17,198 01	
		225,841 96
Net income for the year		$277,385 83
Dividend, Nov. 1, 1864, 5 per cent., and government tax on $25,000 shares	$131,578 94	
Dividend, May 15, 1865, 4 per cent., and government tax on 30,000 shares	126,315 78	
		257,894 72
Leaving a surplus of		$19,491 11
The amount to credit of surplus account, March 31, 1864		384,517 48
Add amount of coupons received from the Dayton and Michigan R. R. Co., as per contract of lease, since converted into a 3d mort. bond on that road		594,125 00
		$998,133 59
Deduct stock dividend of 20 per cent., Nov. 1, 1864		500,000 00
Leaving to credit of surplus account March 31, 1865		$498,133 59

Which amount, in part, with proceeds of bonds, as above, has been used in construction of the broad gauge track, new depots, equipment, real estate and other improvements.

The gross earnings for thirteen years ending March 31, 1865, have been as follows:

1853	$321,793 17	1860	$561,681 52
1854	463,021 45	1861	615,071 07
1855	483,629 48	1862	646,205 67
1856	471,885 70	1863	877,403 86
1857	518,333 95	1864	1,083,328 47
1858	487,421 27	1865	1,241,856 71
1859	489,437 92		

The earnings of the past show an increase over those of the preceding year of $158,528 24. The operation expenses also an increase of $184,121 80. The entire expenditures, including interest, taxes, etc., were $964,470 80. The balance of income after deducting all expenditures was $277,385 83. The gross earnings of the road per mile were $20,697 61, against $18,055 48 in 1863–'64. The per centage operating expenses was 59.59 per cent. The number of passengers carried during the year was 542,539, against 527,451, the previous year—an increase of 15,088. The President in his report, says:

It will be seen that the per centage of transportation expenses has been somewhat increased. This has been owing to the increase in the cost of labor and material, and to the fact that the rates charged for service by the company have not been correspondingly advanced.

The condition of the road, with its equipment, is better now than it was at the time of your last annual meeting; and it has been operated for the past year with entire freedom from accident to passengers, and with but little damage to property. The same may be said in reference to the Dayton and Michigan road, operated by this company under perpetual lease.

During the past year a passenger depot has been completed in Cincinnati, at a cost of one hundred and thirty-six thousand dollars. This building will compare favorably with the best in our country, and was a necessity.

There has also been completed, in Cincinnati, an additional freight depot, extending nearly from Fifth to Sixth streets, 66 by 440 feet, three stories high. The two upper stories are rented to commission merchants, who receive freights brought over the road which are not removed by consignees within the time allowed. These buildings have been charged to construction account.

The company have found it necessary, during the past year, to purchase additional real estate contiguous to their depot grounds in Cincinnati, for the purpose of accommodating the increasing traffic of the road. This was done in accordance with the recommendation of stockholders at their last annual meeting.

The amount expended in building the broad gauge track, and in providing additional depot facilities for the business to be derived from the Atlantic and Great Western, and from other connecting roads, has been largely in excess of what was at first expected, owing principally to the increased price of labor and material. The amount expended reaches nearly one and a half million of dollars. Thus far our company has derived but little advantage from this expenditure, the Atlantic and Great Western road not having been opened to Cincinnati for both passenger and freight business until the 8th day of the present May. It is confidently anticipated that from this time forward the Atlantic and Great Western road will make our investment remunerative.

To meet the expenditure of so large an amount as required for the construction of the Atlantic and Great Western broad gauge track, and for additional depot grounds and depots, with increased equipment, this company has disposed of $300,000 of its second mortgage bonds, and $344,000 of its capital stock. The remainder of the means has chiefly been derived from the sale of bonds, received from the Dayton and Michigan Company

in payment of their coupons due this company, under the lease of that road. It will, therefore, be seen that whilst the sum of nearly one and a half millions of dollars has been expended, the capital stock and bonds, including the stock dividend to stockholders of $500,000 has only increased $1,144,000.

The earnings of the Dayton and Michigan road have exceeded the estimate of one million dollars for the past year by $69,186 97. After payment of transportation expenses, interest on bonds, taxes and insurance, there was left a profit of $120,204 45. This amount has been expended in the permanent improvement of the road, and in retiring $62,000 of their bonds, under the provisions of the mortgage creating the sinking fund of the company.

The contract between the Cincinnati, Hamilton and Dayton, and the Little Miami and Columbus and Xenia companies has been in operation five years, and has proved beneficial to the several parties. Our relations with all other railroad companies continue satisfactory.

The balance to credit of Dayton and Michigan Railroad March 31, 1864, was $13,804 60. The receipts from operation of the road during the year have been $1,069,186 97—making a total of $1,082,992 57. The expenditures were: operating expenses, renewals, mileage and use of machinery, $664,239 22; interest, taxes, etc., $284,743 30; construction, equipment, real estate, etc., $97,012 21; trustee sinking fund, $60,000; Town of Perrysburg bonds, $13,000—total, $1,118,994 73; leaving balance due C., H. and D. lessees, March 31, 1865, $36,002 16.

BALANCE SHEET, March 31—

	1865.	1864.
Construction account.	$2,886,240 21	$2,706,287 34
Equipment "	593,209 13	499,086 19
Real Estate "	344,551 10	303,859 98
Construction six foot track	1,010,988 85	657,762 08
Wood lands	24,245 56	17,659 32
Wood and material for repairs	272,882 58	167,966 56
Military transportat'n	16,790 07	24,858 01
Sinking fund investments	27,000 00	.....
Bills receivable	17,847 33	112,848 33
Due from R. R. Co.'s.	73,757 92	75,531 80
Due from individuals	28,922 39	30,608 47
Due from P. O. Dept.	3,234 18	8,306 34
Stocks and bonds	176,089 65	138,147 26
Cash and cash assets.	90,034 84	253,343 33
D. & M. R. R. lessors	36,002 16	.....
	$5,601,795 97	$4,996,265 01
Capital stock	$3,000,000 00	$2,499,500 00
Stock scrip	.....	500 00
1st mortgage bonds.	379,000 00	384,000 00
2d "	1,249,000 00	1,246,000 00
Bond scrip	1,000 00	4,000 00
Surplus earnings	498,133 59	384,517 48
Interest on bonds	18,159 32	19,518 63
Unpaid dividends	1,332 50	130,884 70
Bills payable	44,412 07	.....
Due R. R. Co.'s	178,385 85	180,466 66
Due individuals	40,167 64	72,389 33
Dayton & Michigan lessors	.....	13,805 60
Pay roll for March, C., H. & D. & D. & M.	65,889 22	60,682 61
Dividend No. 20	126,315 78	.....
	$5,601,795 97	$4,996,265 01

President.—S. S. L'HOMMEDIEU, Cincinnati.

Vice President.—JOHN W. HARTWELL, Cincinnati.

Directors.—John W. Ellis, John Young, Geo. H. Hill, William Beckett, George T. Stedman, William Goodman, A. M. Searles.

Secretary and Treasurer.—FREDERICK H. SHORT.

General Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The income of this company, for the fiscal year ending March 31, 1865, was as follows:

From passengers		$356,825 11
" freight		658,101 56
" mails and express		51,291 22
" rents, &c		2,969 08
		$1,069,186 97
Operating expenses, viz:		
Machine shop	$17,214 68	
Maintenance of way	156,327 76	
Locomotive power	162,551 57	
Train expenses	156,925 79	
Station "	69,142 57	
Office "	30,820 71	
Rents to other roads	8,158 32	
Mileage of cars & mach'ry	15,588 88	
Miscellaneous expenses	20,476 45	
		637,206 73
		$431,980 24
Applied as follows:		
Interest on bonds	$252,813 73	
General interest account	2,029 97	
Taxes, State	19,600 30	
" National	27,168 38	
Insurance	2,816 00	
Filling trestle work at Sidney	14,681 04	
Renewals and extraordinary expenses	31,150 35	
		350,159 77
Leaving as net earnings		$81,820 47
Add increase of 2d mort. bonds	$50,000 00	
Less amount in hands of trustee	31,000 00	
		19,000 00
Makes		$100,820 47

This amount with other assets of the company have been applied as follows:

To equipment	$52,220 00
Construction	10,590 45
Right of way	2,273 80
Real estate	10,854 91
Toledo depot improvements	15,540 34
Town of Perrysburg bonds	13,000 00
	$104,379 50

The first mortgage bonds have been reduced $17,000 by exchange for same amount of second mortgage bonds due in 1881, $300,000 of which have been set apart for that purpose, and the interest thereon being guaranteed by the Cincinnati, Hamilton and Dayton Railroad Company as lessees, makes them a first class security. Parties holding the first mortgage and wishing to make the exchange can do so on application to Joseph C. Butler, Trustee, at Cincinnati, or to the Secretary of the company.

The second mortgage bonds have been increased $50,000, as follows:

Exchanged for first mortgage bonds	$17,000 00
" funded interest	5,000 00
Amount sold	43,000 00
Amount placed in trust to redeem balance of funded interest bonds and past due coupons of first mortgage previous to lease of road	47,000 00
	$112,000 00
Less amount cancelled by trustee of sinking fund	62,000 00
Increase	$50,000 00

At the last annual meeting it was resolved to fund the unpaid coupons of the second mortgage, due prior to the lease—amounting with interest to about $650,000—by the issue of a third mortgage. This has been done to the amount of $642,000 and the amount before stated will cover those outstanding.

The Toledo depot bonds have been increased $90,500, by the purchase of additional grounds for depot purposes, which gives the company a front on the Bayou of about 2,600 feet and adds a value to the road far beyond the amount invested.

The funded interest bonds have been decreased $1,260, as follows:

Exchanged for first mortgage bonds	$5,000 00
Less amount of coupons on 1st mortgage funded	3,740 00
Decrease	$1,260 00

The capital stock (new) has been increased by exchange of old stock and interest on same and capital paid in $142,281 12.

The gross receipts of the road for the past four years have been as follows:

Year ending March 31, 1862	$400,168 37
" " 31, 1863	663,705 55
" " 31, 1864	768,246 20
" " 31, 1865	1,069,186 97

BALANCE SHEET.

Construction	$4,639,432 44
Right of way	99,169 94
Real estate	92,849 55
Stock interest paid	436,167 66
Toledo depot grounds and improvements	217,045 81
Rolling stock	485,303 24
Lima shop equipment	12,145 31
D., X. & B. R. R. stock	4,800 00
Bills receivable	6,413 99
Individual accounts	16,128 72
Railroad companies	18,770 89
Telegraph line	1,490 55
S. S. L'Hommedieu, Trustee	31,000 00
Town of Perrysburg	13,000 00
Profit and loss	141,127 50
	$6,214,824 60
Capital stock "new,"	$2,175,842 39
Capital stock "old,"	128,507 31
Capital stock paid in not issued	12,355 88
First mortgage bonds	283,000 00
Second mortgage bonds	2,655,500 00
Third mortgage bonds	642,000 00
Toledo depot bonds	162,500 00
Funded interest bonds	34,230 00
Income bonds	5,700 00
Bills payable	1,200 00
Interest on first mortgage	10,311 70
Interest on second mortgage	9,351 64
Interest on third mortgage	2,527 00
Interest on Toledo depot bonds	3,258 51
Interest on funded interest bonds	57 32
Individual accounts	2,240 33
Railroad companies	740 36
Lessee account C., H. & D. R. R.	36,002 16
	$6,214,824 60

President.—S. S. L'HOMMEDIEU, Cincinnati.

Vice-President.—R. M. SHOEMAKER, Glendale.

Directors.—M. R. Waite, H. S. Conklin, Preserved Smith, D. McLaren, George H. Hill, John Young, John W. Hartwell.

Secretary and Treasurer.—FREDERICK H. SHORT.

General Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—JOHN H. WELLER.

Eastern (N. H.) Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Benj. T. Reed, Robt. W. Hooper, Geo. M. Browne, Wm. H. Y. Hackett and Wm. M. Shackford. The directors subsequently re-elected John B. Parker, treasurer, and William H. Hackett, clerk.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ---Ca.	200,000	5	----	15c
Acton Vale---Ca	50,000	5	----	5c
Adventure ---L. S.	20,000	---	----	---
Albany and Boston "	20,000	---	20	19
Algomah--- "	20,000	---	2	2½
Alliance ---Ca.	200,000	2½	----	---
Allouez ---L. S.	20,000	---	1	3
American ---Ca.	200,000	2½	----	5½
Amygdaloid ---L. S.	20,000	---	----	25
Annapolis---Md.	50,000	10	----	---
Arizona---Ariz. T.	10,000	100	----	---
Ascot ---Ca.	20,000	20	----	---
Astor ---L. S.	20,000	---	1	6½
Atlas --- "	20,000	---	1	4½
Aztec --- "	20,000	---	1	4
Balt. and N. C---N. C	2,000	5	----	35c
Bare Hill --- "	---	---	---	220c
Bay State---L. S.	20,000	---	3½	10
Beaver --- "	20,000	---	1	---
Bedford ---Ca.	125,000	5	----	50c
Black River --- "	200,000	2½	----	10c
Bohemian---L. S	20,000	---	7½	10½
Bolton ---Ca.	20,000	5	----	1½
Boston ---L. S	20,000	---	1	5*
B. and Corinth ---Vt.	20,000	10	----	---
Brooklyn---L. S.	20,000	---	2	---
Brome ---Ca	100,000	5	2	2
Cabot ---L. S.	20,000	---	½	---
Caledonia --- "	20,000	---	----	6
Cambridge --- "	20,000	---	5	20c
Canada ---Vt	100,000	4	90c	80c
Carp Lake---L. S	20,000	---	----	1½
Cascade --- "	20,000	---	----	---
Central --- "	20,000	---	----	43½
Champlain ---Ca.	200,000	1½	----	15c
Chatham --- "	200,000	2	----	---
Chaudiere --- "	100,000	1	----	50c
Chester--- "	200,000	1	----	12c
Cheticamp---	30,000	5	----	1½
Chippewa---L. S.	20,000	---	----	---
Cleveland---Ca	100,000	5	----	---
Cliff---L. S	20,000	---	----	---
Clifton --- "	20,000	---	----	1
Collin --- "	20,000	---	----	---
Columbian --- "	20,000	---	4½	9
Consolidated --- "	20,000	---	5	5c.
Copper Falls --- "	20,000	---	24½	20½
Copper Harbor --- "	20,000	---	1	---
Copper Hill --- "	200,000	1	----	215c
Copperas Hill --- "	50,000	10	----	---
Cornwall ---Vt.	100,000	2	----	25c
Dacotah---L. S	20,000	---	----	5
Dana --- "	20,000	---	3½	1
Deep River---N. C.	---	5	----	100
Delaware ---L. S.	20,000	---	----	15
Derby --- "	20,000	---	----	1½
Devon --- "	20,000	---	1	4½
Dorchester --- "	20,000	---	6	7
Douglas --- "	20,000	---	----	---
Dover ---Ca.	200,000	---	1	8½
Dudley ---L. S.	20,000	---	½	3
Dunham---Ca.	200,000	2	----	25c
Durham--- "	200,000	5	----	25c
Eagle River---L. S.	20,000	---	3½	3
El Dorado (Silver) "	20,000	---	----	---
Escot ---Ca.	25,000	20	----	4
Essex ---	200,000	---	----	20c
Etna ---L. S.	20,000	---	----	12½
Eureka--- "	20,000	---	----	---
Everett --- "	20,000	---	----	5*
Evergreen Bluff--- "	20,000	---	----	12
Flint Steel--- "	20,000	---	----	13
Forest City--- "	20,000	---	3	1
Forest Shepherd --- "	20,000	---	6	11c
Franklin ---L. S.	20,000	---	6½	34½
French Creek---Pa.	100,000	5	----	50c
Gardner City ---L. S.	20,000	---	----	---
Gardner Hill --- "	20,000	---	5	85c
Girard --- "	20,000	---	6	---
Glade --- "	20,000	---	1	---
Glencoe ---Ca.	200,000	1	----	10c
Globe ---L. S.	20,000	---	1	---
Grand Portage --- "	20,000	---	1	40
Grand Trunk---Ca.	100,000	5	----	60c
Great Western---L. S.	20,000	---	2	50c
Green Mountain---Vt.	20,000	10	----	4½
Guilford ---L. S.	20,000	---	5	50c
Hamilton --- "	20,000	---	----	1
Hancock --- "	20,000	---	6½	7½
Hanover --- "	20,000	---	½	1½
Hartford --- "	20,000	25	12½	---
Hazzard --- "	20,000	---	----	---
Highland --- "	20,000	---	7	5½
Hilton --- "	20,000	---	----	1½
Hope --- "	20,000	---	----	1½
Hudson --- "	20,000	---	½	2
Hulbert--- "	20,000	---	----	2
Humboldt--- "	20,000	---	2	2
Hungarian --- "	20,000	---	1	1½
Huron ---	20,000	---	16	39
Indiana --- "	20,000	---	----	6
Inverness --- "	200,000	2½	----	---
Isle Haute---	40,000	---	----	---
Isle Royale ---L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ---L. S.	20,000	---	----	---
Keweenaw--- "	20,000	---	----	4
Kickapoo --- "	20,000	---	1	---
King Phillip --- "	20,000	---	2	---
Knowlton --- "	20,000	---	1	6
Lafayette---Ca.	200,000	1	----	1½
Lake --- "	200,000	1	----	14c
Lawrence ---L. S.	20,000	---	----	---
Lennoxville ---Ca.	100,000	5	----	50c
Logan --- "	100,000	3	----	2
Lyster --- "	200,000	2	----	---
Madison---L. S.	20,000	---	1	2
Malden --- "	20,000	---	1	---
Mandan --- "	20,000	---	2½	45c
Manhattan --- "	20,000	---	2½	2½
Marquette --- "	20,000	---	----	¾
Maryland ---Md.	---	5	----	40c
Mass ---L. S.	20,000	---	----	---
Massachusetts--- "	20,000	---	----	---
Mendota --- "	20,000	---	----	4
Merrimac --- "	20,000	---	----	4
Meteor --- "	20,000	---	----	---
Mesnard --- "	20,000	---	5½	2
Michigan--- "	20,000	---	----	---
Middlesex--- "	20,000	---	----	---
Mineral Hill ---	---	---	---	1
Minnesota---L. S.	20,000	---	3½	12½
Missisquoi---Ca.	150,000	2	----	1½
Montezuma---N. Mex.	300,000	5	----	---
Morrison---L. S.	20,000	---	----	---
Nashua --- "	20,000	---	----	---
National --- "	20,000	---	5½	21
Native --- "	20,000	---	3	62½c
Naumkeag --- "	20,000	---	1	3
Nelson---Ca.	200,000	1	----	10c
Nequaket---L. S.	20,000	---	1	2
Nevada (Silver) --- "	20,000	---	----	---
New England --- "	20,000	---	2	75c
Newton ---Ca.	200,000	1	----	8c
New York ---L. S.	20,000	---	----	½
N. Y. & Passaic---N. J.	100,000	5	----	---
North Cliff ---L. S.	20,000	---	4	1
North Silver Lake "	20,000	---	----	---
North State --- "	20,000	---	3	25c
North Sutton---Ca.	100,000	5	----	1
North Western---L. S.	20,000	---	7½	32
Norwich --- "	20,000	---	----	4
Ogima --- "	20,000	---	----	5½
Ontonagon --- "	20,000	---	----	2
Ottawa ---Ca.	200,000	1	----	23c
Pacific ---L. S.	20,000	---	----	---
Pennsylvania --- "	20,000	25	2½	10
Petherick --- "	20,000	---	2½	5
Pewabic --- "	20,000	---	3½	36
Phila. & Boston--- "	20,000	---	15	2
Phœnix --- "	20,000	---	----	10½
Pittsburg & Boston "	20,000	---	5½	59
Pontiac --- "	20,000	---	3½	1½
Prince of Wales---Ca.	200,000	---	----	---
Providence---L. S.	20,000	---	----	½
Quincy --- "	20,000	---	10	66
Reid Hill ---Ca.	200,000	1	----	---
Reliance ---L. S.	20,000	---	----	7½
Richford ---	60,000	5	----	---
Ridge --- L. S.	20,000	---	----	---
Rockland --- "	20,000	---	5	8
Roscoe ---Ca	200,000	1	----	---
Rudisell --- "	---	---	----	75c
St. Clair---L. S.	20,000	---	3	3½
St. Flavien ---Ca.	100,000	5	----	---
St. Francis --- "	100,000	5	----	---
St. Mary's (L. & M.)L.S.	20,000	---	8½	1½
Salem--- "	20,000	---	1	---
Sharon Consol --- "	20,000	---	----	3
Sheldon --- "	20,000	---	----	16
Silver Creek --- "	20,000	---	1	---
Silver Hill --- "	20,000	---	----	30c
Silver Lake --- "	20,000	---	----	---
Silver Valley--- "	20,000	---	----	10c
Southampton---Ca.	100,000	5	----	---
South Bedford --- "	200,000	2	----	20c
South Side---L. S.	20,000	---	3	1½
Springfield---Md.	---	5	----	105c
Stadecona ---Ca.	100,000	5	----	---
Star---L. S.	20,000	---	7½	2½
Stark---Vt.	100,000	2	----	---
Strafford---	30,000	10	----	50c
Superior ---L. S.	20,000	---	4	5½
Sussex ---	20,000	---	----	---
Sutton---Ca.	100,000	5	----	55
Toltec---L. S.	20,000	---	20	2½
Tremont --- "	20,000	---	5*	1½
Union (L. & M.)--- "	20,000	---	----	---
Vernon --- "	25,000	10	----	---
Victoria---L. S.	20,000	---	1½	---
Vulcan --- "	20,000	---	----	---
Washington--- "	20,000	---	----	---
Waterloo---Ca.	100,000	3	4*	15c
Waukegan---L. S.	20,000	---	----	---
West Minnesota--- "	20,000	---	2½	1
Wickham ---Ca.	200,000	5	----	20c
Wickopee--- "	100,000	5	----	5½
Winthrop ---L. S.	20,000	---	8½	1½
Wyandotte--- "	20,000	---	---	---

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake---N. Y.	50,000	50	----	3
East River---	6,000	50	----	---
George's C'k C. & I.Md.	10,000	100	----	118
Harewood ---	20,000	5	----	---
Kahtadin---Me.	3,000	100	----	---
Lake Superior---L. S.	20,000	25	----	---
Massachusetts ---	25,000	1	----	---
Mount Pleasant---Pa.	10,000	50	----	---
Teal Lake---L. S.	---	---	----	2
Tyson --- "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ---N. Y.	100,000	5	----	8½
Bucks County ---Pa.	---	---	----	¼
Canada ---Ca	50,000	5	----	2½
Clute ---	---	---	----	½
Crystal Lake---	---	---	----	---
Erie ---	---	---	----	21
Gay's River---	100,000	2	----	---
Hampton ---	100,000	5	----	---
Keystone---Pa.	---	---	----	1½
Lancaster---	---	---	----	---
Macomb ---N. Y.	100,000	5	----	1½
Mineral Point---	100,000	5	----	¾
Mount Hope ---N. Y.	80,000	5	2½	---
National---	200,000	1	----	---
New Jersey ---N. J.	12,000	100	----	110
N. Y. & Boston---N. Y.	100,000	5	----	2½
Oswegatchie ---Ca.	100,000	5	----	1
Placentia Bay---N. F.	---	---	----	½
Ramsay ---Ca.	20,000	25	----	---
Rossie ---	100,000	5	----	---
Shawanguuk ---N. Y.	100,000	5	----	---
Sussex ---N. J.	---	---	----	40c
Union ---	100,000	5	----	57c.
Wallkill ---N. Y.	---	---	----	25c
COAL & ANTHRACITE:				
American ---Pa.	37,500	25	----	60
Ashburton ---	50,000	50	----	10
Atlantic & G. C. ---Md.	---	---	----	85c
Baltimore --- "	---	100	----	2
Bear Valley--- "	40,000	12½	----	14
Beaver Meadow ---Pa.	100,000	50	----	---
Belmont --- "	10,000	50	----	5
Big Mountain ---Pa.	---	---	----	4½
Blackhall ---N. S.	8,000	25	----	---
Boston & Pictou--- "	100,000	5	----	---
Bridgeport ---Pa.	30,000	10	----	---
Broad Mountain --- "	30,000	10	----	---
Butler ---	---	---	----	14½
Cape Briton---N. S.	200,000	2½	----	---
Carbondale---Pa.	---	---	----	3
Central---	---	---	----	50
Clinton --- "	---	---	----	½
Coal Brook --- "	4,000	50	----	---
Continental---	10,000	50	----	75½
Cumberland (pref.)Md.	50,000	100	----	41
Daniel Webster ---	5,000	100	----	---
East Mahanoy---Pa.	---	---	----	---
Everhart ---	20,000	25	----	---
Franklin ---Pa.	5,000	100	----	26½
Fulton--- "	60,000	5	----	5½
Gilbertson ---	5,000	100	----	55
George's Creek---Pa.	10,000	---	----	102½
Grand Tunnel ---	4,000	100	----	50
Green Mountain---Pa.	---	---	----	3½
Hampton & Balt.---Md.	---	---	----	91
Hazleton ---Pa.	32,300	50	----	55
Henry Clay---	3,000	100	----	---
International ---N. S.	20,000	50	----	---
Lawrence ---Pa.	2,000	100	----	6½
Locust Mountain --- "	---	---	----	40
Lorberry --- "	4,000	100	----	11
Macan --- "	2,000	100	----	---
Mahanoy --- "	1,000	20	----	---
Metropolitan --- "	---	100	----	---
Middle Coal Fields--- "	---	---	----	10½
Milford ---	2,500	50	----	---
Mill Creek---Pa.	---	---	----	---
Mulgrave---	2,000	---	----	---
Narragansett ---R. I.	8,000	10	----	---
New Creek---Pa.	---	---	----	½
North. & Luzerne --- "	---	---	----	---
Penn.--- "	100,000	50	----	140
Penn. Cannel --- "	6,000	50	----	---
Picton --- "	4,000	100	----	---
Pine Knot---Pa.	4,000	50	----	---
Port Hood---	4,000	100	----	---
Potomac ---Md.	40,000	10	----	8½
Powell ---Pa.	---	---	----	---
Preston---	---	---	----	18
Princess Alex.---N. S.	5,000	100	----	---
Ridgeway---	---	---	----	---
St. Clair ---Pa.	5,000	100	----	18½
Schuylkill Valley--- "	20,000	10	----	7½
Shawmut ---	6,000	50	----	---
Short Mountain ---Pa.	16,000	50	----	29
Stafford---	---	---	----	---
Suffolk ---	4,000	100	----	93
Sugar Loaf ---Pa.	---	---	----	---
Summit --- "	40,000	20	----	---
Susq. Coal & C. Mt. "	---	---	----	4½
Tamaqua --- "	---	---	----	---
Vandermark ---	20,000	50	----	---
Wyoming Valley---Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ---Col.	50,000	10	----	---
Acadia (G.)---N. S.	100,000	3	----	---
Albion (G.) --- "	100,000	3	----	---
Alpine (G.) ---Col.	150,000	10	----	---
Alps (G.) --- "	100,000	5	----	---
American ---	200,000	2	----	---
Am. & Mex. (S.)---N. M.	---	---	----	---
Am. Pioneer---A. T.	---	---	----	---
Arizona (Silver) --- "	---	---	----	---
Atlantic (G.)---N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ---Col.	200,000	5	----	---
Beacon (G.) ---N. S.	200,000	2	----	---
Benton (G.)---Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	---
Boston (G.) --- "	50,000	50	----	105
Briggs (G.) --- "	10,000	100	----	---
Bullion (G.)--- "	200,000	25	----	---
Burroughs (G.) --- "	100,000	10	----	---
Canadian (G.)---Ca.	200,000	2	----	50c
Central (G.)---Col.	50,000	20	----	17½
Chaudiere (G.) ---Ca.	100,000	5	----	90c
Chebucto ---N. S.	100,000	5	----	65c
Colonial (G.)---Ca.	100,000	2½	----	25c
Colorado (G.) ---Col.	50,000	10	----	1
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.)--- "	200,000	20	----	---
Corisannic (G.)--- "	100,000	10	----	6
Corydon (G.) --- "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	---
Denver (G.)---Ca.	50,000	20	12½	15
Dorset (G.) --- "	170,000	5	----	---
El Dorado (G.)---Nev.	100,000	5	----	---
Empire (S.)--- "	---	---	----	---
Empress (S.)--- "	---	---	----	---
Eureka (G.)---Cal.	---	---	----	---
Excelsior (G.)---Col.	30,000	10	----	14
Frankfort (G.) ---	100,000	2	----	---
Garrison's (G.)---Col.	100,000	5	----	---
Gilbert River (G.)---Ca.	100,000	5	----	1
Gilpin (G.) ---Col.	100,000	5	----	1½
Gold --- "	100,000	5	----	3½
Gold Field---	50,000	10	----	---
Gold Hill ---	50,000	10	----	---
Gold River---	100,000	3	----	---
Gould & Curry(G.&S.)N.	---	---	----	---
Gunnell (G.)---Col.	300,000	10	----	1½
Halifax (G.)---N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	---	---	----	---
Hohnan (G.) ---Col.	150,000	2	----	---
Hope (G.)--- "	80,000	25	10	20
Isaac's Harbor (G.)N.S.	100,000	5	----	55c
Isabella (G.) ---Col.	---	---	----	---
Kennebec (G.)---Ca.	100,000	5	----	---
Kent (G.)---N. S.	200,000	1	----	---
Lake (G.) ---Col.	---	---	----	---
Lake Major---N. S.	12,000	50	----	---
Libertad (G. & S.)Mex.	---	---	----	---
Manhattan (G.)---Col.	100,000	10	----	---
Mariposa (G.) ---Cal.	100,000	100	----	12½
Massachusetts (G.)-Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	---
Montague (G.) ---N. S.	50,000	10	----	---
Montana (G.)---Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	---
Mt. Alpine (G.) ---Col.	250,000	5	----	---
Mt. Vista (G. & S.)Nev.	50,000	10	----	---
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	---
New York (S.) --- "	100,000	10	----	---
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.)--- "	100,000	2	----	2½
Oldham (G.) --- "	100,000	2	----	---
Otate (S.)---Mex.	---	---	----	---
Palma (S.)--- "	---	---	----	---
Peck (G.)---N. S.	100,000	5	----	---
Peninsular (S.)---L. Cal.	---	---	----	---
Picacho (S.) ---A. T.	50,000	50	----	---
Pontiac (G.)---Col.	50,000	20	----	---
Prince Albert (G.)-Ca.	100,000	2	----	14
Quartz Hill (G.) ---Col	40,000	25	----	5
Quicksilver ---Cal.	40,000	25	----	56½
Renfrew (G.) ---Ca.	120,000	2½	----	55c
Riviere du Loup (G.) "	20,000	10	----	---
Rocky Mt. (G.)---Col.	---	---	----	11½
Sacramento (S.)---Nev.	---	---	----	---
San Antonio (S.)---A. T.	60,000	50	----	---
Santa Clara (Q.)---Cal.	---	---	----	---
Santa Rita---Ariz. T.	---	---	----	---
Scottie (S.)---Ariz. T.	---	---	----	---
Sherbrooke (G.) ---N. S.	100,000	10	----	---
Sierra Nevada (G.)Col.	---	---	----	---
Silver Hill (S.) ---Nev.	---	---	----	---
Sonora (S.)---Ariz. T.	---	---	----	---
Southam (G.)---N. S.	100,000	5	----	---
Stafford (G.)---Ca.	100,000	5	----	2½
Star (G.) --- Col.	100,000	25	----	---
Stewart (G.) ---Ca.	100,000	5	4	75c
Tascher (G.) --- "	50,000	10	----	---
Victoria (G.)--- "	100,000	2	----	---
Waverly (G.) --- "	50,000	10	----	---
Windsor (G.) ---Col.	100,000	10	----	---
United States (G.)-- "	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'alt in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,300	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	—	6,660	(Metropoli'n)	6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	—	3,590	11,062	766	....	
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	241	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400.000	31,000	104,617	170,235		3	....	71
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,000	55,533	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017		—	....	....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	32½
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32.900	—	—	7,454		—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	6,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428		—	....	....
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589		—	....	....
30 Nov. '64	11.60	—	5₉	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	17	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	....	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	....	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	....	—	35	Brooklyn Central & Jamaica	844,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	50.18	1.90	....	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	....	—	56	Brooklyn City and Newtown	284,765	346,000	146,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	443,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	....	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	....	91	..	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	..	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	....	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	....	18	..	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	26	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.50	—	....	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,180	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	....	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	....	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200.000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	499 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,640	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,499	20	....	30
31 Oct. '64	11.00	—	....	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	18
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	....	....	..	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32.449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22.600	5,369	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	10
31 Oct. '64	5.20	—	....	....	..	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	8	....	10½
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'sF.)	175,610	159,312	15,500	—	79,670	21,297	6	....	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	66
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	16½
						OHIO.									
31 Dec. '62	5.00	—	....	....	..	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	....	....	..	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	....	....	..	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.63	—	....	....	..	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	..	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	3.33	—	....	....	..	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	....	....	....
30 Nov. '62	4.48	—	....	....	..	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	....	....	....
30 Nov '62	10.20	—	....	....	..	St Louis	298,604	298,604	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-secon! street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1909	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1889	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1863	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	111
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ——registered	$9,415,250	6	Jan. & July.	1867	115
Loan of March 31, 1848 ——registered	8,003,342	6	" "	1868	112
" " " ——coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850——coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ——registered	20,000,000	5	" "	1874	100
" " " ——coupon		5	" "	1874	99
Loan of June 22, 1860 ——registered	7,022,000	5	" "	1871	101
" " " ——coupon		5	" "	1871	95
Oregon War Debt of March, 1861——coupon	1,016,000	6	" "	1881	102
" " " ——coupon		6	Yearly.	1881	102½
Loan of Feb. 8, 1861 ——registered	18,415,000	6	Jan. & July.	1881	107½
" " " ——coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ——registered	264,155,650	6	" "	1881	107½
" " " ——coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s)——registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s)——coupon		6	" "	1882	105
Loan of March 3, 1864, (10-40s)——registered	172,770,100	5	Mar. & Sept.	1904	97½
" " " ——coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ——registered	90,759,000	6	May & Nov.	1884	----
" " " ——coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861——coupon	458,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65—1st series	300,000,000	7.3	Feb. & Aug	1867	99½
" March 3, 1865——2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865——3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,538,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	160,143,620	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ——coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)——coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State)— "	610,000	6		1868	----
" " " (" ")— "	38,000	5		1868	----
California—Civil bonds of 1857——coupon	3,727,500	7	Jan. & July	1878	117
" " 1860—— "	198,500	7	" "	1880	----
" —War bonds—— "	610,004	7	" "	1872	----
Connecticut War Fund bonds——coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " " "		6	" "	'81-'82	95
" " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds——coupon	143,000	7			
Georgia—State bonds ——coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k)— "	2,073,750	6	" "	'63-'80	70
" " " (R. R.)—— "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ——inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds —— "	1,322,085	6	" "	1877	100
" —Interest stock—— "	737,222	6	" "	1860	86
" —Refunded stock ——coupon	2,187,000	6	" "	'63-'80	106
" —War bonds—— "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling)—— "	1,778,423	6	" "	1870	100
" " " (dollar)—— "	1 986,297	6	" "	1870	100
Indiana—State stock ——registered	5,325,500	5	Jan. & July.	1886	90
" " " ——coupon	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds ——coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock—— "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock—— "	1,213,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks——coupon	200,000	7	Jan. & July	1868	----
" " " (war loan)—— "	800,000	7	" "	'81-'82	----
" " bonds to School Fund —— "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)——coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic)—— "	65,000	6	July.	1883	----
Kentucky—State bonds ——coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " " "		5	" "	'81-'91	----
" " " " " "		5	" "	'93-'96	----
" " " (bank)—— "	600,000	5	" "	1891	----
" " " " " "	67,500	6	" "	'91-'96	100
" " " (war loan)— "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)——coupon	516,130	6		d'm'd.	62½
" " " (R. R. etc.)— "	3,902,000	6		'67-'99	----
" " " (banks)—— "	5,398,533	6			----
" " " (war loan)— "	670,000	6			----
Maine—State bonds ——coupon	----	6	Mar. & Sept.	'63-'77	93½
" " " (war loan)—— "	1,000,000	6	Jan. & July	'81-'83	93½
Maryland—State bonds (st'k'g)——coupon	816,000	5		1865	----
" " " (st'k'g conv.)— "	200,576	5		1865	----
" " " (st'k'g)—— "	5,585,555	5		'89-'90	104½
" " " (st'k'g conv.)— "	2,490,569	5		'89-'90	108
" " " (dollar)—— inscribed	500,000	3		1890	----
" " " (")—— "	10 ,000	4½		1888	----
" " " (")—— "	767,580	5	Chiefly quarterly.	'42-'58	----
" " " (")—— "	399,408	5		1880	----
" " " (")—— "	148,711	5		'89-'90	108
" " " (")—— "	133,689	6		pleas.	----
" " " (")—— "	3,000,000	6		1870	107
" " " (")—— "	85,000	6		1885	----
" " " (")—— "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.)— "	503,380	6	" "	'88-'90	----
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" ")— "	300,000	5	" "	1893	123½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" scrip—— "	200,000	6	" "	'64-'66	----
" " —— "	247,000	6	June & Dec.	'68-'72	----
" " —— "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan——coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" " —— " —— "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan—— "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan— "	1,000,000	5	" "	1883	98
" —Back Bay Loan—— "	168,000	5	" "	1880	----
Michigan—Renewal Loan ——coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan——(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan——(" ") "	587,000	7	" "	18-6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ——coupon	250,000	8	Jan. & July.	1867	102
" " " (Indian war)— "	100,000	7	" "	1871	----
" " " (Railroads)— "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks)——coupon	2,000,000	6		'41-'71	----
Missouri—Bank Stock Loan of 1857——	63,000	5½	Jan. & July.	1863	----
" " " " " "	199,000	6	" "	1863	71½
" " " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857——	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853——	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R.—coupon	7,000,000	6	" "	'72-'88	76½
" " " S. W. Branch— "	4,500,000	6	" "	'87-'89	----
" " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" " " N. Missouri— "	4,350,000	6	" "	'72-'87	----
" " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" " " C. & Fulton— "	650,000	6	" "	'87-'89	----
" " " Platte Co. —— "	700,000	6	" "	1889	----
" —Revenue bonds —— "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants ——	780,000				
New Hampshire—State bonds——coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ——	200,000	6			
New Jersey—State stock ——registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " " " (" ")— "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt——	561,500	5	Jan. & July.	pleas.	----
" " " " " Deficiency Loans—	348,107	5	" "	pleas.	----
" " " " " " "	900,000	5	" "	1875	----
" " " " " " "	442,961	6	May & Nov.	1868	100
" " " " " " "	1,189,781	6	Jan. & July	pleas	----
" " " " " " "	1,200,000	6	" "	'68-'78	106
" " " " " " "	700,000	7	" "	1870	112
" " " " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " " " " " "	11,050	5½	----------	d'm'd.	----
" " " " " " "	14,230	6	----------	d'm'd.	----
" " " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " " " " Railroad Loans——	287,700	4½	J., A., J., & O	1884	----
" " " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " " " "	320,000	5½	Jan. & July.	1865	----
" " " —Canal Fund Loans——	100,000	6	" "	1867	----
" " " " " "	6,922,274	6	" "	'63-'74	105
" " " " " "	15,889,025	6	" "	64-'76	117
" " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ——coupon	9,129,505	6	Various.	Var.	77½
Ohio—State bonds (foreign debt) ——coupon	1,258,279	6	Jan. & July.	1860	110½
" " " (" ") —— "	1,015,000	5	" "	1865	95
" " " (" ") —— "	379,866	6	" "	1868	----
" " " (" ") —— "	2,183,552	6	" "	1870	100
" " " (" ") —— "	1,600,000	6	" "	1875	96½
" " " (" ") —— "	4,095,309	6	" "	1881	96
" " " (" ") —— "	2,400,000	6	" "	1883	105
" " " (domestic debt)——	125,680	6	" "	1863	108
" " " (war loan)——coupon	1,500		" "	1866	----
" " " (" ")—— "	279,313		" "	1868	----
" —Irreducible debt (school funds, etc.)——	2,920,403	6	Yearly.	----	----
Oregon—State scrip ——	55,372				
Pennsylvania—State Stock Loans——	181,200	4½	April & Oct.	due.	----
" " " " " "	10,780,095	5	Jan. & July.	due.	89
" " " " " "	3,886,070	5	Feb. & Aug	due.	----
" " " " " "	3,090,614	5	Mar. & Sept.	due.	----
" " " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates ——	210,263	6	Feb. & Aug.	due.	----
" —State bonds——coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans——	1,177,890		" "	1864	----
" " " " " "	675,029	5	Feb. & Aug.	1864	----
" " " " " "	1,045,829	5	June & Dec.	1864	----
" " " " " "	1,558,673	5	Jan. & July.	1865	----
" " " " " "	2,277,765	5	" "	1868	----
" " " " " "	1,702,214	5	" "	1870	89
" —State bonds——coupon	4,860,000	5	Feb. & Aug.	1877	89
" " " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan ——	400,000	6	April & Oct.	1879	----
" —State bonds——coupon	650,000	5	Jan. & July.	1882	88½
" —Bank Charter Loans——	360,037	5	----------	----	----
" —Relief Notes in circulation——	97,360				
" —Military Loan bonds ——coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)——coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ——	1,708,017	6	----------	68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ——coupon	1,125,000	6	----------	1882	71
" " " (interm. impr.) "	2,063,606	6	----------	Var.	57
" " " (railroads)— "	12,799,000	6	----------	Var.	71
" " " (capitol)—— "	608,000	5	----------	1890	57
" " " (Hermitage)— "	48,000	6	----------	1890	71
Texas—Had no debt in 1861 ——	----				
Vermont—Inscribed certificates ——	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ——coupon	58,000	6	----------	'62-'63	----
" " " (" ") —— "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)——	404,000	5	Various.	Var.	----
" " " (railroad) ——	18,264,642	6	Jan. & July.	'53-'93	59½
" —State bonds (railroad) ——coupon	12,624,500	6	" "	'88-'93	----
" " " (sterling)—— "	1,865,000	5	" "	1892	----
West Virginia—No information ——	----				
Wisconsin—State bonds (civil)——coupon	100,000	6	April & Oct.	'67-'68	100
" " " (war) —— "	200,000	6	Jan. & July.	1867	----
" " " (domestic)—— "	100,000	6	" "	1877	----
" " " (" ")—— "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,547	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,690	460,422	521,174	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,611
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,4
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,0
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,7
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,4
1865	261,903	252,583	288,159	263,149	312,316	343,985	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	124,500	145,839	92,873	75,457	1,181,0
1861	83,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,0
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	125,595	1,423,4
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,154	1,959,2
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,940	307,874	375,860	324,865	306,617	321,037	3,095,4
1865	305,554	246,331	289,403	186,172	227,260	311,180	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	455,945	404,182	3,975,9
1864	273,876	317,839	390,365	371,461	466,830	565,145	432,054	519,306	655,364	708,714	705,496	645,943	5,902,2
1865	535,675	481,165	506,290	467,710	568,904	727,193	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,2
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	91,400	82,467	82,400	889,4
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,9
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,244	164,876	1,167,5
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,5
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,842,9
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,963	330,657	361,819	359,114	455,295	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	962,906	962,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	903,241	886,039	1,240,626	1,472,120	1,339,279	1,225,528	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,577
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	409,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,221	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	------	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	200,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,103	225,196	2,661,8
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,800,6
1862	190,130	236,637	181,084	191,648	200,146	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,8
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,0
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,4
1865	546,410	522,555	592,276	491,297	454,604	590,061	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,688	29,384	37,271	56,687	46,452	81,329	55,257	49,544	512,2
1863	38,206	53,778	60,540	64,200	35,326	40,706	55,704	52,864	77,112	82,059	76,764	68,843	710,2
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,545	96,908	95,453	1,038,1
1865	98,112	86,626	93,503	82,186	78,842	110,186	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,8
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,152,4
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,7
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,597	69,353	105,417	205,055	138,242	112,913	1,247,2
1864	102,749	116,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,2
1865	98,183	74,283	70,740	106,689	146,943	224,838	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,8
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	223,851	273,722	203,492	134,972	2,068,8
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,159,0
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,8
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,5
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,964	411,806	4,120,1
1865	368,996	366,361	413 322	366,245	353,194	402,122	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,1
1861	142,334	119,764	151,871	172,014	149,550	133,620	123,377	144,982	236,843	307,333	242,049	200,154	2 124,2
1862	230,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	295,953	322,369	307,474	258,634	2,650,7
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,0
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,0
1865	306,324	279,137	344,228	337,240	401,456	365,663	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,7
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,6
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,965	7,996,7
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,681,2
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,4
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,4
1865	899,478	581,372	915,600	1 300,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,3
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,6
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,466	276,209	291,763	278,219	2,905,8
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,8
1863	386,684	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,0
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,035	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,3
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,7
1862	293,420	274,258	295,778	262,695	277,009	261,210	249,419	277,580	397,525	401,299	364,234	370,983	3,745,8
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,890	487,612	5,132,9
1864	290,676	457,227	611,291	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,982	7,120,4
1865	684,260	696,738	886,511	738,107	601,238	650,311	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,5
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,878	153,470	144,736	143,748	162,921	1,564,9
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,912	218,236	234,194	204,765	202,966	204,726	2,084,0
1865	170,078	153,903	202,771	169,290	177,625	173,722	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	920,7
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,958	137,086	94,574	1,172,1
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,280	172,670	147,548	139,528	1,403,1
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	120,695	151,052	134,563	111,369	1,439,7
1864	79,735	95,843	132,896	123,967	127,010	166,538	139,626	244,114	243,840	221,570	220,209	265,184	2,090,3
1865	144,084	139,171	156,783	144,901	138,738	194,525	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

( ) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	18-2	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	69
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1888	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	95½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Real Estate bonds	47,550	---	----	----	1866	----
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	----
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1565	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	55
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	90
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	------	99
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'85-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1900	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1900	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1878	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	95½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	56
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " ")	----------	8	" "	" "	18--	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
----------	----------	---	----------	----------	----------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug	New York.	1878	121
Dividend Mortgage	900,000	7	----	----------	1890	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7	----	----------	1857	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1895	97
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	89½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----	----------	------	----
Toledo depot bonds	162,500	---	----	----------	------	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----------	------	----
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----------	------	----
Endorsed by State of Tennessee	150,000	---	----	----------	------	----
Mortgage (ordinary)	790,688	---	----	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----------	------	----
Endorsed by State of Tennessee	200,000	---	----	----------	------	----
1st Mortgage (after State)	100,000	---	----	----------	------	----
Redeemable in Stock	66,950	---	----	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655.000	7	----	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----------	1891	----
Free Land, 2d Mortgage	----------	8	----	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (state)	300,000	7	----	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,536,000	7	May & Nov	" "	1875	95½
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1888	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,244,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			118
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Kookuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	110
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	87
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1869	
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	101
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	112
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	88½
*Milwaukee and Beloit :						
1st Mortgage	525,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	99
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,356	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		36½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	339,410	6				
Income	1,508,070	5	Jan. & July.	New York.	'61-'67	
Sterling	878,035	5			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	460,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
*New Albany and Salem .						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500.000	7	Jan. & July.	New Haven.	1886	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63,4'8	
1st Mortgage Coupon	2,665,000	6	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	93½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	95¾
4th Mortgage	3,644,000	7	April & Oct	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	84½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1566	----
Md. State Loan (irredeemable).	1,500,000	6	" " " "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	* 500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	56
2d Mortgage	3,077,000	7†	" "	" "	1861	29½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	260,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1966	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,956,600	6	April & Oct.	"	1870	92
" 1861, "	196,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1856	----
Bonds and mort. on Real Estate	598,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1875	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	61½
2d Mortgage	937,500	7	" "	"	1863	15
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	6	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	800,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1566	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,255	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
* 2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1886	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	26
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	84.0	-------	101,102	37,868	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,000	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,760	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,928	65,939	36,669	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,810	154,000	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137 036	2,350,000	927 000	—	4,280, 09	72 8	458,245	1,262,397	485,21-	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439.775	*	28,200	2,000,000	191,000	47,000	2,685,438	124 0	203,329	428,518	150,70-	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	23,084	1,460,193	62.0	129,574	265,387	13,94-	8	----
29 Feb '64	64.0	—	2.6	—	8	17	25	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	-------	—	117
30 Nov. '63	8.48	5.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	-------	-------	156,663	78,6 7	34	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	-------	—	658,805	51.000	—	810 982	66 0	211 836	270,672	54,29-	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,967	117.4	570,410	1,424,772	720 40-	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	807,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	—	Delaware	1,552,257	-------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,976	41 46-	—	----
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,28-	10,29-	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	—	191,485	195.000	75,594	619,112	32.0	-------	7,857	3,53-	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,61-	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	81.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879 468	1,715,029	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,642	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	-------	-------	388,85-	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	-------	138.0	-------	852 345	454,641	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	-------	9,896,598	281.0	1,104,197	2,770,464	1,273 51-	7	100
30 Apr. '64	240.0	096 0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128 031	—	14 837,539	394.0	1,955,519	3,090,211	1,350,499	8	111
1 Apr. '63	242.0	—	29.0	36	23	705		Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,13-	242.0	-------	1 083,054	448,503	—	29
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804.923	*	500,000	6,000,000	1,450.500	-------	9,484,- 82	228 4	1,212 654	3,359 391	1,891,70-	6	106½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,983	525,451	6,028,400	3,506,000	-------	10,962,115	441.7	1 484,06-	2,201,481	1,279,40-	6	----
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	65
31 Dec. '64	454.8	252.5	----	—	126	68	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13 292.000	-------	38,080,110	708.3	3,383,850	6,329,447	2,463,194	8	152
1 Jun. '65	111.0	—	----	—	15	14	252	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,653,955	1,391.000	-------	4,344,955	111.0	-------	4-9,874	210,954	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000.000	6,700,000	—	10,700,000	209.0	-------	2,084,074	569,767	—	36
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,34-	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	-------	442,893	158,541	—	72
31 Dec. '58	80.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,454,108	110 0	-------	448,858	-------	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	-------	2,975,878	84.0	384,589	771,765	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,22-	108.0	312,859	527,863	268,15-	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,538,743	132 0	-------	315,172	117,911	6	109
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40-	—	36
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	-------	3,063,108	73 0	370,555	1,007,979	521,254	18	158
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,665	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	363,044	-------	86 0	7 mos	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,520,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,442	570,000	-------	-------	38.5	11 mos.	458,821	21,356	—	----
30 Jun, '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	35
								KENTUCKY.													
31 Oct, '59	50.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,524	—	----
30 Jun. '63	29.0	—	----	—	}	13	5	160 } Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	99,320	55,355	4	80
30 Jun. '63	65.1	—	----	—	}			} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,715	65.1		222,909	120,009	3	90
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,420	300 0	841,559	3,261,690	1,903,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.6	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,920	223,64-	—	----
31 Mar. '61	206 0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,232,624	555,43-	—	----
31 Aug '60	53.7	—	----	136.3	---	---	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,263,015	248,989	108,434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Trk R.	R. Co. of	Canada	-------	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	-------	2,950,000	4,250,000	-------	9,008,369	188.0	-------	340,896	-------	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,806,576	*	168,225	6,3 5,906	7,740,989	-------	15,066,822	329.3	1,555,2 7	3,417,1-5	1,697,060	12	1-4
31 Mar. '65	246.0	277.8	----	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	-------	18,284,315	523 8	2,187,124	4,289,466	1,881,113	7	62
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	---	---	---	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	---	---	---	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	---	---	---	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	-------	176,462	116,423	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	53.2	-------	250,647	121,662	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,660	-------	-------	206.8	579,324	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17.7	63.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	-------	-------	168.8	-------	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	—	---	---	---	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
2. Feb. '63	196.0	—	14.4	87.3	4	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137,019	20,465,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 86	116,883	—	71,513	4,500,000	-------	-------	116.0	98,371	241,482	128,886	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Ire Mountain* [illegible] e 63	344,168	—	—	1,971,127	3,501,000	57,861	5,993,277	90.1	232,631	793,23-	65,299	—	----

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	8	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,751	43,461	—	—
30 Jun. '63	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	—	100,000	1,500,000	—	—	1,649,414	51.3	164,991	350,853	188,121	6	95
31 May, '64	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	.....	.....	37.0	.....	55,405	28,404	—	.....
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,758	3,990,254	16,151,962	10,781,833	630,555	38,673,564	256.8	1,933,769	4,481,859	3,054,653	6	115
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,275	3,344,860	4,850,000	—	12,273,647	261.6	1,099,348	3,051,669	1,985,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,245	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	4'3,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,595	1,272,600	443,332	8	110½
30 Nov. '64	47.0	7.0	32.5	—	26	45	256	Boston and Providence	2,968,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,808	9	124
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	11½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,636	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	200,000	— —	2,079,944	52.4	223,318	472,321	165,932	6	93½
30 Nov. '64	44.2	30.5	27.6	—	31	74	488	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	95
30 Nov. '64	51.0	42.5	75.9	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	134,622	868,252	309,341	8	103
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,853	30,275	—	200,000	75,000	3,374	366,917	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	53,415	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,000	187,500	2,048,537	36.7	94,748	183,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,563	—	3,609,600	452,000	451,850	4,512,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	162	Providence and Worcester	1,409,207	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	18.9	—	1.7	—	3	4	197	Salem and Lowell	282,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	— —	(Surrend	ered to the C	ommon	wealth.)	—	—	44½
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,950	—	3,932,547	77.3	151,527	342,297	134,363	—	41
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986 979	218.0	1,480,223	2,996,854	1,178,712	10	123
30 Nov. '64	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,098,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	82½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,606	61.3	.....	470,078	125,286	7	57½
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	87,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	69,114	3,248,214	82.0	.....	366,846	153,718	4	75½
30 Apr. '63	24.7	—	2.3	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124.2	.....	5,793,980	1,140,788	35	129½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	122,950	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	61.0	—	59	34	936	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,213	2,537,184	1,305,630	20	122½
31 Dec. '63	55.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,709,869	492,000	1,649,022	4,397,800	635,000	145,000	6,960,452	33.8	610,427	1,563,607	777,626	10	150
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,500	—	.....
31 Dec 64	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,020	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	..	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	103
31 Dec '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461 2 9	*	—	588.400	700.000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '63	35.9	—	1.0	105.0	3	6	38	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,031,750	1,149,000	—	3,600,000	85.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,500	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	81½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422 023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	370,431	52 250	6	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233.174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,990	654.9	5,990,208	12,597,890	3,506,745	9	94½
30 Sep. '63	130.7	2.1	31 1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14.260	11,614,628	163.8	1,443.679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	5.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	.....
30 Sep. '63	35.9	—	2.2	—	8	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,834	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	149.6	48.5	18.2	—	28	27	348	Rome, Water'n & Ogdensb'g.	3,091.576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	288.1	365,668	586,201	279,216	6½	100
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,793	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,503	*	—	1,545,225	460,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,032,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,993	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 May, '58	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,894,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012 130	2 151,943	1,216,267	31	153
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '65	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	66½
31 May '64	109.7	79.4	.....	—	37	54	659	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	103
31 Dec. '55	61.4	—	.....	53.0	5	3	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
30 Dec. '55	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '65	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137.857	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '65	142.0	—	7.9	—	18	6	4 3	Dayton and Michigan	5,496,811	485 303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
31 Nov. '65	83.5	—	3.9.6	—	26	38	415	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,550	138.0	1,002,647	1,948,778	791,862	10	140
31 Dec. '64	173.8	77.6	13.1	—	46	26	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427.405	—	.....
30 Apr. '62	192.3	—	.....	—	46	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	123.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,495,728	11,190	5,139,662	206.9	388,894	600,162	133,747	—	62
31 Dec. '65	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec '64	242.4	—	.....	—	48	16	989	Toledo & Wabash	10,080,918	*	—	3,427,060	6 653,868	—	10,245,016	250.0	1,244,358	2,060,322	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0			360,215	171,280		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316.747		380,488	149,015	—	
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176.968		394,951	193,901	8	12½
31 Oct. '64	113.0	—	57.0	—	77	29	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,411,500	606,321	10,930,771	264.5	1,622,527	1,084,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153.041	335.50	202,009	—	—	
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.6	508,770	656,518	427,741	24	30	
31 Oct '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—	
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,286	81.0	71,850	163,502	55,456	—	—	
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn. R.R. Co.		7	56	
31 Oct '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,309,565	1,000,000	100,000	2,909,565	32.0	21.760	50,103	7,966	—	—	
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335.28	145,472	—	20½	
31 Oct. '64	80.0	—	34.0	—	119	104	1,380	Lackawanna and Bloomsburg	3,160,103	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,671	698,596	301,041	—	—	
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6 627,050	1,477,000	17,532	8,121,58	87.5	502,028	2,220,262	1,452,154	20	59	
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(oper. by Reading R. R.)				6	27	
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	"	"	"	"	7½	55	
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255 855	69.8	320,638	741.977	349,401	—	24	
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,06	16 684,840	—	42,520,356	356.9	5,846,778	14,759 057	4 065,112	10	57½	
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,130.079	262,399	—	1,35-,100	315,-00	—	1,673,100	24.0	253,739	448,147	207,892	8	55	
31 Oct. '64	217.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,76 ,623	—	—	5.013 054	9,940,000	10,500	14,963,554	(oper. by Pe		nn. R.R. Co.)		—	23	
30 Nov '64	152 0	46 8	208.5	—	416	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	—	7 716,253	509 5	3,328,229	2,269,341	1 308,150	15	50½	
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,795	999,200	250.000	—	1.249,200	28.2	175.447	824,006	477,658	10	143	
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6 7,300	692,000	—	9,349,300	197 0	839,238	2,206 560	1,365,200	10	62½	
31 Dec. '64	59.5	—	7 2	89.5	12	11	82	Pittsburg and Connellsville	3,277,486	163,004	—	1 770,414	1,500,000	69,237	3,466,877	72.0	256,176	315 723	101 569	—	9½	
31 Dec. '64	468.3	—	108 5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,125	12,657,000	—	23,942,670	468.3	3,940,773	7 1 0 4 6	3,019 067	10	97½	
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northu	mberland	57,070	226,318	107,490	10	40	
31 Oct '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 00 ,095	162,312	1,855,443	26.4	118.6 8	275,232	147,917	—	—	
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,666	295,338	211,317	8	43	
								RHODE ISLAND.														
31 Aug. '63	50.0	—	2 0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	247,000	—	.....	62.0	297,700	421,753	199,155	6	115	
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	—	
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,000	384,000	—	.....	109.6	.....	283,283	151,536	6	.....	
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,571	—	.....	
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....	
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,855	.....	.....	.....	.....	1,498,656	701,943	7	.....	
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,690	99,110	1,137,707	47.6	.....	29.967	19,187	—	.....	
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....	
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....	
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....	
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....	
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	564,949	316,518	.....	59.4	69,870	177,256	60,029	—	.....	
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....	
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....	
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.6	.....	734,118	337,384	6	.....	
1859	.....	.....	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....	
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....	
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....	
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	.....	
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....	
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....	
								VERMONT.														
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	.....	
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449.251	423.027	112,163	—	.....	
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....	
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10 000,000	174.5	836,269	941 045	282,887	—	1	
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	oper. by Vt. Central				8	100	
30 Jun. '63	23.7	—	0.9	—	4	6	59	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	61,267	26 451	—	.....	
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. b. Troy & Bost.			55,852	—	.....	
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88.131	1,534,194	.....	.....	.....	.....	—	.....	
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....	
30 Sep. '59	79.2	—	4.5	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47.702	54,121	16,352	—	.....	
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	10	
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,848	450,427	252,213	—	.....	
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....	
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....	
30 Sep. '60	140.6	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,528	—	67	
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,285	7	77	
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60	
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....	
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240.446	121,055	7	.....	
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	624,081	359,130	5	75	
30 Jun. '60	104.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	871,958	10,233,271	214.9	480,195	740,489	347,957	—	.....	
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....	
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,470	329,580	—	.....	
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,775	607,000	—	8,452,351	234.4	968,183	1,711,281	505,830	—	37	
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	.....	
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	.....	
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	1,631,130	*	15,311	1,631,130	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	—	15	
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,128,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,516	1,154,855	—	.....	
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,884	1,649,510	1½	.....	
31 Dec, '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....	
								NEW BRUNSWICK.														
1 Oct, '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,840	20,006	—	.....	
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,385	—	1,380,000	13,100	136,000	1,729,23	60 0	.....	132,555	36,670	—	.....	
								NOVA SCOTIA.														
Dec. '63	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—	
								NEW GRANADA.														
31 Dec '63	48.7	—	—	—	11	22	120	Panama	5,002,000	*	615,558	5,000,000	3,375,000	—	10,763,723	48.7	.....	5 027,438	1,228,924	12	250	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 354,000	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25¼
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,525	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	101
Chicago & Northwestern (pref.)	2,400,000	7	5½	60¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & William-port (preferred)	500,000	--	--	45
Erie (preferred)	8,535,700	7	7	88
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	--	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,590	8	8	90
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	--	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	--	--	----
" " " (2d pref.)	904,473	--	--	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	92
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	------		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb RR.	----------		-------		------	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation.						
1st Mortgage	414,608	6	M. & S.		1870	92
Six per cent. Loan	2,432,271	6	A. & O.		1884	95
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	435,500	6	A. & O.		1876	100¾
2d Mortgage	295,750	6	------		------	97
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	76
Improvement	568,500	6	M & N.		1876	84
Susquehan'a Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md stg. loan converted	290.376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	45
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	19½
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	----	----
Delaware Division	100	1,633,350	—	82
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	122
North Branch	100	----------	—	-?-
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" " (preferred)	50	2,722,607	—	28¾
Susquehanna and Tide Water	50	2,048,260	—	7½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash) .... per ton 40 — @ 45 —
Pig, American, No. 1 .... 35 — @ 37 —
Bar, Swedes, assorted sizes .(in gold) .... — @ 92 50

	Store Prices.
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English, Refined	100 — @105 —
Bar, English common	90 — @ 95 —
Scroll, English	185 — @190 —
Bar, American, Common & Refined	115 — @120 —
Band, English	132 50 @ — —
Horse Shoe	130 — @140 —
Rods, English	102 50 @130 —
Hoop, English	135 — @220 —
Nail Rod	per lb. — 9½@ — 10½
Sheet, Russia	per lb.— 24 @ — 25
Sheet, English, Single, Double and Treble	— 6½@ — 9½
Sheet, Am., Single Double and Treble	— 6½@ — 9½
Rails, English ....(gold)	per ton.. 57 — @ 58 —
Rails, American	83 — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.) .... per lb.— 19 @ — 24
English Spring ....(1st & 2d qlty.) .... — 12 @ — 14
English Blister ....(1st & 2d qlty.) .... — 18 @ — 20
English Machinery .... — 14 @ — 16
German .... — 15 @ — 17
American, Blister .... — 12 @ — 14
American, Cast, Hammered .... — 20 @ — 22
American, Cast, Rolled .... — 13 @ — 16
American Spring .... — 12 @ — 14
Milan (in bond) .... — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ....(suits) .... per lb.— — @ — 45
Sheathing, Yellow .... — — @ — 30
Pig, Chile .... — — @ — —
Bolts .... — — @ — 45
Braziers' .... — — @ — 45
American Ingot ....(cash) .... — 29 @ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena .... per 100 lb. 9 25 @ 9 50
Spanish .... 8 — @ 9 12½
German Refined .... 8 — @ 9 12½
English .... 8 — @ 9 12½
Bar .... per lb.— — @ — 12
Pipe and Sheet .... — — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca .... per lb. 28 28 @ — 28½
Straits .... — — @ — 26½
English .... — 24 @ — 24½
Plates, Charcoal I. C .... per box — — @ 13 —
Plates, I. C. Coke .... 10 25 @ 12 75
Terne, Coke .... 9 50 @ 10 —
Terne, Charcoal .... 13 25 @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d ....(cash) .... per 100 lb. 5 — @ — —
Clinch .... 6 — @ 6 50
Horse Shoe, Forged ....(cash) .... per lb.— 30 @ — —
Wrought English ....(cash) .... — — @ — 50
Ausable Horse, Norway Iron, Forged .... — — @ — 30
Zinc Nails .... (6 mos.) .... — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity .... 33 @ — 33½
Refi'd, free, L.S. to pr. Wh. (110@120 test).— 70 @ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test).— 51 @ — 51½
Naptha, Refined (60@63 gravity) .... — 49 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th 13.	F. 14	Sat 15.	M. 17.	Tu. 18	W. 19.
Atlantic M. S. S. Co	158½	159	158¼	158½	158	162½
At. & Gt. W. (O) 1st m't.	99	----	----	----	99	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	41½	41¼	39½	40½	41	38½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	97	----	97	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	111	----
" " 5 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29½	29	28	28	30	28⅝
" " pref.	64	64	62½	62½	65	60½
" " 1st M.	84	----	85	84	85	85
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108¾	108¾	107½	106¾	109½	105
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	133	----	133	133	----	----
Clev. and Pittsburg	69¾	70	68½	68½	70½	66¼
" " 2 M.	90	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	103¾	----	103	----	----	----
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	43¾	43½	----	43	44½	41½
Del. & Hudson Canal	146	----	----	----	----	130
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	78¾	81¼	80½	82½	80¾	81¾
" pref.	----	----	----	----	88	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	103	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	94	----	94½	----	99½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	103	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	50	----
" " bonds	95	----	----	----	----	----
Hudson River	110¾	111	110	109	111	107
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	102	----	----	----	102½	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	139	139	----	121¼ x	123	126½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	114	----	----	----	114	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13¾	13	----	----	14¼	12
Michigan Central	108	----	----	108	108¾	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	66¾	66¼	64¾	65	66¾	65¾
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	97	----	----	----	----	----
" " 2 M.	----	----	88¾	----	----	----
Mil. and P. du Chien	40	----	----	37	----	37
" " 1st pref.	----	----	----	----	----	90
" " 2d pref.	----	----	----	----	69	----
" " 1st M.	----	----	----	----	99¾	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	73	----	----	----	----	71½
" 1st. to H. & St. J. R.	----	----	----	84	----	----
" " Pacific	----	----	----	72½	----	----
New York Central	96	96	95	95	96	93¾
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	94	----	94
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	75	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	77
Ohio & Miss. cer.	26¼	26¼	25¾	25½	26¼	24
" " pref.	60	----	----	----	----	----
Pacific Mail S.S. Co.	----	295	----	----	----	----
Panama	----	----	----	----	250	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	101	101¼	100¾	101½	99¼	100½
Pitts. Ft. W. & Chicago	98	99¾	98	98	99¼	95½
" " 1M.	103	----	101	----	103½	----
" " 2M.	95	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	62	62	61	58½	64¼	56¾
St. L., Alton & T. H.	----	38	36	----	----	----
" " pref.	----	----	----	60	----	----
" " 1M.	----	----	----	----	----	92
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	71½	----	----
Tennessee 6s, 1890	72	72	----	71½	71¾	70¾
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th 13.	F.14	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	97¼	97⅜	97⅞	97⅝	97	
U. S. 5s, 10-40s, reg.	----	95	97¼	97⅛	----	
U. S. 6s, 1881, reg.	103	----	----	107	----	
U. S. 6s, 1881, coup.	107⅞	108	107¼	107⅞	107⅛	107⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	102	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	112
U. S. 6s, 1868, coup.	114	----	----	----	----	114
U. S. 6s, 1 year certif.	98⅜	----	----	----	----	98
U. S. 6s, 5-20s, coupon	106½	105⅞	105⅞	105⅞	105⅛	
U. S. 6s, 5-20s, new	105⅞	105⅜	105⅛	105	105⅜	104⅝
U. S. 6s, " reg.	105	105	105	----	104⅝	104⅜
7.30 Notes, 1st series	----	----	100	----	100	----
" " 2d series	----	100	100	100	100	99⅞
American Gold	142½	142½	----	143	143½	143

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Cattawiesa	----	----	----	----	----	12⅜
" preferred	25	25	----	25½	----	
Camden & Amboy	129	129	----	129½	----	
" " 6s, '67	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
" " 6s, '75	----	----	----	----	----	88
" " 6s, '83	----	----	----	----	----	
" " 6s, '89	----	----	----	----	----	
" mort. 6s, '89	----	----	----	----	----	99
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal	32	----	----	----	----	
Elmira & Williamsport	----	----	----	----	----	
" " pref.	45	----	----	----	----	
" " 7s	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	56½	----	----	55½	55⅞	
" " 6s, '70	92	----	----	----	----	
" " 6s, '84	----	----	94	----	94	
Lehigh Valley R. R.	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.	----	29	----	27	----	
" " 7s	----	----	----	----	----	
Long Island	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Minehill	----	----	----	55	----	
Morris Canal	----	----	----	----	----	
" " pref.	----	122	----	----	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania	24	24	----	----	----	
" " 6s	----	----	----	----	----	
" " 10s	----	----	----	----	----	
Northern Central	----	----	----	----	44⅞	
Pennsylvania R. R.	57	58	58	----	56	58
" 1st m.	103	103	----	----	----	
" 2d m.	----	----	----	----	----	
Penn. State, 5s	----	----	----	----	----	87
" " 5s, coupon	----	----	92	----	----	
" " 6s, W. L.	100	100	----	----	----	
Philadelphia City, 6s	----	----	----	----	90	90½
" " new	92	92½	92⅞	----	93½	92¼
Philad., Germ. & Nor.	54½	54¼	----	----	53⅝	55
Phila. & Reading	50½	50½	51	50⅜	50½	50⅜
" " 6s, '86	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
Philadelphia & Erie	----	----	----	23	----	
" " 6s	----	----	----	----	----	
Philad. & Sunbury, 7s	----	----	----	----	97	
Schuylkill Navigation	----	----	----	----	----	
" " pref.	29	29	29½	----	28⅜	
" " 6s '82	----	----	76	----	----	76
" " 6s '76	----	----	----	----	----	
" " 6s '72	----	----	----	----	----	
Sunbury and Erie, 7s	----	----	----	----	----	
Susq. Canal	7½	8	8	7⅜	----	
" " 6s '78	----	----	45	----	----	
Union Canal, pref.	----	----	----	----	----	
" " 6s '83	19	----	19½	----	----	
West Br. Canal 6s '78	----	----	----	----	----	
Wyoming Valley Canal	55	55	55	----	----	
" " bonds	----	----	----	----	----	
Arch street, (Horse)	----	----	----	----	----	
Chestnut & Wal. "	----	----	----	----	----	
Green & Coates, "	----	----	----	----	----	
Race and Vine, "	10	----	----	----	----	
2d and 3d streets, "	----	----	----	----	----	
Spruce & Pine, "	----	----	23	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th 13	F.14.	Sat.15.	M 17.	Tu.18.
Baltimore City 6s, 1875	99⅛	----	----	----	----	----
" " 1886	----	100	100	----	----	----
" " 1870	----	----	99⅛	----	----	----
" " 1890	100½	101	100	----	----	----
Balt. and Ohio	----	114½	115	----	----	----
" b'ds, '62	----	----	----	----	----	----
" " '67	----	98⅛	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	98⅛	98⅛	----	----	----	----
" " '85	----	----	100½	----	----	----
Northern Central	----	----	44½	----	----	----
" " b'ds, '85	86	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	110½	----	110½	----	110½	----
Boston and Providence	----	----	124	----	----	----
Boston and Worcest.	----	----	119½	119½	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	57⅜	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	95	95	----	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	103	----	----	----	----	----
Manchester & Lawrence	----	105	----	105	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	94	----	----	----	----	----
Old Colony and Fall R.	104	----	105	104	----	----
Ph., Wil. & Baltimore	65	66	65½	----	----	----
Portl'd, Saco & Ports.	95	----	----	----	----	----
Vermont & Canada	----	100	100	----	----	----
Vermont & Mass.	42	41	----	----	----	----
Western	----	123	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	95	----	----	----	----
Metropolitan "	49½	49½	49½	50	----	----
Middlesex "	65	69	71	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	34¾	----	----	----	----	----
Isle Royale "	12	12	11½	11¼	11⅞	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	12½	----	
Pewabic "	35	34¾	----	36	----	
Pittsburg "	----	----	----	----	----	----
Quincy "	----	56	56	----	----	----
Rockland "	3	----	2¼	3	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of June:

Maryland 5s	62	to	64
United States 6s, 1881	69½	"	70
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	52¼	"	52⅞
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61½	"	61¼
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	82½	"	83
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 22, 1865.

Stock Exchange and Money Market.

At the close of the last week the Stock Market was strong, and Government securities were also in good demand, generally, notwithstanding the usual variations of the hour had a fractional effect, dependent on the feelings of the moment, and the caprices of the street. One or two per cent., or even a half per cent., is a great object with the operators; but these fluctuations actually prove nothing but the temper of the hour, and have no real relation to the values of the securities themselves. So that the political economist must look at the tendency of the current rather than the ripples on the surface. Money continues abundant at low rates, as might be expected from the large amounts necessarily disengaged from their former channels of employment, and from the volume still floating in the country in the shape of paper. This is a state of things at present without any remedy, and must remain so until we know the future policy of the Government to be determined by the balance struck by the Secretary of the Treasury, and the actual extent of the retrenchment effected by the Departments of the Navy and Army. We know that the President is determined to practice the greatest economy, and to bring the expenditures of the Government to the smallest dimensions practicable. The school in which he was trained was an economical one, and he understands its requirements. Too many of our statesmen in their desire for "splendid Government," have overlooked the necessity of economy in their desire to be brilliant; but the President has seen the rough side of public events, has learned the pressure of public burdens upon States, and the distress of the financial mistakes of public men. We may therefore feel assured that it will be only a natural disposition in him to retrench, and to contract our National expenditures. This is the character of the man, and it is adapted to the emergency. We may therfore count upon it, as a favorable circumstance in the financial prospects of the country.

It is asserted that the aggregate of the National debt is yet likely to prove as large as four or five thousand millions. We are not of that opinion; for if it were so, our former Secretaries of the Treasury must have been not only much in the dark, but have not acted with the intelligence and watchfulness demanded by their official position. How a thousand millions could be added to the sums already officially stated, without any conception of its probabilities, or the smallest anticipation of it, surpasses all understanding. When the careful, practical, and experienced Mr. McCulloch announces the fact, and lets us know how this monstrous discrepancy has arisen, we shall believe it, but not before. The present announcement comes from the same quarter from which came the cry of "specie bankruptcy," and the inaccuracies as to the annual receipts of gold into the country; and who do not seem to know that our specie reserves are larger now than they were before the war, and that our exports of the article have largely declined. We really must doubt all predictions or calculations from any such source at present.

The late decline in our 5-20s in London, while they are steady on the Continent, have given the Wall street operators a temporary opportunity to put gold up beyond the old rates. We foretold our readers that this game would be played by these people, both here and in London; and it is evidently begun. When the Frankfort market is steady and unmoved, the London Bourse is authority enough for our bulls and bears with British connections to guide them; when that kind of "wind blows, the cradle will rock," and that is all they care about. One absolute proof of the existence of this stock jobbing arrangement, is the low price of exchange. This has generally been below par for a long time past, and was again so last week, and dull of sale. If our commercial indebtedness abroad amounted to anything considerable or embarrassing, exchange, which is gold in one shape, would show it at once; but it indicates nothing at all of that sort, and therefor

it is a legitimate conclusion, that as regards our commercial relations abroad they are in a perfectly sound condition.

It is also to be remarked that the estimates of a considerable amount of cotton on hand, are being verified. Thirteen thousand bales have been added the past week to the stock previously received, and it is also ascertained that in Texas there is a large amount yet in hand; and that in North Alabama, which has always cherished a love for the Union, in contrast to the Southern portion of the State, has kept at work, and is actually raising a larger crop than ever before, by means of the paid and voluntary labor of the freedmen. We look therefore with certainty to an early resumption of the old cotton production of the South; and the sooner the cotton states fall into line, stop listening to the discontented leaders, who overthrown in the field, hope to rise by agitation that shall assume only the form of political opinion, the sooner will the people there recover from the effects of their great folly, and the misery they have brought on themselves.

The recent convention held at Detroit, and very largely attended by representative delegations from the various boards of Trade and Chambers of Commerce in the Northern and Western States, and the British North American Provinces, adjourned after a session of nearly four days, having pronounced its opinions on several important subjects connected with transit, commerce and finance. The official accounts of its proceedings made by the newspaper reporters, of whom there was a large number present, give no idea of the real state of the proceedings, beyond what appears on the face of them. It was very soon apparent to a close observer, that behind the question of reciprocity there lay many local questions of far more interest to some parties present, than any general and national one. The connection of the Mississippi with the Lakes by the Illinois Canal, was one; the Niagara Falls ship canal was another; the reduction of canal tolls and railroad charges was another; and the delegations did not hesitate to chaffer with each other for places on committees in order to secure favorable reports. Several times the convention was in the wildest disorder, the presiding officer was grossly insulted, and the Chicago delegation was at one time about to withdraw. But as all the various projects were finally adopted with the salient points rounded off, the whole were swallowed down. Chicago became pacified; Milwaukee withdrew its frowns; Oswego and Buffalo shook hands; and peace and harmony were restored. The reciprocity question was ably discussed in committee, which also acting on the compromise plan, approving the action of the Government in giving the notice, and then asking it to make a new treaty including the states and colonies on the Pacific coast; thus making the new arrangement wider than the old! The facts, the arrangements, the ability were all on the side of the *Reciprocals*, and never was a man more completely overthrown than ex-Vice-President Hamlin and another old fashioned lawyer from Maine, who were specially sent from Bangor, to protect the lumber speculators from Canadian competition. The great speech of Mr. Howe, of New Foundland, followed up the crushing arguments of the friends of the treaty who preceded him; and when the vote was taken on the adoption of the report of the committee, which it was supposed in the morning would be a very doubtful one, if not one decidedly opposed to the treaty, it turned out to be unanimous, in favor of a new one. Such a complete and sudden change of front was never before witnessed in a large deliberative assembly.

Another very important subject came up at the close of the session, and Mr. Bloodgood, of this city, not having time to make his remarks thereon, was given permission to print them as his speech, and have them adopted as a part of the proceedings. They referred to the construction of the ship canal between the St. Lawrence and the Hudson; a plan we have often, in the interest of the Great West, advocated in the JOURNAL. The remarks which were published in full in the Detroit papers, gave the history of the project; fully explains the result of the surveys; the probable cost; and shows that it will, by its construction, be the cheapest route to New York from the Lakes. Next to reciprocity it was the most important subject brought before the convention. We understand that it is the intention of the author to have these remarks re-published in pamphlet form for general circulation.

The aggregate amount of exports (exclusive of specie) for the week ending July 17th was $2,847,757, against $7,879,920 the same week in 1864, and $2,281,885 in 1863. Since January 1, $87,605,017, against $105,022,360 in 1864 and $101,602,165, in 1863. The imports were $3,687,174, against $3,923,437 same week in 1864, and $2,251,131 in 1863. Since January 1, $85,994,186, against $136,801,907 in 1864, and $96,453,789 in 1863.

The exports of merchandize in June were $8,246,644. In June, 1864, $19,354,422. In June, 1863, $15,127,519. Of specie and bullion, $5,199,472, $6,533,109, and $1,367,774 respectively. The imports were: In June, 1865, $16,855,321; June, 1864, $23,926,314: June, 1863, $12,597,426.

The customs revenue at New York in June was $7,835,075 84, against $3,311,148 43 in June, 1864, and $3,738,934 06, in June 1863. For the six months ending with June, $36,695,577 07, against $42,463,224 in 1864, and $23,843,077 79 in 1863. For the year ending June 30th, 1865, $61,169,479 80, against $77,506,201 43 in 1864, and $51,033,806 61 in 1863.

The exports for the year (exclusive of specie) were $202,872,785, against $168,925,776 in 1864, and $186,722,544 in 1863. The imports were $161,779,273, $234,967,045 and $180,607,865 respectively. The exports of specie were: In 1865, $39,589,259; in 1864, $58,274,222; in 1863, $52,092,637.

Call Loans are quoted 6@7 per cent. Sterling bills, 108¾. The balance in the sub-treasury on Tuesday was $49,299,107 85.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 6s, 1874, 98; Tennessee 5s, 59; Ohio 6s, 1881, 95; Connecticut 6s, 99; Brooklyn Park Loan, 85; do., 6s, Water Loan, 97; Central Coal, 50; American Coal, 60; Brunswick Land, 12½; Cary Imp., 17; Western Union Telegraph, 75; Bank of America, 135; Bank of Commerce, 105; Am. Ex. Bank, 114; Shoe and Leather Bank, 103; Hanover Bank, 106; Continental Bank, 95; 4th National Bank, 100; Central Bank, 105, Mechanics Bank, 107; Bank of Commonwealth, 99.

Philadelphia.—Elmira 5s, 72; Allegheny Co. 5s, 72¼; Chesapeake and Delaware Canal, 55; 17th and 19th streets R. R., 9¾; Hestonville R. R., 14⅝; Big Mt. Coal, 4⅛; Fulton Coal, 5⅛; Hazleton Coal, 55; Lehigh Zinc, 80; Farmers and Mechanics Bank, 118¼; Mechanics Bank, 28½; Consolidation Bank, 27½; Atlas Oil, ¼; Big Tank, 1; Curtin, 2¾; Caldwell, 2; Cameron, 1⅜; Dalzell, 3¼; Duncard, ⅜; Densmore, ¾; Eldorado, ⅝; Egbert, 1⅝; Franklin, 1; Glen Rock, 5½; Junction, 3; Jersey Well, 1¼; Krotzer, ¾; Maple Shade, 10¼; McClintock, 1⅜; McIlheny, 1⅞; Mingo, 2; Oil Creek and C. R., 1⅜; Oil Creek, 3⅞; Royal, ¾; Sugar Dale, 2; St. Nicholas, ¾; Tarr Home, 4; Tionesta, ⅝; Walnut Island, ¾; Wetzell, ⅛. The latest quotations are: City 6s, 90½@90½; do., new, 92¼@92¼; State 5s, 88@90; do., coupon, 90@91; do., 6s, W. L., 102@102⅛; Phila., Wil. and Balt., 65; Reading, 49¾@49⅞; do., 6s 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 128¼@129¾; Penn. R. R., 57⅞@58; do., 1st mort., 103@105; do., 2d mort., 100@102; Little Schuylkill R. R., 29½@30; Morris Canal, 80@85; do., pref., 120@125; do., bonds, 85@90; Wyoming Valley Canal, 54@56; do., 6s, 89@92; Susquehanna Canal, 8@8⅛; do., 6s, 45@46; Sch. Nav., 20@27; do., pref., 28½@30; do., 6s, 1882, 75½@76⅛; Union Canal bonds, 19@19¾; Delaware Div. Canal, 28@29; do., bonds, 84@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s, 1873, 93@95⅛; do., Chattle 5s, 65@75; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 55@56; North Pennsylvania, 23½@24½; do., 6s, 83½@85; do., 10s, 108@108; Philadelphia and Erie, 22½@24; do., 6s, 92@95; Minehill, 54½@55¾; Catawissa, 12¼@12½; do., pref., 24½@25; Lehigh Valley, 59@59; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 76½@78; Race and Vine, 9@10½; West Philadelphia, 60@63; Spruce and Pine, 23@24; Green and Coates, 31@33; Chestnut and Walnut, 48@50; Arch, 15@16; Thirteenth and Fifteenth, 20@22½; Girard College, 25½@26; Tenth and Eleventh, 48@48½; Norristown, 55@55¼.

Boston.—Northern (Ogdensburg) 1st mort., 96; do., 2d mort., 29¼; Mad River and Lake Erie R. R. 6s, 1900, 62; Vermont and Massachusetts 6s, 92; Boston, Hartford and Erie R. R., 11¼; Granite Railway, 52; Conn. and Pas. Riv. R. R. 72¼; Maine 6s, 1883, 95½; New Hampshire 6s, 1870, 90½; Massachusetts 5s, 1894, 96½; Chicago, 7s, sewerage, 100; Boston 5s, 1877@1883, gold, 97¾@98¼; Roxbury 5s, 1875, 86¾; Boston Water Power Co., 28; East Boston Co., 10; Waverly Co., 3; Butler Coal, 14½; Mammoth Vein Coal, 13; Gilberton Coal, 55; Bear Valley, etc., Coal, 14; Short Mt. Coal, 29; Macomb Lead, 1⅝; New England Petroleum, 92c.; Manchester Gas, 101; Merchants Bank, 108; Globe Bank, 106½; Massachusetts Bank, 118; State Bank, 104; Tremont Bank, 106½; Union Bank, 110½; Boston Bank, 96¼; Columbian Bank, 114¼; Blackstone Bank, 112¼; Washington Bank, 108½; 1st National Bank, 99½; Atlas 100¼; Exchange Bank, 127; Acton Mining Co., 15c.; Albany and Boston, 19; Bay State, 10;

Brandon 83@87; Copper Falls, 20¼; Concord, 2¼; Dana, 1; French Creek, 50c.; Forrest Sheppard, 11c.; Huron, 39; Humbolt, 2; Hancock, 7¾; Madison, 2; Petherick, 5; Phœnix, 10⅜; Star, 2¾; St. Clair, 3¼; Toltec, 2¼.

Baltimore.—Maryland coupon 6s, 1870, 100; City Park 6s, 100; Springfield Mining, 1.05; Copper Hill, 2.15; Santa Clara, 18¾; Baltimore Chrome, 1.05; Penn. Oil, 0.50; Farmers and Merchants Bank, 45; Farmers and Planters Bank, 32½; Bank of Baltimore, 100½; Bank of Commerce, 25; Marine Bank, 31. The latest quotations are: Balt. and Ohio, 115@115¼; do., 6s, 1867, 98¾@99; do., 1875, 98½@97; do., 1880, 98½@99⅛; do., 1885, 100¼@100½; Northern Central, 44¼@44½; do., bonds, 1885, 86@88½; N. W. Va. 1st mort. 95@98; do., 2d mort., 94@98; do., 3d mort., 20@30; do., guar., 95@95; Marietta and Cincinnati 7s, 1891, 85@89; Central Ohio 1st mort., 70@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 76½@77; do., guar., 95@99½; Maryland 6s, coupon, 1870, 99½@101; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99½@100; do., 1873, 97@101; do., 1875, 99¼@100; do., 1886, 99¾@100; do., 1890, 100@100¼; do., coupon, 99½@102; do., 5s, 1838–'70, 83½@85; City Passenger R. R., 18@18¼; Canton Co. 39@41; Gardner, 0.75@0.90; Gas Coal, 1.00@1.25; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 103@115; Santa Clara, 18¼@18¾; Balt. Chrome, 0.95@1.05; Bare Hill, 2.05@2.10; Atlantic Coal, 0.85@0.90; Mineral Hill, 1.00@1.25; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.05@4.10.

The Second Dodge.

We have before us the second issue of "*The Commercial and Financial Chronicle*," published by WILLIAM B. DANA & Co., 60 William street, New York, dated July 8, 1865, in which we find the identical tables mentioned in our last as having been taken from the pages of the AMERICAN RAILROAD JOURNAL, viz: our Table of Railroad Earnings; our table of Mining Stocks; Canal and Navigation Stocks; Preferred and Guaranteed Railroad Stocks; City Passenger Railroad Share List; American Railroad Bond List, etc. In all probability these tables of ours have undergone some manipulation since their transfer. One item in particular we notice: that of the Consolidated Mortgage Loan of the Camden and Amboy Railroad Company. The amount of this loan, as *Chronicled*, is $798,000. Where they obtained these figures we cannot imagine, unless they came by telegraph on Friday evening, at which time these tables of ours are corrected especially for "*The Chronicle*." We doubt if the *Industrial*, Commercial and Financial Public, be it ever so indulgent, or the Railroad, Banking and Insurance interest, to which it appeals for support, will long submit to such jugglery.

Cape Cod Central Railroad.

The Barnstable *Patriot* states that the work on this road is progressing finely. Laborers commenced putting down the rails last week. A large force will be employed, and about one and a half miles a week will be laid until the road is completed. At this rate the work may be so far done by the middle of September as to enable cars to be run to Harwich.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of June, 1865, were..... $1,225,528 10
Corresponding month last year..... 1,041,975 61

Increase..... $183,552 49

The earnings of the Atlantic and Great Western Railway for the month of June, 1865, were..... $521,174 00
Corresponding month of previous year 314,521 00

Increase..... $206,653 00

The earnings of the Housatonic Railroad for the month of June, 1865, were..... $35,287 98
Corresponding period of previous year. 31,588 61

Increase..... $3,699 37

The traffic receipts of the European and North American Railway for the month of June, 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$5,594 74	$6,094 07
Freight	5,110 14	5,981 67
Mails and Sundries	425 00	480 95
Total	$11,130 38	$12,556 69

The earnings of the Toledo and Wabash Railroad for the month of June, 1865..... $194,525 15
Corresponding month of 1864..... 156,337 72

Increase..... $38,187 43

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of June, 1865, were..... $224,838 45
Corresponding month of previous year 212,209 24

Increase..... $12,629 21

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of June, 1865, were..... $173,721 71
Corresponding month of previous year 155,730 51

Increase..... $17,991 20

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of June, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$297,905 42	$327,239 84
Passengers	323,210 37	183,525 49
Express matter	13,073 00	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	1,214 17	2,037 17
Total	$650,311 29	$532,910 84
Increase		$117,400 45

Earnings from Jan. 1, to June 30:

1865..... $4,215,888 28
1864..... 3,005,928 57

Increase..... $1,209,959 63

☞ The Galva (Ill.) *Union* says that the Atlantic Central road is once more on its feet, with a prospect now of going ahead. The line, as projected, and upon which $700,000 have been expended in grading, &c., begins at New Boston, on the Mississippi, about midway between Burlington and Muscatine, and runs east through Galva, Lacon, and Kaukakee, to a connection with the Pittsburg, Fort Wayne and Chicago Railroad, at or near Fort Wayne.

☞ The first locomotive for the Union Pacific Railroad reached Omaha on the 9th inst. Track laying was to have commenced at that point on the 10th.

Southern Pennsylvania R. R.

PITTSBURG, July 18.—Judge Grier, in the U. S. Circuit Court, has given a decision in the case of Baltimore City *vs.* The Southern Pennsylvania railroad, involving the constitutionality of the act disfranchising the Pittsburg and Connellsville railroad. The Pennsylvania Legislature of 1864, it will be remembered passed an act transferring the rights and franchises of the Connellsville company to the Southern Pennsylvania road; and, as the city of Baltimore had a mortgage for one million dollars on the former road, which the transfer of its rights to another corporation would render worthless, in a measure, the matter was brought before the United States Court and argued at length, at Williamsport, Pa., in June last. Judge Grier has decided that the act of the Pennsylvania Legislature is unconstitutional, and has issued the injunction prayed for by the complainant. Thus securing to Pittsburg and the West another outlet to the East, and a direct route to Baltimore and Washington city, unless reversed by the U. S. Supreme Court.

Railroad from Phillipsburg to Franklin.

A corps of engineers are busily engaged locating a line for a railroad from Phillipsburg, in Centre County, to Franklin, in Venango County, and have already made the survey as far west as the town of Brookville. The Clarion *Banner* says: "There is some doubt about which route they will take—some advocating the line of down Piney Creek and up Deer or Beaver Creek; others, the crossing of the Clarion River at Mill Creek or the State road; or coming down the Clarion to this point and then up Toby Creek. Neither have we any definite information as to who are to build this road; but it is currently reported that it is the Atlantic and Great Western Railroad Company. We doubt, however, whether there is any arrangement completed for the construction of the line, though we have no doubt there is a fair prospect of it being built, as soon as it is established that a grade of not over forty feet to the mile can be found between Phillipsburg and Franklin. It may be this work of locating the road is only being done by parties who have a charter, with the expectation of selling out advantageously to the Atlantic and Great Western, or the Pennsylvania Central Railroad Companies."

Western Maryland Railroad.

The Baltimore *Sun* says that the project for constructing an independent line of the Western Maryland Railroad from that city, to connect with the present road near Owings' Mills, instead of using the Northern Central road thence to the junction, is about to be pushed with earnestness by the interests involved. A meeting of stockholders in the Western Maryland and those doing business along and over the line is to be held at Westminster on the 3d of August, with the view of furthering the enterprise. Surveys and estimates have heretofore been made for the new line.

Albany and Susquehanna Railroad.

We learn that trains have commenced running on this road to Worcester, Otsego Co., 60 miles. It is expected that the road will be opened to Oneonta by September, and perhaps to Unadilla before winter.

☞ A thousand tons of iron for the Rome and Oswego Railroad have arrived.

Journal of Railroad Law.

LIABILITY OF COMPANY FOR RUNNING OVER A HORSE.—DUTY TO GUARD ROAD.

The case of Brace *vs.* The New York Central Railroad Company, lately decided in the court of Appeals, was an action to recover the value of a horse killed by the defendant's locomotive, in the unincorporated village of Gasport, in the town of Royalton, Niagara County. At the trial, these facts appeared:

The village is some six miles east of Lockport, upon the Erie Canal, and the defendant's road passes through it. There is a highway or street called the "Town Line Road," running north and south across the railroad, the "state road," so called, and the canal, and it is the principal street or highway. The canal state road, and railroad run nearly east and west, the state road being some six or eight rods south of the canal, and the railroad some fifteen or sixteen rods south of the state road. The defendant's depot is some twenty-five rods east of the "Town Line Road," and immediately east of a north and south road or street, which is some forty rods in length; its south end is connected with the state road, by a road or street south of the railroad, at the crossing of the latter, some fifteen or sixteen rods. The village contained thirty-seven houses, and a population of between two and three hundred, a portion of which is on the north side of the canal. There was no cattle guard upon the east side of the Town Line Road. There had been one, but as it had been inconvenient for foot passengers, passing from the Town Line Road, along the railroad, to the depot, it had been filled up.

The plaintiff's horse broke out of a lot, some miles south of the crossing, and ran rapidly along the Town Line of road, and approached the crossing as the train was coming from the west, and being frightened, turned on to the railroad track, and was overtaken and killed, some six rods from the road or highway. The defendant offered to prove by a witness that he and two other men in the employment of the defendant were stationed at that crossing, for the purpose of preventing horses and cattle from going on to the track, and that they were at the crossing at the time the horse was killed, and endeavored to keep him back and prevent his going upon the track, but were unable to do so, on account of the great speed with which he approached the track. Upon objection the evidence was concluded, and the defendant excepted. The defendant offered to prove that complaints were made by the inhabitants of the village, that the cattle guard was a nuisance, and that in consequence of persons falling into it, and being injured while passing between the street and depot, the defendant caused it to be filled up. Upon objection this evidence was excluded, and the defendant excepted. The only ground upon which the plaintiff claimed to recover was, that the defendant was bound to construct and maintain a cattle guard at the crossing, at the east line of the Town Line, road or street. The court directed a verdict for the plaintiff, and the defendant excepted. Judgment was rendered on the verdict, and the defendant appealed to this court.

Marvin J.—By the statute, the defendant, was required to "construct and maintain cattle guards at all roads and crossings, suitable and sufficient to prevent cattle and animals from getting on the railroad," and it is declared, that until such cattle guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agents or engineers to cattle, horses, or other animals thereon. (Sess Laws 1850, p. 233 § 44.)

The position of the defendant's counsel is, that the "Town Line Road" was a street, and that the statute has no application to a street in a city or village. No statutory exemption is referred to, but this is the construction sought to be maintained of the words "all road crossings."

The Town Line Road so called, was a highway and had existed as such in the language of one of the witnesses, as long as he could remember. It did not cease to be a highway when a small village grew up along its sides, nor when it crossed the canal, and extended on to other streets, opened for the use of the villagers. It was a highway, and, within the meaning of the statute, a road. The terms highway and road, are constantly used as synomymous. They are so used in the chapter of the Revised Statutes, "Of Highways" &c. But, if we should call the highway, at the place of the crossing in question, a street, the liability of the defendant would not be changed. It would still be a road within the meaning of the statute. Strictly a street is a paved way or road in a city or village. It is defined by Bouvier Law Dict.. "a road in a village or city," and see Webster's Dictionary. Thus a highway is a road, and as the statute requires railroad corporations to construct and maintain cattle guards at all road crossings, it includes streets in villages and cities. The defendant in this case did construct cattle guards at this crossing on each side of the road, and the one upon the west side still remained; but as the inhabitants residing upon the Town Line Road, were in the habit of passing from the road on to the railroad, and from thence along the railroad, to the depot, some twenty-five rods, and from the depot back to the road, upon the same route, they complained of the cattle guard as a nuisance, and the defendant caused it to be filled up. It is not necessary to say, that such cattle guard was not a nuisance. The law expressly required its construction and maintenance.

It way be well to call attention to the statute declaring that "it shall not be lawful for any person other than those connected with or employed upon the railroad, to work along the track or tracks of any railroad except where the same shall be laid along public roads or streets (§ 44)." The inhabitants had no right to walk along the track, and it was unlawful in them to do so.

The defendant's counsel refer to Vandekar *vs.* The Rensselaer and Saratoga Railroad Company. (13 Barb. 315.) In the former case, there was no "road crossing" and the question we are considering was not involved. The opinion was expressed, however that cattle guards in the streets of a city or village would be nuisances; in which opinion I fully concur, understanding that the cattle guard is constructed across a street which crosses another street in which the railroad is constructed. Such cattle guard would arrest all travel along the street across which it should be constructed. This would be very different from the construction of a cattle guard across the railroad and along the outer margin of the street, the railroad not being constructed along in a street. The opinion was also expressed, that the statute makes an obvious distinction between roads and streets, referring to the sections of the statute relating to the ringing of bells and putting up boards to give warning, in which both words are used. In the other case the question was fairly up as the railroad was not constructed along or upon a street where the cow was killed, but it crossed Washington street in the village of Saratoga Springs, and there were no cattle guards at this crossing. It was held that the general railroad act, requiring railroad companies to construct cattle guards at all railroad crossings, did not apply to streets in cities and villages, and that it was so decided in Vandekar *vs.* The Rensselaer and Saratoga Railroad Company, supra. In support of the position sections 39, and 40 of the general railroad act of 1850 are referred to as indicating the intention of the legislature to make a distinction between the words, streets and roads, and that it was not its intention to include streets by the words "all road crossings" as used in section 44. Section 39 relates to the ringing of a bell when the railroad shall cross any traveled public road or street or the sounding of a steam whistle at the place where the railroad shall cross any such road or street, except in cities, and section 40 relates to the placing of boards across each traveled public road or street, where the same is crossed by the railroad having upon them the words "Railroad crossing, look out for the cars." This section is not to apply to streets in cities and villages, unless the corporation shall be required to put up such boards, by the officers having charge of such streets. In my opinion no inference can be drawn from the word street, in these sections, that the legislature intended by the use of the words, all crossings in section 44, to make a distinction between a road and a street, and to exclude the latter from the requirement of the 44th section, touching cattle guards. As we have seen, a street is a road in a village or city; and a road in a village or city is usually and properly called a street, though in the act of 1847, (ch. 426,) "to provide for the incorporation of villages," the term road is generally used, instead of street (s. s. 45, 57, subd. 23; s. 58 subd. 3 and 5 &c.,) and the words, street and highway, are also used, meaning the same thing. If we consider the evil and danger against which the legislature intended to provide, I think we shall not hesitate to so construe the act as to include the crossing of roads or streets in villages. The object of the legislature, in the provisions relating to fences and cattle guards, was to exclude from the railroad all animals.

Experience had shown, that an animal upon the track is in great danger of being killed or maimed; and further as to most animals they greatly endanger not only the property of the railroad company, but the limbs and lives of passengers (see opinion of Denio, J. in Corwin *vs.* The New York and Erie R. R. Co., Kern 53). The purpose of cattle guards at road crossings is to prevent cattle and animals getting on the railroad, and they are quite as important in villages as they are in the open country, and, indeed, more so for, I apprehend that cattle and animals are more liable to be turned from the road or street, in a village, on the railroad, if there is no obstruction, than in the open country, where they are less liable to be

turned aside. These cattle guards are not in the street, or ought not to be. They do not, in the least encroach upon or obstruct the highway or road. They are constructed at the sides of the highway across the railroad bed, the rails spanning them, thus providing a way for the cars over them, and there are ditches or excavations of sufficient depth or width to prevent cattle or animals from getting on the railroad.

One of the positions of the counsel for the plaintiff is that Gasport was not a village, and that the Town Line road could, therefore, in no sense be styled a street. It is true that Gasport was not incorporated nor did it contain the requisite number of inhabitants (300) to authorize it to become incorporated, under the general act to provide for the incorporation of villages. But I prefer to put our decision upon a broader reading of the statute, as already indicated. The judgment should be affirmed.

All the rest of the Judges were for affirmance, but restricted their judgment to the case of cattle guards to be constructed within the limits of the railroad at the places where it crosses a street, being of the opinion that the statutes do not contemplate that where a railroad running along a street is crossed by another street, passage in the later is to be impeded by cattle guards running longitudinally along the railroad and across the street.

Judgment affirmed.

Milwaukee and St. Paul Railway.

At a recent meeting of the directors of this company the resignation of E. H. Goodrich, as manager, was finally accepted, and the vacancy filled by the appointment of S. S. Merrill, of this city. Mr. Merrill has signified his acceptance and entered upon the discharge of the duties of his office. No railroad man in Wisconsin is more favorably known than Mr. Merrill—he has the entire confidence of the business community. He is one of the few men who could fill the place of his predecessor. The management of such a corporation as the Milwaukee and St. Paul Railway is no sinecure. Few roads in the country exceed it in length and importance. Mr. A. Reasoner has recently been appointed Superintendent. Mr. R. D. Jennings re-appointed General Freight Agent, and J. P. Whaling, Auditor. As we have already announced, Mr. Alexander Mitchell has been elected President. These are all excellent appointments, and the business of the road will fare well in their hands.—*Milwaukee Wis.*

☞ Meetings are being held in the counties along the route of the proposed Iowa Central Railroad to complete that important link in the direct communication between St. Louis and St. Paul, *via* Oskaloosa and Cedar Falls. The North Missouri Railroad has made provision to extend its track from Macon City (junction with the Hannibal and St. Joseph) to the State line, a distance of sixty miles, and the condition of the whole route may be shown by the following table of distances:—

	Miles.
From St. Louis to Iowa State Line	251
From State Line to Cedar Falls	113
From Cedar Falls to Minnesota State Line.	96
From Minnesota State Line to St. Paul	126
Total number of miles	—589
ROAD ALREADY BUILT.	
From St. Louis to Macon City	170
From Cedar Falls to Waverly	15
From St. Paul south	70
Total miles completed	—255
Number of miles yet to build	334

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway for the week ending July 8, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$51,987 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	58,776 00
Total	$114,799 00
Corresponding week, 1864	105,293 00
Increase	$9,506 00

The Detroit and Milwaukee Railroad traffic for the 2nd week in July was $28,068 00
Corresponding week of previous year 21,983 00

Increase $6,085 00

The traffic of the Great Western Railroad for the week ending June 7, 1865, was as follows:

Passengers	$27,758 80
Freight and live stock	21,534 59
Mails and sundries	2,568 44
Total	$51,861 83
Corresponding week of 1864	44,055 24
Increase	$7,806 58

The earnings of the Marietta and Cincinnati Railroad for the first week in June, 1865, were:

	1865.	1864.
Passengers	$13,828 82	$7,478 53
Freight	8,297 53	11,747 60
Mail, express & telegraph	1,100 00	1,189 58
Total	$23,226 35	$20,415 71
Total this month to date	$	$
Total for the fiscal year commencing Jan. 1	$567,682 61	$486,158 09

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 7, were:

	1865.	1864.
Passengers	$5,888 59	$3,773 40
Freight	11,575 16	9,350 13
Express	162 80	104 16
Mail	296 58	296 58
Total	$17,923 13	$13,524 27

Receipts from January 1 to July 7:

1865	$311,262 77
1864	281,818 18
Increase	$29,444 59

The earnings of the Michigan Central Railroad for the 2d week in July, 1865, were $81,398 00
Corresponding week of previous year 60,642 00

Increase $20,756 00

The earnings of the Chicago and Rock Island Railroad for the second week in July, 1865, were $51,661 00
Corresponding week of previous year 48,252 00

Increase $3,409 00

New Castle and Beaver Valley Railroad.

The stockholders of the New Castle and Beaver Valley road at a meeting held in New Castle on the 29th ult., ratified the proposed lease to the Pittsburg, Fort Wayne and Chicago Railway Company for the term of ninety-nine years. We are not exactly posted as regards the terms, but are told they are favorable to the interests of the stockholders, and much more convenient for the traveling public, as it will save all the delay at Homewood, occasioned by the change of locomotives and the shifting of trains. The new order commenced on Monday of last week. This arrangement is only another evidence of the enterprise of the officers, and prosperity of the Pittsburg, Fort Wayne and Chicago Railway Company, who so admirably manage the mammoth corporation.—*Pittsburg Chronicle.*

Interest and Dividends.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable on and after the 1st of August next.

The Connecticut and Passumpsic Rivers Railroad Company has declared a dividend of 3 per cent., free of Government tax, payable July 24, to holders of preferred stock.

The Girard College Passenger Railway a semi-annual dividend of $1 per share, payable on demand, clear of all taxes.

The Winnisimmet Horse Railroad (Chelsea) a dividend of 2 per cent., free of Government tax, payable July 15.

The Delaware and Hudson Canal Company a semi-annual dividend of 10 per cent., payable August 1.

The Delaware and Raritan Canal and the Camden and Amboy Railroad Companies have declared a dividend of five per cent., free of tax, payable July 31st, in Philadelphia and New York.

The State Debt of Missouri.

The following is Governor Fletcher's official announcement of the adoption of the ordinance for the payment of the railroad and State indebtedness of Missouri, by which bondholders will see that the ordinance has become a part of the organic law of the State:

"I, Thomas C. Fletcher, Governor of the State of Missouri, in pursuance of authority in me vested by said ordinance, do by this my proclamation, make known, that upon an accurate casting up of said above mentioned returns, there appeared thirty-nine thousand and sixty-seven votes for: 'Shall the railroads pay their bonds? Yes,' and twenty thousand nine hundred votes for: 'Shall the railroads pay their bonds? No.'"

Troy and Greenbush R. R.

The Directors of this road for the current year are as follows: Jonas C. Heartt, John L. Thompson, George D. Carter, Jonathan Edwards, Hanford N. Lockwood, John B. Gale, Philander Wells, Stephen E. Warren, John H. Willard, Thomas W. Lockwood, Thomas Symonds, E. Thompson Gale, George H. Cramer.

☞ During the next session of the Canadian Parliament the Ottawa and Assinaboyne Railway Company will apply to be incorporated, and ask for permission to build a railway connecting Ottawa with Fort Garry. The proposed route is said to be via lakes Nipissing, Temiscanning and Neepigon. When the main route is completed the company propose building a branch from Smoke river to Lake Huron, and another from Neepigon Lake to Neepigon Bay, on Lake Superior.

☞ Much interest appears to be manifested in portions of this State in relation to the proposed Buffalo and Washington City Railroad, and it is probable that every encouragement will be given for its construction by those owning property in the vicinity of its contemplated route.

The locating committee and the engineer are now surveying the route of the New York Northern Central Railroad.—*N. Y. Herald, July* 1.

☞ The Orange and Alexandria Railroad has been re-opened for travel. The bridge over the Rappahannock has been completed, and a train will hereafter leave Washington at 7.30 A. M. daily, running through to Richmond.

☞ The railroad between Chattanooga and Atlanta has been completed, and trains can now run through to Augusta, Macon, Columbus, Montgomery, Mobile and all points South. The road is not yet in the best of order, but repairs are daily being made to it.

☞ The telegraph line between Chattanooga and Washington by way of Knoxville, Bristol, Lynchburg and Richmond, is now completed and in working order.

☞ The Pittsburg *Oil News* says that the latest accounts from Illinois "look to a new route down the White River Valley, and a new road to Chicago, shortening the distance in the through route about forty miles, that occupies a good share of public attention."

☞ The piers of the Suspension Bridge across the Ohio River at Cincinnati are nearly completed, and the wires will be suspended in a short time. The span of the bridge is one thousand and fifty-seven feet, the longest span in this country.

☞ The directors of the Georgetown and Washington Railroad have organized by re-electing George S. Gideon, President, William A. Darling, Vice-President, and W. C. Greenleaf, Secretary.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

RICHMOND AND DANVILLE RAILROAD,
SUPERINTENDENT'S OFFICE,
Richmond, Va., July 12th, 1865.

NOTICE TO BRIDGE BUILDERS.—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Staunton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.
THOMAS DODAMEAD Superintendent.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO.'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.
The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.
Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.
Office of the Company, No. 92 Maiden Lane, New York. 3m-27

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COMMISSION MERCHANT
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EQUIPMENTS,
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AMERICAN STEEL,
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NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 11, 1865.

AT A MEETING of the Board of Directors of this Company, held this day, it was
Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.
Resolved, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.
Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par. THOMAS E. WALKER, Treasurer.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, June 23, 1865.

DIVIDENDS.—Notice is hereby given that the regular DIVIDEND of TWO AND ONE-HALF (2½) PER CENT. on the Capital Stock of this Company for the quarter ending June 30, inst., has been declared by the Board of Directors payable, free of Government tax, on and after July 17, prox.
The DIVIDEND of THREE AND ONE-HALF (3½) PER CENT. due October 1, 1865, on the Third Mortgage Bonds, has also been ordered paid in anticipation, less Government tax, on and after July 17, prox.
Shareholders and Bondholders registered at New York will receive their dividends at the agency of the Company, Messrs. WINSLOW, LANIER & CO., No. 52 Wall st., and those registered at Pittsburgh from the Treasurer at that city.
The Transfer Books will close June 30, and will reopen July 18, prox By order of the Board.
4t-26 F. M. HUTCHINSON, Secretary.

J. B. JAMES'
Rosendale Cement Works,

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J. B. JAMES,
39 Cedar Street, New York.

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Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars
3m-19 HENRY A. SMYTHE, Esq., is the President.

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This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**
It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.
The better condition, therefore in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.
Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 29, 1865.

Another View of a Commercial Question.

One of the most interesting questions now under discussion by commercial men is that of our trade with the British North American provinces, now about to change its character under the notice given by our Government of the termination of the Reciprocity treaty. At the late convention held at Detroit, the subject was fully and ably discussed both in and out of the Committees, and the final vote which was unanimous, recommended further negotiation of the Treaty, with an enlargment of the policy of reciprocity to the Pacific Coast.

That the provincials are exceedingly anxious to renew the treaty is very evident. Our own knowledge of the condition of the internal improvements, the railways and canals of Canada in particular, compels us to believe that without the continuance of the friendly interchange of our products with that province, their public works would be become almost valueless, and they are therefore not to be blamed for showing much anxiety for a continuance of that interchange. This view of the subject was evidently taken by the delegates of the American Boards of Trade at the Detroit convention and gave a tinge to much of the debate. Indeed some of these gentlemen evidently thought that we might press some new condition on the provinces with safety, as the price of a new reciprocity treaty.

The Philadelphia delegates intimated pretty plainly that the manufactures of their State ought also to be included in the Canadian free list as a part of the consideration, an idea wholly inadmissible for the reason that revenue is as essential to Canada as it is to the United States, and that if our manufactures were admitted free into the province those of the Mother country would also have to be admitted free.

Our present object is not, however, to combat this idea, but to show what may happen, if some new arrangement is not made. Certainly it is tbe part of Statesmen to look at all sides of the question and in time. In great commercial questions, mere local interests, personal feelings and political prejudices must be left out of view, if we would decide correctly as to their effect. We will suppose then that our present trade with the Provinces under the expiring treaty is finally discontinued in conformity with the notice. What then would their policy become?

Evidently it would be, to declare MONTREAL A FREE PORT, and to exempt from duties, tariffs, canal tolls and incidental charges all goods shipped from abroad, to that port *destined* for American ports on the lakes. For the six months of navigation the St. Lawrence would become the highway of the commerce of the northwest, and for the rest of the year the Inter-Colonial railway to Halifax would be in use for the same purpose. The Western and lake cities would import through Montreal, for the discrimination would be largely in their favor by that route against the present routes by Boston and New York. And although the usual revenue would be collected on these imports by our own Government, still the importers would find their advantage in these savings and in using the St. Lawrence route, and the free port of Montreal. But over a portion of 1,500 miles no cordon of custom house offices could be large enough or vigilant enough to prevent an immense contraband trade. No nation has ever yet been honest enough to resist the temptation of smuggling. It was openly avowed at Detroit by such men as Mr. Sabine of Boston, that even in the New England States smuggling was a business, and that he himself had been brought up to it. Mr. Howe of Nova Scotia one of its leading men admitted that even now, contraband goods from the United States were constantly brought into that province by the American fishermen, although the duties on the articles smuggled were comparatively trifling. What then would be the result if high duties were to remain under our existing tariff on foreign goods coming into the United States, while others, coming in free to Montreal were to be distributed along the shores of lakes thousands of miles in extent. What would be the effect on New York and Boston especially, if Chicago, Milwaukie, Detroit, Buffalo and Oswego should get their foreign goods hereafter by the way of Montreal, with the chance of a contraband trade which should defy the vigilance of our Government.

We see therefore that there are two sides to this question, both worth looking at, and that while the Provincials are evidently in a good spirit and may be brought to a friendly understanding, it is not worth while in the hope of driving a hard bargain with them, to ignore the alternative which they may use to our great disadvantage. There is no knowing what would be the effect of a free trade policy of this sort, upon our own canals and railways. We were told at the Detroit convention, that the northwest was fast assuming an Imperial power, that it would ere long control the commercial legislation of this country by its actual numerical strength in congress, and could and would insist upon justice towards its producing classes. Indeed even Dr. Elder has advocated a sectional Western policy with still greater boldness, if we understand him right, and in this temper, what would we have to expect from the northwest, if Canada should break down all the barriers of custom houses, and canal tolls in favor of lake commerce. What would New York and Boston think if these western merchants and grain shippers, should transfer their agencies to the free port of Montreal?

We make these suggestions in time, and for the consideration of those men who call themselves statesmen, and yet fail so frequently and lamentably in statesmanship. We put them forth with

the best intentions and hope they will have the attention they deserve.

Here is a ten years trade which has been apparently in our favor to the extent of upwards of one hundred millions of dollars. Shall we keep it or perhaps, not only lose it entirely, but see with the loss, a transfer to the provinces of a trade of equal amount, diverted from the old channels to the serious injury of our chief Atlantic Cities.

We should certainly consider well what we are about to do.

☞ Mr. John W. Garrett, President of the Baltimore and Ohio Railroad, has obtained an order from the Government to furnish the Southern Railroads with all the stock belonging to the United States Government, at a fair valuation, trusting the roads for the money, to be paid out of the receipts from business.

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for the years ending December 31, 1863 and 1864 have been as follows:

	1863.	1864.
From passengers....	$511,234 88	$655,446 85
" freight	969,886 15	1,324,396 12
" mails.....	21,391 00	21,398 00
" express.....	20,479 73	38,442 08
" miscellaneous .	31,921 38	44,391 27
	$1,554,913 14	$2,084,074 82

The expenses of 1864 were:

Repairs of roadway....	$447,457 50	
" bridges.....	31,657 73	
" buildings ...	25,910 53	
" locomotives .	53,238 15	
" cars.....	51,672 71	
" tools, etc....	9,312 79	
Fuel and preparing....	128,890 72	
Supply agent	217,571 35	
Car service	83,261 05	
General superintendence	26,353 86	
Agents and clerks.....	46,199 40	
Taxes and rents.....	62,436 89	
Damages & overcharges	33,860 15	
Stock killed, etc.....	18,622 40	
Office and station exp..	11,246 32	
Stationmen	37,183 42	
Porters, watch & switchmen	26,302 36	
Conductors, enginemen, etc	120,809 14	
Miscellaneous.....	47,607 82	
		1,429,603 79
		$654,470 53
Right of way and depot grounds	$1,050 00	
Fences	10,175 99	
Locomotives	52,388 50	
Cars.....	90,089 30	
		153,703 79
		$500,766 74

There were expended, and charged to operating expenses, the sum of $53,900 for new cars built in the company's shops; and $85,794 45 for permanent improvements—making a total of $139,-694 45. Deducting this sum from the amount given above, will leave $1,289,909 34, as the operating expenses for the year, including everything, except the amount expended on permanent improvements, and paid out for additional rolling stock, leaving a balance of earnings of $794,164 98; showing operating expenses to have been 61.8 per cent. of gross earnings. They were estimated in last year's report at 55 to 60 per cent., before the extraordinary advance in prices which followed the rise in gold in June, 1864.

During the past year, the advance in the wages of labor upon the road has not been less, on an average, than 33⅓ per cent. which would amount to about $139,000, making also due allowance for increase of business. In addition to this, our U. S. taxes for the year 1864 have been $25,820 66 more than for the year 1863. This is principally owing to the operation of the new law taking effect 1st July, 1864, whereby 2½ per cent. is assessed on the gross earnings, payable monthly, instead of three per cent. on the passenger receipts. These sums being deducted, for comparison, would reduce the operating expenses to $970,915 99 or to 46 6-10 per cent. of the gross earnings. Add to this that our rolling stock was inadequate to the business, and as a consequence that which we had was taxed beyond its capacity, thus adding materially to the expense of operating the road.

By reference to "Special Table" page 25, of last year's report of things to be provided in 1864, it will be seen that coal and flat cars were estimated to cost $500 each. The actual cost in 1864 has been $1,100 each. Locomotives which were estimated to cost $12,000 each, we have had to pay $26,000 and government tax for; and rails, which were estimated at $80 per ton, have cost us $130 per ton in New York.

The extraordinary rise in gold in June last produced this great advance in the cost of rolling stock; and there has been nearly or quite the same advance in the cost of supplies needed at our shops and other points on the road. This enhancement in prices, extending to all the necessaries of life, affected all classes of employees on the road; and a prudent hesitancy in acceding to their demands for increased compensation, together with the repeated drafts for men to fill our armies, added to the necessary disturbance resulting from our proximity to the scenes of war, necessarily produced much demoralization on ours, in common with other roads in the West.

A committee of the Board, consisting of Messrs. Thornton, Davis and Underwood, to whom was referred the subject of dividends, submitted their report to the Board, in which they remark:

"The business of the road also requires the addition of a considerable number of freight cars of the various classes, some of which should be immediately supplied. Outlays for these objects cannot be postponed without serious detriment and crippling the road. To this is to be added the outlay required to be made for certain permanent improvements, such as the Wabash River Bridge, and other work specified in the report of the Chief Engineer, and which does not admit of postponement. Prompt cash payment for all articles purchased for the use of the road is an indispensable element to maintain its credit; and no class of creditors would be more seriously damaged by a failure in this respect, than the holders of the common stock. It is obvious that if the business of the road can be maintained as at present, and the expenses of operating the same can be reduced by an improved condition of the road, and ample additions to its rolling stock, a strict adherence to the policy which the managers have, as they conceive, from necessity, adopted, will sooner or later ensure remunerating dividends on the common stock."

In concluding their report, they add:

"The committee regard with satisfaction the results of the operations of the road for the year just closed. They have been personally cognizant of the difficulties and embarrassments which have existed during the past year, growing out of the condition of public affairs—the prevailing discontent among employees and laborers—the effect of the impending drafts, and the general tendency to laxity and recklessness, and the difficulty of obtaining regular labor even at the exorbitant prices demanded."

The outlay during the year for permanent improvements, strictly chargeable to construction, has been limited to the most pressing objects, amounting in the aggregate to $97,020 44.

The same policy will govern in the expenditures to be made for similar purposes during the present year.

No progress has been made towards providing suitable accommodations for the business of the road at East St. Louis. The utter impossibility of obtaining labor and materials at reasonable rates, in addition to the want of adequate means, precluded any outlay at that point during the year. The cost of this work will be heavy, but it is unavoidable. It is contemplated to do the work gradually, within the means of the Company, and as the facilities for obtaining labor and materials improve.

It will be seen that we have laid down nearly 700 tons of new iron, partly for new work and partly to replace damaged rails, and about 1,600 tons of re-rolled iron.

A very careful examination has been made into the condition of the iron on the track, involving an inspection of each rail on the entire length of the road; the result of which shows, that from Belleville to East St. Louis, 4,088 yards, or 109 tons, of new iron are required. From East St. Louis to Terre Haute, including the Alton branch, 104,014 yards, or 2,786 tons; making 2,895 tons required to be re-rolled during the year 1865, if practicable. The estimate for 1864 was 3,000 tons, but of this we were only able to get about 1,600 tons re-rolled, at an average cost of about $45 per ton. The deficiency adds to the burden for the current year. To enable us to lay down three miles (286 tons) of new side track, and to furnish a margin to meet the difficulty of the delays in getting the work of re-rolling done at the mills as fast as needed, we should have 500 tons of new rails.

Mr. Ball estimates that if the above quantity of iron is supplied during the present year, an addition of 12½ per cent. per annum of the whole iron of the road will repair the depreciation and keep the track in order. This would amount to an average of 2,200 tons per annum to be re-rolled. This per centage will be gradually lessened to a minimum as the road-bed is made more perfect by ballasting it with gravel. As the price of iron is so fluctuating, no estimate of the cost is now made. The present price for re-rolling is about $52 per ton.

While the business has increased so much, the additions to the rolling stock and equipments of the road and its facilities for the transaction of so large a business, bear no proportion to it. These deficiencies are rendered more strikingly evident by the necessities which require them. It is impossible to conduct such a business, with reasonable economy and security, without ample and suitable facilities for it; and these must be provided as fast as they can be, to meet not only the present demand, but to invite and ensure future increase.

By reference to the table of audited accounts for the year, it will appear that the sum of $33,-261 85 was paid to other and connecting roads for car service during the year. This shows the deficiency of the Company in this department.

This deficiency in equipment has been repaired to some extent during the past year. Two first-class heavy freight engines and 125 cars of various kinds, chiefly coal and freight cars, were added, at a cost of $196,377 80 and paid for out of the earnings of the road. Still greater additions are needed, and will be supplied as the means of the Company will admit. Four new freight engines of the first-class have been recently purchased, two of which are now on there way to the road, and the other two will be on the road by the middle of April. A considerable addition to the number of cars will also be made this year. This will add materially to the effective power of the road for the current year, and relieve considerably the over-work of the rolling stock.

In view of all the facts and circumstances under which a very large and increasing business has been conducted, with limited means, it must be apparent that commendable economy and much skill and energy have been evinced in the operating department of the road.

It will be perceived that the business of the

road has increased since 1860, inclusive, to 1864, from a gross earning of $795,898 01 in the former, to $2,084,074 32 in the latter year.

It is, as it should be, the aim of the managers of this road to put it in good condition, and establish its character as a first-class road in all its appointments, as speedily as the means from its own earnings (the only means at their disposal) can be provided; and, in their judgment, by a strict adherence to this policy alone, can its future value be secured to the satisfaction of the holders, of all classes, of its securities, and the road itself be made instrumental of conferring the greatest benefit to the public.

The most direct and central line of communication between St. Louis and the eastern cities, both for freight and passengers, is over our road and the Terre Haute and Richmond Railroad to Indianapolis, at which latter point the distribution by other routes to New York, Philadelphia or Baltimore begins.

Important improvements have been made within the last two years on all the lines running East from Indianapolis, and the managers of those lines seem to be thoroughly impressed with the importance of the business coming to them from St. Louis. The through connection of passenger trains has been made as close as possible, in view of accommodating the public to the largest extent, while the freight trains, considering the number and variety of them, are sent forward with regularity and despatch.

By an arrangement recently made with the Department at Washington, the great through mail for St. Louis is now carried over the line of this road, for which we receive $150 per mile per annum, which will be increased to $200 per mile as soon as the bridge crossing the Ohio at Steubenville is finished.

While the cessation of the war will unquestionably check the movement of government transportation, both of freight and passengers, over the several western lines of railway, and our monthly returns will show the proportion of loss which our road bears, this will be compensated for, in a good degree, by the new developments and condition of business already secured, and which are being opened to us, the effects, in a great measure, of the war. Missouri now invites settlement as a free State, and St. Louis becomes the focus of an immense trade, drawn, not only from the West, but the Southwest and the Northwest. Three great lines of railroads now centre there—the North Missouri, the Pacific, (of Missouri,) and the Iron Mountain.

At the present session of the Missouri legislature, a bill was passed releasing the State lien upon the North Missouri Railroad, and authorizing the Company to create a first mortgage, and issue bonds for the purpose of providing means to complete their line from a point called Allen, westward, to Brunswick, on the Missouri River, and thence to a point opposite Kansas City. Also, for the extension of the line northward, from Macon City, where this road intersects the Hannibal and St. Joseph Road.

Measures have been adopted to secure the completion of the Pacific Railroad, (of Missouri,) from Warrensburgh, its present western terminus, to Kansas City, about sixty miles, by the first day of July next. At Kansas City it will connect with the Eastern Divison (so called) of the Union Pacific Railway Company, the first division of which is already finished and in successful operation, from Wyandotte and Kansas City to Lawrence, a distance of forty miles, and the work on the second division of forty miles, west from Lawrence, is in progress, and being prosecuted with great vigor. The direction of this Company is now composed of able and upright citizens of St. Louis, (John D. Perry, Esq., President,) who have made their arrangements for a speedy extension of it to Fort Riley, 160 miles from Kansas City, thus forming, at an early day, a continuous railroad line from St. Louis to Fort Riley. This will be the principal route for the trade and travel with Santa Fe and Colorado for some time to come; while it is believed that the local business between Lawrence and Fort Riley, now waiting the completion of the road, will, of itself, furnish remunerating employment as soon as the road is opened. The munificent grants made by Congress in aid of this division of the great Pacific Railroad render its rapid extension and completion to Fort Riley certain. While we may reasonably expect a large and constantly increasing business from St. Louis, we may regard with satisfaction the elements of support existing along the line of the road. The local business between St. Louis and Terre Haute is, at this time, only partially developed. Pains will be taken to encourge and foster this, as it will constitute the main and permanent reliance of the road.

The company had on the road at the close of the year 42 locomotives, 10 of which were coal burners. Of these 13 were too small for the business of the road; 25 were in good order; 13 in passable running order, but needing repairs; and 4 in shop undergoing repairs.

The rolling stock consisted of 23 1st class and 5 2d class passenger cars; 4 baggage, 5 mail, 20 caboose, 319 coal, 238 box, 81 compromise, 17 Blue Line, 94 stock, 12 lime and 165 platform—making a total of 983; of which 906 are in good order, 65 in running condition, and 12 in shops for repairs.

Income Account.

Balance December 31, 1863		$294,228 48
Earnings during the year		2,084,074 32
		$2,378,302 80
Transportation expenses, as above	$1,429,603 79	
Permanent improvements	153,703 79	
Coupons on bonds, dividends on preferred stock due May, 1864, including amount unpaid Jan. 1, 1865, and sinking fund	593,545 80	
Balance December 31, 1864	201,449 42	
		$2,378,302 80

The total cost of road and equipment has been $10,700,000, represented by: Capital stock $2,300,000; Preferred stock, $1,700,000; bonds, $6,700,000. For a description of the bonds, showing the several series and the time of payment of coupons, see American Railroad Journal Bond List, page 716 of this week's issue.

Balance Sheet, January 1 1865.

Earnings from all sources, July 1, 1862, to July 1, 1863		$1,334,295 53
Amount received on account of coal lands sold		13,850 00
		$1,348,145 53
Earnings from all sources, July 1, 1863, to January 1, 1864		853,329 81
Earnings from all sources, Jan. 1, 1864, to January 1, 1865		2,084,074 32
Due on accounts audited	$83,995 92	
Terre Haute and Richmond Co., charges fr'ght	94,067 02	
Illinois Cent'l Co, charges on freight	14,971 22	
Agents of company	43 88	
Other roads, ticket balances and car service	35,644 79	
Roads between Cleveland and Terre Haute, to be paid when collected from Government	72,996 66	
Individuals	641 74	
		302,361 23
From sale of real estate	25,230 25	
" receivers of Terre Haute, Alton and St. Louis Co.	37,682 78	
		62,913 03
		$4,650,823 92
Accounts audited, July 1, 1862, to July 1, 1863		$837,952 76
Paid on charter liabilities, same time		10,062 64
		$848,015 40
Acco'nts audited, July 1, 1863, to January 1, 1864	$647,662 48	
Accounts audited, Jan. 1, 1864, to Jan. 1, 1865	1,583,307 58	
		2,230,970 06
Bank of North America, of which $85,000 is in U. S. certificates		205,647 80
Cash in hands of Treas.	$46,283 06	
Cash in hands of Paymaster	11,720 89	
Due from Agents, which includes amount due from U. S. Governm't on freight account	224,304 38	
Due from N. Stevens, Agent Detroit freight line	6,293 00	
Due from Madison Co. Coal Co	735 72	
Due from U. S. Governm't, transp. of mails	4,894 97	
Due from other roads, on ticket and freight acct.	30,093 57	
Due from suspense acct.	65,159 60	
Due from individuals	2,349 69	
		391,834 79
Paid on charter liabilities since July 1, 1863	2,427 74	
Profit and loss	1,490 97	
		3,918 71
Int. paid on 1st mort.	$302,864 75	
" preferred 2d mort. coupons	320,240 95	
Int. paid on income 2d mort. coupons	211,207 79	
Int. paid on pref. stock.	111,123 67	
Paid to Trustees of S. F.	25,000 00	
		970,437 16
		$4,650,823 92

President.—Charles Butler, New York.

Directors.—Chas. Butler, Robert Bayard, Samuel J. Tilden, Jno. G. Richardson, Russell Sage, Wm. H. Underwood, Levi Davis, Jno. S. Hayward, Henry W. Phelphs, Anthony Thornton, E. B. Gage, Hiram Sandford, Carlos S. Greely.

Sec'y & Auditor.—James B. Ralston, St. Louis.

Gen'l Sup't.—Henry C. Moore, St. Louis.

Assistant Sup't.—J. L. Hinckley, Litchfield, Ill.

Chief Engineer.—William I. Ball, Terre Haute.

Boston, Hartford and Erie Railroad.

At a meeting of this Company, held in Boston on the 25th inst., it was voted to accept the act passed by the Rhode Island Legislature "to ratify and confirm the sale of the Hartford, Providence and Fishkill Railroad to the Boston, Hartford and Erie Railroad Company." The act of the Massachusetts Legislature concerning the securing of the bonds and indebtedness by a mortgage of franchise and property was laid on the table for the present. The President stated that a million of dollars were required to complete this great undertaking. A committee was appointed to examine the present condition and future wants of the corporation, and the meeting adjourned to the 8th of August.

☞ The Lawrence Railroad and Transportation Companies of Pennsylvania and Ohio have been consolidated. Their road, which is now in process of construction, is to extend from New Castle to Youngstown, opening a through route from the latter place to Pittsburg.

The Rights of City Railroads to the use of Public Highways.

Horse railroads have now become a permanent institution in nearly every city of moderate size. They are displacing in public esteem, the modes of conveyance formerly resorted to in large cities, and the Courts are being called upon in numerous cases, to decide upon their right and liabilities as corporations. They are usually constructed upon and along public highways, long dedicated to the use and enjoyment of the public, and they must, of course, more frequently interfere with the privileges incident to such highways than any other class of conveyances. They are a monopoly, and monopolies are odious, but we doubt if our cities could well dispense with the service they render the public. But while they constitute in large cities one of the greatest of modern conveniences, it must be admitted that to reconcile their indefinite multiplication with the safe and comfortable use of the streets over which they are laid out, is a different problem of State legislation and municipal regulation.

OWNERSHIP OF STREETS.

In this State there has been a great amount of litigation growing out of the right of the legislature to grant to a corporation the right to construct a railway in the streets of a city.

The last and perhaps the most notable of these cases was the matter of the Seventh Avenue and Broadway Railroad Company. In the year 1860 the Legislature of this State, authorized John Kerr and others to construct and operate a railroad through certain streets of New York City. They were authorized to acquire any real estate which they might need for the purposes of their road, either by grant or compulsory proceedings, for which they were to make just compensation. But the use of the streets for the purpose of the railroad is declared by the act to be a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty hold such streets. After the passage of this act, and the incorporated company had broke ground, certain persons who were owners of lots lying upon the streets upon which the proposed railroad was to run brought an action to permanently enjoin the Mayor, Aldermen, &c., from giving their assent to such construction or doing any act in aid or furtherance thereof. This case then, (People *vs.* Kerr, 27 N. Y., 188,) involved the whole question of ownership of public highways, and whether the legislature has the right to grant such a use of them. The case in question has been decided by the highest tribunal of the State, and the opinions of the judges who decided it, have but lately been published. It is therefore decisive, and will put an end to the discussion in this State at least. To state the decision in the briefest compass, it is this: the fee of streets acquired by the City of New York is held by it in trust for the public use of all the people of the State, and not as a corporate or municipal property.

Such property being acquired by the exercise of the right of eminent domain, and the trust of the city being *publici juris*, it is under the unqualified control of the legislature of the State, and any appropriation of it to a public use by legislative authority is not a taking of private property for public use so as to require compensation to the city to render it constitutional.

The Court also decides that the possibility of a reverter to the owners of land abutting upon the street, after its public use shall have ceased is not such a *property* as is constitutionally exempt from unremunerated appropriation at the will of the Government. Its value, if any, is unappreciable. On the whole issue therefore the railroad company are successful. The State legislature has absolute power in respect to the use, as well of public streets and highways in the city as in the country. The power which the municipal corporation holds and exercises in controlling and regulating the use of streets in New York has been delegated to it by the State. It is a grant of governmental power for local purposes, subject to the control of the Supreme power of the State. The legislature may at any time resume the power delegated.

No consent or license of the city authorities or municipal corporation is therefore necessary to authorize the construction of a city railroad in which city passengers may be transported for hire.

EXCLUSIVE USE OF ROADWAY.

The power of the legislature to grant the use of the public streets, being thus definitely settled, it becomes interesting to inquire what is the extent of the privilege thus granted. The company may lay its track and run its cars, but has it the excluse right to a passage over the ground covered by its rails?

Horse railroads are becoming so numerous, it is important that the rights and duties of all persons in the community, having any relations with them should be distinctly known and understood, in order to accomplish all the benefits, and as far as practicable, avoid the inconveniences, arising from their use. This is important to the companies as well as to all persons who ride in their cars, and especially to all persons having occasion to use the ways through or across which these horse railroad cars may have occasion to pass.

Chief Justice SHAW, of Massachusetts, has in a very able opinion given his usually enlightened views upon the right of the company to the unrestricted use of its track. It was a case of indictment for unlawful obstruction by a drayman of the railroad track.

The defendant, with a heavily loaded team, was on the public street driving from Charlestown to Boston, with one of his wheels on the railroad track, when the cars came up behind him. The defendants' team was moving at the usual rate for teams of that class, but at a less rate of speed than the cars were in the habit of moving.

There was room outside the track for either vehicle to pass the other. When the cars came up, the conductor asked the defendant if he would remove his team from the track; he did not, but continued upon it at the same rate of speed, several hundred feet and then turned off. Several things are here to be observed. The cars could only pass on one precise line. The wagon could deviate to the right or to the left, within the limits of the traveled part of the road. The public, by the grant of the franchise, had granted the right to move on that precise line, and had given to all passengers the right to be carried on that line at the usual rate of speed at which passengers are carried by horses subject only to occasional necessary impediments. The cars cannot so move and the passengers cannot be so carried whilst the wagon moves on the track. No impediment is shown to prevent the wagon from turning out. The wagon therefore is for the time being, an unnecessary obstruction of the public travel, and therefore unlawful.

In the case of Wilbrand *vs.* The Eighth Avenue Railroad Company, 3 Bosworth, 314, decided by the Superior Court of this city, it was decided that the company is entitled to the unrestricted use of its rails for the progress of its cars, within that limit of speed which the law allows them, and the driver of any other vehicle, being unnecessarily on the track, is bound to exercise greater care than if upon the common pavement, to see that an approaching car is not impeded, and if through negligence or wilfulness in this respect, a collision ensues, he should not have damages against the company, even though the servants of the latter are also at fault.

The public have unquestionably the right to drive upon and across the track, but not so as to interfere with the proper business of the company, and if an individual sees fit to run his carriage or wagon on the rails, he is bound to exercise care to avoid a collision. Other vehicles may turn out to avoid him, coming or going either way, but a car can turn neither to the right nor to the left. A driver cannot therefore place himself in front of a car in motion, and wilfully slacken his own speed so as to delay the car, and impede its progress and restrict its speed within the time allowed by law. If this were possible the city railroad companies would be at the mercy of every obstinate or reckless driver.

The case of the Brooklyn Central Railroad Company *vs.* The Brooklyn City Railroad Company in the Supreme Court, (32 Barb., 358,) was another important case, where the rule was laid down that a railroad along the streets of a city does not become a part of the street so as to authorize the public at large or other railroad corporations, with the consent of the Common Council, to use the road with their rail cars or carriages for the transit of passengers in common with the owner of the franchise. (See also the same case in 33 Barb., 420.)

There are very many questions of interest growing out of city passenger railroads, which we shall endeavor to present at a future time.

☞ J. T. K. Hayward, Esq., hitherto General Superintendent of the Hannibal and St. Joseph Railroad, has been chosen President and Managing Director of the road, under the new organization. C. W. Mead, long and favorably known as the able assistant of the Chicago, Burlington and Quincy Railroad, has been appointed General Superintendent; George H. Nettleton, Assistant Superintendent, Hannibal; J. B. Watkins, Assistant Superintendent, Brookfield; H. H. Courtright, General Freight Agent; L. W. Towne, Master Mechanic. The road has $750,000 appropriated, together with all its earnings, to put the whole line in first rate running order at once.

☞ The whole number of passengers transported on the Washington and Georgetown Railroad during the year ending June 30, 1865, was 8,751,119, being an average of 28,702 each day. The company own 88 cars, employ 400 hands, and require for use 600 horses; the payments daily average $1,000.

Commerce of New York.

Foreign imports at New York in June.

	1864.	1865.
Entered for consumption	$5,513,985	$8,542,271
Entered for warehousing	16,906,964	7,123,792
Free goods	1,358,634	953,226
Specie and bullion	146,731	236,032
Total entered at port	$23,926,314	$16,855,321
Withdrawn from wareh'se	2,544,914	6,346,958

Foreign imports at New York for six months from January 1st.

	1864.	1865.
Entered for consumption	$76,034,689	$38,125,398
Entered for warehousing	54,744,422	37,811,119
Free goods	6,152,414	5,023,712
Specie and bullion	1,427,014	1,051,823
Total entered at port	$138,358,539	$82,012,052
Withdrawn from wareh's	32,839,737	41,626,821

Foreign imports at New York for the fiscal year ending June 30th.

	1863–'64.	1864–'65.
Entered for consumpt'n	$139,034,088	$67,079,520
Entered for warehouse	83,459,792	82,206,122
Free goods	10,374,108	10,603,200
Specie and bullion	2,099,957	1,890,431
Total entered at port	$234,967,045	$161,779,273
Withdrawn from wh'se	63,095,973	76,267,862

Description of imports for the year ending June 30th.

	1863–'64.	1864–'65.
Dry goods	$83,234,966	$49,853,939
General merchandise	149,633,022	110,034,903
Specie and bullion	2,099,057	1,890,431
Total imports	$234,967,045	$161,779,273

Revenue from customs at New York.

	1864.	1865.
In June	$3,311,148 43	$7,837,075 84
Previous 5 months	39,152,076 55	28,858,501 23
Total in 6 months	$42,463,224 98	$36,695,577 07
Total, fiscal year	77,506,201 48	61,169,479 80

Exports from New York to foreign ports in the month of June.

	1864.	1865.
Domestic produce	$17,996,495	$8,079,802
Foreign free goods	75,709	35,417
Do. (dutiable)	1,282,218	131,425
Specie and bullion	6,533,109	5,199,472
Total exports	$25,887,531	$13,446,116
Do. exclusive of specie	16,854,422	8,246,644

Exports from New York for six months from January 1st.

	1864.	1865.
Domestic produce	$85,386,922	$68,148.767
Foreign free goods	357,665	634,896
Do. (dutiable)	4,131,855	2,143,022
Specie and bullion	29,152,121	17,915,759
Total exports	$119,028,563	$88,842,444
Do. exclusive of specie	89,876,442	70,926,685

Exports from New York to foreign ports for the fiscal year ending June 30th.

	1863–'64.	1864–'65.
Domestic produce	$161,842,911	$184,617,834
Foreign free goods	838,526	2,419,689
Do. dutiable	6,244,339	15,835,262
Specie and bullion	58,274,220	39,589,259
Total exports	$227,199,996	$242,462,044
Do. exclusive of specie	168,925,776	202,872,785

☞ The Queen of Spain has granted to a Spanish Franco Company the right to lay down a submarine cable from the Island of Cuba to Porto Rico, and from Porto Rico to Saint Thomas, the coast of the United States, the Isthmus of Panama and Mexico.

Southern Railroad Improvements.

On both the Central and Gulf Railroads the work of reconstruction is being rapidly and vigorously pushed forward. It is probable the improvements will be completed quite as soon as was anticipated at the inception of the enterprises.

We have already announced the completion of the Western and Atlantic Railroad to Atlanta, making direct communication to Macon and Augusta from the North and West. We find that railroad enterprises all over the South are being revived.

The Macon and Brunswick Railroad is now repaired from the former place to the junction within eight miles of Hawkinsville. A line of hacks run from the railroad to that point.

The work of rebuilding the Wilmington and Manchester Railroad is progressing rapidly. Trains of cars will pass from Kingsville (its junction with the South Carolina Railroad) to Wilmington, N. C., by August 13, 1865. From Wilmington north there is now daily connection, and trains are run on the road semi-weekly.

The Cheraw and Darlington Railroad is running through from Florence to Cheraw, and the Northeastern Railroad Company are now transporting passengers and freight the entire length of that road—that is, from Florence to Charleston.

The Grenada Motive learns that the Mississippi Central Road will be completed, without some unlooked for occurrence, by or before the first day of September next; also that the Mississippi and Tennessee Railroad will be completed and trains run through by the first of October. The two companies, it understands, will unite in rebuilding and using the bridge of the Central Road across the Yalobusha. And it hopes they will unite in building one depot at that place at once.

A force is at work repairing the Memphis and Charleston Railroad, between Corinth and Memphis, and the cars will be running to Corinth from Memphis in a short time. There are four bridges to build between Memphis and Corinth. The track was relaid and used by Gen. Hood last December, and is, we believe, in tolerably good order.

Were we not satisfied that the directors of the Central and Gulf Roads are doing all in their power, we should urge the greatest vigor on their part in the completion of their roads. They have had great obstacles to overcome, but have succeeded, and we believe will succeed in all they have undertaken.

A Hilton Head correspondent inquires in regard to Wilmington railroad connections. The answer is given above. In regard to an inquiry about the Savannah and Charleston Road, we can only say that it is in a very bad condition, and that there is little present prospect of its being rebuilt. —*Savannah Herald, July* 18.

Petersburg and Lynchburg (South Side) Railroad.

As this road is an important link in the connection between Richmond and the Southwest, some information about it and the progress the company is making in repairing it will be interesting to our readers.

In the retreat of the Confederate army the following bridges were burned: The bridge at Petersburg, three spans; four spans of the High Bridge; the bridge at Farmville, three spans; the bridge at Buffalo Creek, two spans; the bridge across the James River, seven miles below Lynchburg, six spans; and the bridge to the island at Lynchburg, four spans. All these were first class bridges, making an aggregate length of two thousand four hundred feet, and ranging from twenty-five to forty-five feet in height, except the portion of the High Bridge, which is one hundred feet high.

Besides this heavy loss of bridges, there were burnt or destroyed seventy-five freight cars, six passenger cars, three locomotives and all the buildings and fixtures at seven way stations.

Without any assistance, and with the military authorities working the most profitable part of their railroad (between City Point and Burkville,) the Board of Directors commenced the work of repairs as soon as they received permission from Government. Up to this time the bridge at Buffalo has been rebuilt; the bridge at Farmville will be completed this week, and the company has nearly timber enough got out to trestle up the four spans of the High Bridge. They have also two saw mills at work sawing the timber for the other bridges.

With their present means the company expects to be able to complete all their bridges and have the road in good running order by the first of September. At present the cars run between Farmville and James River, connecting by canal boat with Lynchburg. In the course of next week cars will be put on the road between Burkville and the High Bridge, to connect with the cars on the other side of that bridge, reducing the portage to half a mile, and enabling passengers to make the trip from Richmond to Lynchburg in fourteen to fifteen hours.—*Richmond Times, July* 14.

The North Carolina Railroads.

We are advised that the Wilmington, Charlotte and Rutherford Railroad will be fully repaired and opened for traffic from this city to its western terminus during the present, or early next week. The work has been prosecuted with commendable energy, and the re-opening of the road will throw into the hands of our merchants a large amount of produce that has for more than a year been awaiting a market, and so greatly stimulate the business of the town.

The Charleston papers contain an advertisement of the re-opening *to-day* of the Northeastern Railroad through its whole length.

The Wilmington and Manchester road, connecting with the above at Florence, and forming the old established through route between this city and the South, will be fully repaired and re-opened to the public in about thirty days. A very large force of workmen is employed upon this line, and no efforts are being spared to expedite its completion.

A note appears elsewhere in this paper calling a meeting of the stockholders of the Wilmington and Weldon Railroad Company, preparatory to putting themselves in a position to receive their line back from Government. We understand that the Government has signified its readiness to turn this road over to the company whenever the company shall be qualified, under the terms of the amnesty proclamation, to receive it.

Thus, probably within sixty days at the farthest, all our lines of travel will be re-established, and Wilmington will once more be upon the great highway from the North to the South, and on the line over which the great through mails are transported. Then will our business receive a new impetus, and prosperity indeed will dawn upon us.—*Wilmington Herald, July* 21.

☞ A meeting of the stockholders of the Memphis and Charleston Railroad was recently held at Huntsville, Ala., and directors elected to serve until the expiration of the annual term, September 21. From statements made to the meeting, we learn that the road will be turned over to the company in a short time, and that its reconstruction will be immediately commenced. No other road in the South has suffered more during the war. It has been in possession of both armies at different times, and nearly every mile of it has been fought over. All the bridges and trestles have been destroyed, the track mostly torn up, and station houses and ties burned.

☞ The Iowa Division of the Chicago and Northwestern Railway, is now open to Boonesborough, 32 miles west of Nevada, the previous terminus being 202 miles west of the Mississippi River. The distance uncompleted to the Missour River, is only 130 miles.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	¾
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	60,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C	2,000	5	----	35c
Bare Hill ..... "	----	----	----	205c
Bay State ..... L. S.	20,000	----	3½	8½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	5
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	50c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	1½
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	½
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	18½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	210c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	2
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	33½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western .... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	7½
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	2
Humboldt ..... "	20,000	----	2	2
Hungarian ..... "	20,000	----	1	1½
Huron	20,000	----	16	35
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	8½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	110c
Minnesota ..... L. S.	20,000	----	3½	7½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	21
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1
North Silver Lake .. "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	34
Phila. & Boston ... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	10½
Pittsburg & Boston "	20,000	----	5½	56
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	55
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	105c
Springfield ..... Md.	----	5	----	105c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	55
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	----
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	55
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C ... Md.	----	----	----	90c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	13½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	14½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	25
Fulton ..... "	60,000	5	----	5½
Gilbertson	5,000	100	----	55
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	3½
Hampton & Balt ... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	140
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	3½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	18½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	25½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	26	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	81

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	80,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	5	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	13½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	58½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) . A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	——	41
30 Nov. '64	4.52	——	179	28	——	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	——	65
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	——	95
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	——	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	——	46
30 Nov. '64	2.80	——	29	6	——	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	——	——
30 Nov. '64	11.75	——	200	31	——	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	——	80
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	80,246	200,000	73,100	66 222	20,807	——	——	——	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)		——	50	25
30 Nov. '64	31.85	——	841	140	——	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	——	50
30 Nov. '64	6.54	——	263	41	——	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,234	——	3	——	71
30 Nov. '64	5.09	——	75	9	——	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	——	——
30 Nov. '64	5.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	——	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	——	26
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	——	——
30 Nov. '64	——	0.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	——	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	——	——
30 Nov. '64	——	——	411	63	——	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	——	——
30 Nov. '64	1.59	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	——	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	——	——
30 Nov. '64	11.60	——	59	8	——	Worcester	86,657	75,800	——	53,668	25,453	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '63	10.76	——	——	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	——	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	——	——	——	——	100	69
30 Sep. '63	24.00	——	——	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	——	——	45
30 Sep. '63	56.18	1.00	——	140	29	Brooklyn City	1,331,357	1,000,000	170,000	——	542,641	132,836	9	100	110
30 Sep. '63	10.50	4.25	——	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	——	58
30 Sep. '63	——	10.00	——	——	——	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	——	——
30 Sep. '63	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	——	——
30 Sep. '63	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	——	——
30 Sep. '63	16.00	14.00	——	23	1	Central Pk, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	——	19,794	7,008	——	——	——
30 Sep. '61	17.50	——	——	——	——	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	——	——	100	59
30 Sep. '63	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	——	——
30 Sep. '63	17.33	——	——	91	—	Eighth Avenue (N. Y.)	978,534	800,000	——	30,000	185,598	124,445	12	100	——
30 Sep. '63	11.00	1.00	——	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	——	——	——	——	——
30 Sep. '63	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '63	4.52	——	——	——	——	Grand St. & Newtown (W'g)	——	——	——	——	——	——	8	——	——
30 Sep. '63	4.63	——	——	——	——	Harlem Br., Morris & Ford'm	——	——	——	——	——	——	——	——	——
30 Sep. '63	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '63	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '63	19.00	——	——	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	——	97,241	23,479	——	100	——
30 Sep. '61	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '63	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '63	7.50	3.40	——	18	—	Rochester City & Brighton	——	81,500	66,000	6,000	7,636	3 977	——	——	——
30 Sep. '63	16.00	——	——	——	——	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	——	100	60
30 Sep. '63	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	——	412,600	99,227	10	100	115
30 Sep. '63	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '63	16.50	——	——	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	——	682,131	233,079	12	100	240
30 Sep. '63	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	——	——
30 Sep. '63	2.00	3.50	——	——	——	Utica City	2,160	7,080	——	——	1,693	310	——	——	——
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	—	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
31 Dec. '62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,188	——	50	——
31 Dec. '62	5.80	——	——	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	40½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,881	20,036	8	——	——
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	——	——
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	——	20
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	400 550	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	——	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	——	25
31 Oct. '64	8.73	——	256	33	8	Green & Coates st. (Phila.)	232,964	150,000	98,000	——	168.776	51,494	20	——	30
31 Oct. '64	11.00	——	——	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	——	18
31 Oct. '64	——	——	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	——	16
31 Oct. '64	11.17	——	——	——	——	North Philadelphia	——	——	——	——	——	——	——	——	——
31 Oct. '64	12.00	——	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	——	——
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	——	——
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,093	——	——	——
31 Oct. '61	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	43,000	22,000	5,368	58,006	15,984	4	——	——
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	——	10
31 Oct. '61	5.20	——	——	——	——	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	——	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	——	13
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,363	27½	20	77
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41.289	9,418	5	——	19½
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gr. & F.)	175,610	159,312	15,500	——	79,670	21,297	6	——	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	——	——	162,367	51,179	20	20	45
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	——	20
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	——	64
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	15½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.83	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——
						MISSOURI.									
30 Nov. '62	8.29	——	——	——	——	Citizens' (St. Louis)	117,437	100,000	——	——	——	——	——	——	——
30 Nov. '62	3.33	——	——	——	——	Missouri (St. Louis)	76,674	70,000	——	——	——	——	——	——	——
30 Nov. '62	4.48	——	——	——	——	People's (St. Louis)	83,875	70,000	——	——	——	——	——	——	——
30 Nov '62	10.20	——	——	——	——	St Louis	296,504	296,504	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	——
Real Estate	22,900	7	——	——	——
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	——
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	——
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	——
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	——	——	——
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	——
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	——
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	——
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	——	——	——
Middlesex:					
1st Mortgage	31,000	——	——	——	——
Malden & Melrose bonds	51,762	——	——	——	——
Real Estate	4,000	——	——	——	——
Ninth Avenue:					
1st Mortgage	57,000	7	——	——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	——
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	——
Quincy:					
Plain bonds	50,000	——	M. & S.	1868	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	——	——
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	90
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	——
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	——
Real Estate bonds	60,000	——	——	——	——
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	——
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	117
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	112
" " " ..... coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850 ..... coupon	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,155,650	6	" "	1881	107
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	97½
" " " ..... coupon		5	" "	1904	97
Loan of March 3, 1864 (5-20s) .... registered	90,789,000	6	May & Nov.	1884	
" " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	458,150	7.3	April & Oct.	1864	
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	
Debt Certificates	126,534,000	6	At maturity.		97½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "		
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	
" " " " " of '64	160,143,620	6	"	1867	
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,404				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	
" — " " (B'k of State) .. "	610,000	6		1868	
" — " " (" ") .. "	38,000	5		1868	
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	114½
" — " " 1860 ..... "	198,500	7	" "	1880	
" —War bonds ..... "	610,094	7	" "	1872	
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	
" — " " " ..... "		6	" "	'81-'82	96
" — " " " ..... "	1,000,000	6	" "	1882	
Florida—State bonds ..... coupon	143,000	7			
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	50
" — " " (R. B.) ..... "	525,000	7	" "	'62-'72	
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... coupon	737,222	6	" "	1860	90
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" " " ..... "	2,058,173	2½	" "	1856	75
—State Int. Imp bonds (not adjusted)	391,000			d'm'd.	
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	
— " Deferred stock ..... "	1,243,000	5	" "	.....	
— " " special stock "	479,545	5	" "	.....	
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1865	
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	
" — " " " ... "	54,000	7	May & Nov.	1878	
" — " " (domestic) ..... "	65,000	6	July.	1883	
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'62-'75	
" — " " ..... "		5	" "	'81-'91	
" — " " ..... "		5	" "	'91-'96	
" — " " (bank) ..... "	600,000	5	" "	1891	
" — " " ..... "	67,500	6	" "	'91-'96	90
" — " " (war loan) .. "	2,000,000	5	" "	1871	
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	62½
" — " (R. R. etc.) ... "	3,902,000	6	.....	'67-'90	
" — " " (banks) ..... "	5,398,533	6	.....	.....	
" — " " (war loan) ... "	670,000	6	.....	.....	
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	
" — " (st'k'g conv.) .. "	200,376	5		1865	
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	105
" — " " (dollar) ..... inscribed	500,000	3		1894	
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	
" — " " (") ..... "	767,560	5		'42-'58	
" — " " (") ..... "	399,408	5		1880	
" — " " (") ..... "	148,711	5		'89-'90	105
" — " " (") ..... "	133,689	6		pleas.	
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,996,555	6	April & Oct.	'68-'71	
" — " " (T. & G.R.R.) ... "	508,350	6	" "	'88-'90	
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	125½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	
" — " " (Cons. Stat ac.)	150,000	6	" "	1870	
— " " (Buildings ac.)	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	245,000	5	April & Oct.	'65-'74	
— " " (" ") "	200,000	5	May & Nov.	'65-'72	
— " " (" ") "	94,000	5	Jan. & July.	1874	
— scrip	200,000	6	" "	'64-'66	
— "	247,000	5	June & Dec.	'68-'72	
—	50,000	5	" "	'68-'72	

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1860	
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	
" —War Loan ..... (" ") "	587,000	7	" "	1890	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	
" — " " (Railroads) ... "	2,275,000	7	" "	1883	
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6		'41-'71	
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	
" — " " " "	199,000	6	" "	1863	72
" — " " " "	100,000	6	April & Oct	1863	
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	
" —Renewal Loan of 1853	200,000	6	" "	1883	
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	72
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	
" — " " Platte Co. .... "	700,000	6	" "	1889	
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	
" —State Defense warrants	780,000				
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1870	92½
" " —Notes ..... "	200,000	6			
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	
" " —State bonds (war loan) .coupon	531,520	6	" "	'65-'71	
" — " " (" ") "	200,000	6	" "	1871	
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	
" " — " " " " ...	500,000	5	" "	1875	
" " — " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	
" " — " " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5		d'm'd	
" " — " " " " ...	11,050	5½		d'm'd.	
" " — " " " " ...	14,230	6		d'm'd.	
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	
" " — " " " "	68,000	5	Feb. & Aug.	1876	
" " — " " " "	28,000	5½	J., A., J., & O.	1865	
" " — " " " "	320,000	5½	Jan. & July.	1865	
" " — " " " "	100,000	6	" "	1867	
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" — " " "	15,889,025	6	" "	64-'76	117
" — " " "	1,200,000	7	" "	1884	
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	78
Ohio—State bonds (foreign debt) ..... coupon	1,268,270	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	90½
" — " " (" ") ..... "	4,096,309	6	" "	1881	95
" — " " (" ") ..... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500		" "	1866	
" — " " (" ") ..... "	279,318		" "	1868	
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	
Oregon—State scrip	55,372				
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	
" — " " "	10,780,095	5	Jan. & July.	due.	89
" — " " "	3,886,070	5	Feb. & Aug.	due.	
" — " " "	3,690,614	5	Mar. & Sept.	due.	
" — " " "	3,241,898	5	June & Dec.	due.	
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1562	
" —State Stock Loans	1,177,890		" "	1864	
" " " "	675,029	5	Feb. & Aug.	1864	
" " " "	1,045,629	5	June & Dec.	1864	
" " " "	1,558,673	5	Jan. & July.	1865	
" " " "	2,277,755	5	" "	1868	
" " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" " "	428,000	5	" "	1878	
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	
" —State bonds ..... coupon	600,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	309,937				
" —Relief Notes in circulation ...	97,360				
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5		1868	
" " —Inscribed certificates ...	1,708,017	6		'68-'90	
" " —State b'ds (railroads) .coupon	1,310,000	6		1877	
Tennessee—State bonds (banks) ..... coupon	1,125,000	6		1882	72
" — " (interm. impr.) "	2,063,666	5		Var.	57
" — " (railroads) ... "	12,799,000	6		Var.	72
" — " (capitol) ..... "	608,000	5		1890	57
" — " (Hermitage) . "	48,000	6		1890	72
Texas—Had no debt in 1861					
Vermont—Inscribed certificates	175,000	6		'63-'64	
" —State bonds (war loan) .....coupon	58,000	6		'62-'63	
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000		Various.	Var.	
" — " " (railroad) ...	18,264,642	5	Jan. & July.	'82-'93	50½
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	
" — " " (sterling) ..... "	1,865,000	6	" "	1892	
West Virginia—No information					
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	
" — " " (domestic) ... "	100,000	6	" "	1877	
" — " " (") ... "	1,100,000	6	" "	'78-'88	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	283,147	419,815	406,680	460,422	521,174	------	------	------	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,923	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	------	------	------	------	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,405	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	------	------	------	------	------	------	----------
Chicago and Northwestern:													
1863	232,208	202,821	221,709	240,051	280,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,365	371,461	466,830	565,145	482,054	519,306	655,364	708,714	705,496	545,943	5,902,283
1865	535,675	481,165	506,290	467,710	568,904	727,193	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	86,573	84,603	94,406	82,467	82,400	989,499
1861	85,230	76,918	85,663	90,324	65,302	63,137	52,269	60,255	84,540	98,528	88,401	105,253	955,960
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,561	160,397	143,836	185,920	1,579,509
1864	154,068	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,842,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	----------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,519	359,114	455,235	465,959	436,695	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,007	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,158	902,906	963,859	8,400,324
1863	845,695	839,949	956,445	948,050	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	908,341	886,089	1,240,626	1,472,120	1,539,279	1,225,528	------	------	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,583	114,804	134,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	288,100	302,174	295,750	484,550	3,726,040
1864	501,231	472,240	356,626	278,540	281,759	263,049	273,726	306,596	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	----------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,590	185,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,543
1861	321,844	279,268	229,334	192,054	199,485	177,829	189,250	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	256,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,595	359,463	3,445,827
1863	299,944	271,085	275,643	259 224	324,687	407,992	343,929	511,306	478,576	495,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	892,276	491,297	464,604	590,081	------	------	------	------	------	------	----------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,554	37,271	56,557	46,452	51,329	55,257	48,544	512,218
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	69,843	710,225
1864	77,010	74,409	89,901	72,389	88,993	78,697	91,809	90,972	93,078	93,546	96,908	95,458	1,038,166
1865	98,112	86,626	95,503	82,186	78,842	110,186	------	------	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,438	------	------	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	220,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	250,600	304,445	338,454	330,651	297,126	315 258	278,891	358,662	402,219	407,107	448,934	411,806	4,129,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	------	------	------	------	------	------	----------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,544	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	290,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	306,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,750	263,244	346,761	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	305,963	------	------	------	------	------	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	499,625	447,813	504,217	591,920	741,500	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,965	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,768	9,683,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,953
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,056,703	1,273,117	1,450,076	1,193,435	1,157,818	1,039,902	13,230,417
1865	809,478	881,372	915,600	1 300,600	1,204,435	------	------	------	------	------	------	------	----------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,496	339,911	365,966	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	256,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	525,600	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	295,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,966	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,540	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	538,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,092	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,811	------	------	------	------	------	------	----------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,554	112,384	93,766	67,721	85,359	95,959	118,887	129,166	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,556	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	------	------	------	------	------	------	----------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,295	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	58,006	83,583	106,545	113,578	115,214	168,219	170,350	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	120,595	151,062	134,543	111,339	1,439,798
1864	79,735	98,843	132,896	123,987	127,010	154,338	139,528	244,114	243,540	221,570	229,209	265,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,735	194,525	------	------	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1876	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	96½
" " " 1856.	1,128,500	6	Jan. & July.	"	1875	98½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	95½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1856	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	108
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	65,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,580	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	99
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	500,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	487,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	850,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1878	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	88
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " " " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,307,000	7	Jan. & July.	New York.	1870	90½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1869	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1863	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1869	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1878	95
4th Mort. (M. L.) or 3d Extension	1,089,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'66-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	5,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12 225	7	April & Oct.	New York.	1895	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	97
Columbus and Xenia:						
Dividend	36,800		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1875	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	89½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	55
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0 0	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95½
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1948	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	55
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	---
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	---
Mortgage	125,000	7	----------	----------	1900	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1900	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	117
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	---
1st Mortgage	250,000	7	----------	----------	------	---
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	---
3d Mortgage	600,000	7	----------	----------	------	---
Guaranteed by Covington	200,000	6	----------	----------	------	---
Cincinnati (exchanged)	100,000	6	----------	----------	------	---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	---
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	---
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	---
City of Keokuk	200,000	8	----------	----------	------	---
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	50½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	300,000	---	----------	----------	------	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	------	----
1st Mortgage	1,600,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,240,500	8	" "	N.Y. & Boston.	1869	110½
1st Mortgage (convert.) Dollar	757,000	8	April & Oct.	----------	1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1865	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,622,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	88½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	688,566	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	----------	" "	------	38½
2d Land Grant	691,000	---	----------	" "	------	----
Income bonds	513,300	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	678,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'65 '75	----
1st Mortgage Coupon	2,665,000	2	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	565,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	93½
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	108
Exchanged St'k's (S. F.) B'ds	685,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,500	6	"	" "	1883	----
Bonds of Aug. 1850, Convertible	504,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1853, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	100½
4th Mortgage	3,644,000	7	April & Oct.	" "	1950	98
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	950,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	78-'79	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98
2d Mortgage	3,077,000	7†	" "	" "	1861	32
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	260,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1879	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,225,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,080,000	6	Jan. & July	Philadelphia.	1880	103
2d Mortgage	2,021,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1847, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	506,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	55,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	937,500	7	" "	"	1893	19
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318.500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	18
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	90
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	101
Albany City Bonds	1,000,000	6	Jan. & July.	"	'76-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,968	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,048	109.6	.....	207,620	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	55,979	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902 356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,470	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3 260,908	254,000	137 036	2,350,000	927,000	—	4,280, 00	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439 775	*	25,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,966	8	117½
29 Feb '64	54.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	.....	—	.....
30 Nov. '63	8.48	8.9	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	660,000	—	2,363,942	.....	.....	155,663	78,641	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 942	66.0	211 886	270,672	54,299	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,000	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	99
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	126,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	....	160	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	—	101,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	56.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,286	56.7	.....	418,056	266,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	579,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,048	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	464 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	969,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	6	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	766,500	19,913	3,822,913	228.8	.....	.....	388,853	12	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	422 543	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,568	281.0	1,104,197	2,770,484	1,273 518	7½	100
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,618,282	—	8,376,510	5,924,969	—	16,464 265	400 07	1,963,105	5,728,910	2,762,273	20	110½
1 Apr. '63	242.0	—	....	29.0	55	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 081 854	448,503	—	28½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228 4	1,212,654	3,359,391	1,891,709	6	109
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,06	2,201,481	1,279,460	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13 252 000	—	38,060,110	708.3	3,386,850	6,329,447	2 463,194	8	127½
1 Jun. '65	111.0	—	....	—	15	14	252	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	439,874	210,920	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209 0	.....	2,084,074	503,767	—	35
								INDIANA.													
— — —	106.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,090,433	*	—	1,106,679	1,006,125	.....	.....	106.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,051	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	28,541	611,050	1,254,600	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	82.5	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,659	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	265	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	5	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	38½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	109,379	2,900,150	88,000	—	3,061,109	73.0	370,558	1,007,979	521,254	18	158½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86.0	7 mo's.	85,229	46,771	—	.....
31 Dec. '65	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun, '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	250.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct, '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,071	276,024	—	1,582,169	2,950,000	557,532	4,375,993	111.8	.....	426,405	227,534	—	.....
30 Jun. '63	29.0	—	....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	105,000	—	741,051	29.0	181,683	99,520	53,355	4	80
30 Jun. '65	65.1	—	....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,900	120,089	3	66
30 Jun. '64	185.0	53.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	6,605,834	3,930,500	255,670	11,886,490	300 0	841,558	3,261,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,555,320	80.0	180,204	481,927	228,649	—	.....
31 Mar. '61	109 0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,670,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	....	136.3	..	..	—	*Vicksburg, Shreveport & Texas*	1,667,691	*	—	1,533,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,496	—	2,950,000	4,250,000	—	9,008,586	188.0	.....	340,898	.....	—	.....
31 May '65	234.8	—	23.4	—	83	97	1,589	Michigan Central	13,805,576	*	168,228	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,218	1,715,063	18	109½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,157,124	4,289,456	1,881,113	7	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	15	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,992	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	95.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,1[illegible]826	7,177,600	—	.....	206.5	579,224	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17[illegible]	68.0	21	26	807	*North Missouri*	6,398,779	804,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	162,896	—	.....
31 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
29 Feb. '63	196.0	—	14.4	87.3	4	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137,019	20,485,420	196.7	507,040	679,956	237,896	—	.....
28 Feb. '63	77.0	—	8.9	206.0	....	....	.....	*South-Western Branch*	4[illegible]386	116,883	—	71,513	4,500,000	.....	.....	114.0	96,371	241,482	123,886	—	.....
30 Sep. '62	85.5	5.5	8.2	—	16	13	219	*St. Louis and Iron Mountain*	6 [illegible]3	544,165	—	1,971,127	3,501,000	57,561	5,995,277	90.1	232,631	283,236	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,833	205,554	757,381	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	807,734		2,494,900	3,068,491		7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,237,779		271,142	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,060,860	3,068,491	139,954	4,259,303	109.2	186,240	322,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000			1,600,004	51.3	161,056	450,222	236,767	6	90
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	785,763	*		189,200	556,500	.....	.....	37.0	.....	55,405	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,869	3,054,653	6	115
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,086,887	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363						11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	418,218	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	112
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000		3,160,000	27,720		3,608,159	61.8	457,640	1,117,340	393,908	9	124
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000		229,061	5,557,610	83.6	638,622	1,471,985	487,864	10	110½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,965		681,666	102,900		1,103,581	47.1	82,108	161,203	78,265	6½	80½
30 Nov. '64	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560		1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	99
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	529,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	5	95
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149		3,540,000			3,846,885	93.4	434,022	868,352	309,341	8	103½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	50,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	----
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	555,919	95,554	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,563	—	3,609,600	452,000	451,350	4,612,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,207	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,305	226,900	727	470,931	(Op	er by R.	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	245,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	42
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,942	1,095,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,854	1,178,712	10	125
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,285	187,605	7½	86
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	406,888	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,095,925	685,400	—	2,969,852	53.6	238,025	382,183	130,645	2	----
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	34.5	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,004	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,585	568,000	—	.....	52.7	.....	87,701	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	75½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	----
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,356,285	*	—	997,112	2,193,000	252,584	3,443,007	75 2	.....	501,886	146,101	—	----
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	25	124
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	61.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.5	948,218	2,587,184	1,305,630	20	122½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	65,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270 000	570,764	171,755	7	116
31 Dec. '64	33 8	—	.....	—	—	—	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	655 966	145,000	5,960,452	53.5	610,427	1,563,607	777,626	10	150
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	168,800	266,000	45,072	463,872	21.2	99,787	146,936	29,200	—	----
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	.....	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1 408,300	600,000	—	2,008,300	18.2	.....	290,022	180,510	6½	40½
31 Dec '64	38 5	—	.....	47.	—	—	—	W st Jersey	1,461.2 9	*	—	588 400	700.000	—	1,2 8,400	—	.....	207,952	91,544	—	----
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	54,858	—	978,670	120,000	34,858	1,257,037	—	.....	—	—	—	----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,065	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	8,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	500	Buffalo and State Line	2,299,935	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	307.0	6,916,324	13,489,643	4,594,725	8	98½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,998	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,344,287	7	115½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	44
30 Sep. '64	297.8	258.1	408.3	—	241	258	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	3,990,208	12,997,890	3,606,745	9	98
30 Sep. '63	130.7	2.1	31 1	—	82	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,868	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	----
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,090	8	----
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	229,750	—	988,884	58.2	151,198	335,625	117,450	7½	----
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	365,304	—	1,519,800	1,784,400	60,571	3,469,850	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	634,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,500	339,186	13.0	43,124	47,303	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	184,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	165	Troy and Boston	1,608,568	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,126	—	----
								NORTH CAROLINA.													
31 May, '60	91.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,157,508	*	—	1,545,228	400,000	276,272	2,419,401	94.9	.....	106,958	35,572	—	----
-- -- '58	223.0	—	.....	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
-- -- '59	97.0	—	.....	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	15	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688	—	----
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	----
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,581	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	506	Central Ohio	5,579,503	922,670	106,183	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	595,209	188,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	505,225	19	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4 000,000	750.000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032 888	2 499,348	1,235,162	15	153
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	295,789	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	1,564,596	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,786	23	----
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	74½
31 May '65	109.1	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	50,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	108
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	559,573	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,122,089	ope	r. w. Lit.	Miami.	307.321	30	----
31 Mar. '65	142.0	—	7.9	—	28	6	413	Dayton and Michigan	5,496,811	485,593	.....	2,366,705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	421,960	—	----
30 Nov. '64	83.5	—	39.6	—	20	27	422	Little Miami	3,5 9,644	536,684	437,103	3,572,436	1,400,000	—	5,111,625	188.0	1,117,836	2,433,284	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,406	—	----
30 Apr. '65	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,550	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	----
31 Aug. '58	137.0	8.0	.....	—	17	18	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,216	.....	125.0	.....	.....	.....	—	----
30 Jun. '64	168.9	52.0	.....	—	33	28	448	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,566	3,260 887	1,498,728	11,190	5,139,662	208.9	388,894	600,162	128,747	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,336,156	*	—	582,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,253	—	----
31 Dec '64	242.4	—	.....	—	45	18	999	Toledo & Wabash	10,080,919	*	—	3,427,050	6 653,568	—	10,243,018	250.0	1,244,358	2,060,322	945,424	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	—	5,634,039	100.0	—	360,215	171,286	—	—
31 Oct. '64	55.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000	—	3,634,000	148.0	316,747	380,489	169,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600	—	1,335,500	74.0	176,968	304,952	168,901	8	12
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.6	1,622,327	1,984,948	721,782	20	145½
31 Oct. '64	55.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	163,041	333,580	202,000	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	666,518	43,741	2½	30
31 Oct '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,650	163,502	55,456	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	80,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,283,427	268,281	2,977,700	58.0	205,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,286	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	696,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,582	8,121,632	87.5	502,028	2,220,262	1,452,134	20	60
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,152	3,667,252	(oper.	r. by Re	ading	R. R.)	6	80
31 Oct. '64	120.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	"	7½	54½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	24
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,356,315	5,604,810	19,880,065	16,614,840	—	43,520,356	356.9	5,846,778	14,759,697	4,065,112	10	57
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila. Germant'n & Norrist'n	1,139,079	262,309	—	1,354,100	315,000	—	1,673,100	24.0	258,789	423,147	207,893	8	55
31 Oct. '64	217.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,761,623	—	—	5,013,054	9,940,000	10,500	14,963,554	(oper	r. by Pe	nn. R.R.	Co.)	—	23
30 Nov '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879	—	27,716,253	509.5	3,328,229	9,289,341	4,308,150	15	54½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,795	999,200	250,000	—	1,249,200	28.2	175,447	324,006	177,656	10	145½
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,517,300	832,000	—	9,349,300	197.0	839,238	2,206,560	1,365,200	10	66
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,466	163,004	—	1,770,414	1,500,000	69,235	3,966,877	72.0	256,176	315,723	101,566	—	9½
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,125	12,667,000	—	23,942,670	468.3	3,940,773	7,150,466	3,019,067	10	100
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,316	107,490	10	40
31 Oct '64	26.4	—	3.3	—	7	15	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,512	1,855,448	28.4	118,648	273,232	142,817	—	—
31 Oct. '64	29.6	—	8.5	—	6	4	362	Tioga	802,263	165,884	—	891,800	372,000	1,343	968,137	29.6	95,566	295,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	247,000	—	.....	62.0	297,700	421,751	199,155	6	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	541,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	966,410	108,172	2,067,225	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	100.0	....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.5	156,142	297,566	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,509,949	2,659,000	290,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	329,518	.....	59.4	69,570	177,256	66,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,394	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,781,000	.....	.....	150.0	.....	734,118	357,354	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,500	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	255,583	—	1,097,000	.....	.....	1,206,663	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	100
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	510,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	760,000	.....	.....	upe	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	56,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	130,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,900	1,851,500	292,842	4,745,256	123.4	.....	410,166	201,544	—	—
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	885,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	143,385	7	77
30 Sep. '59	22.2	2.5	5.1	—	10	7	188	Richmond and Petersburg	1,222,528	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,758	541,197	83,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,051	359,130	5	75
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	828,476	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,196	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,560	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,823	6,775,773	607,000	—	8,452,351	234.4	958,183	1,711,281	805,380	—	42
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,588	—	1,280,000	13,100	136,000	1,779,232	60 0	.....	152,456	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRENADA.													
31 Dec '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,558	5,000,000	5,575,000	—	10,768,723	48.7	.....	5 027,458	1,928,924	13	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	24½
Cheenung (guarantied)	330,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,925	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	102½
Chicago & Northwestern (pref.)	2,400,000	7	5½	64½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,256,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & William-port (preferred)	500,000	...	...	45
Erie (preferred)	8,535,700	7	7	88½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	600,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,919,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	126
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	90
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	698,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	...	...	----
" " " (2d pref.)	904,473	...	...	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40[illegible],300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1896	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1888	----
Lehigh Navigation. 1st Mortgage	414,608	6	M. & S.	1870	92
Six per cent. Loan	2,432,271	6	A. & O.	1884	94
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	435,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	----	----	97
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,950,670	6	J. & J.	1882	78
Improvement	568,500	6	M. & N.	1876	78
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a: 1st Mortgage, s'k g'tund	450,000	6	J. & J.	1878	78
Wyoming Valley. 1st Mortgage	650,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	32
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	122
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" " (preferred)	50	2,722,607	—	28½
Susquehanna and Tide Water	50	2,048,200	—	7½
Union	----	----	—	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	54½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	41 —	@ 45 —
Pig, American, No. 1		37 —	@ 38 —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English, Refined		100 —	@105 —
Bar, English, common		90 —	@ 95 —
Scroll, English		125 —	@130 —
Bar, American, Common & Refined		115 —	@120 —
Band, English		132 50	@ — —
Horse Shoe		130 —	@140 —
Rods, English		102 50	@130 —
Hoop, English		135 —	@200 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 24	@ — 25
Sheet, English, Single, Double and Treble		— 6½	@ — 9½
Sheet, Am., Single Double and Treble		— 6½	@ — 9½
Rails, English (gold)	per ton	87 —	@ — —
Rails, American		83 —	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 12	@ — 14
Milan (in bond)		—	@ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 30
Pig, Chile		— —	@ — —
Boits		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 30	@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 10 —
Spanish		9 —	@ 9 12½
German Refined		9 —	@ 9 12½
Eng lish		9 —	@ 9 12½
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 28½
Straits		— 26	@ — 27
English		— 24	@ — —
Plates, Charcoal I. C	per box	13 —	@ 13 —
Plates, I. C. Coke		10 50	@ 12 50
Terne, Coke		9 87½	@ 10 25
Terne, Charcoal		13 50	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— —	@ 5 —
Clinch (cash)		6 —	@ 6 25
Horse Shoe, Forged (cash)	per lb.	20 —	@ — —
Wrought, English (cash)		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 30
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— —	@ — 32
Ref'd, free, L.S. to pr. Wh. (110@120 test)		— 70	@ — —
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		— 51	@ — 52
Naptha, Refined (60@63 gravity)		— —	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th 20	F 21	Sat 22	M 24	Tu 25	W 26
Atlantic M. S. S. Co	162	164	164½	165½	166½	166½
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	114½	----	----
Canton Co.	44	40½	40½	40	----	39½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	100	----	100	----	----	----
" " pref.	101	102	102½	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	97	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	110½	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	27½	28	27	28	----	27
" " pref.	61½	62½	62	62½	61½	63
" " 1st M.	85	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	107½	108	107½	107½	106½	108
" 1st M. '70	----	----	----	----	----	96½
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	67	68	67½	68½	----	69½
" 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	100	----	102
" " S. F. 7 p.c.	97	----	----	----	----	----
Cumberland Coal, pref.	42	42	41½	41½	42	41½
Del. & Hudson Canal	----	----	132	----	134	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	82½	82½	82½	85½	88	95½
" pref.	----	----	----	88	----	88
" 1 M. 7 p.c. '67	----	----	----	----	102	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	100	----	----	----	100½
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	93½	----	----
Hudson River	107½	108½	----	----	----	113
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	103½	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	132	130	128	130	129	128
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	116	----	117	117	117
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	90	----	----
Mariposa Mining Co.	12½	13	----	13	----	13½
Michigan Central	107	----	107	----	108	107
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	63½	65	64½	64½	----	64½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	97	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	98	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	71½	----	71½	72½	72	72½
" 1st. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	94½	95½	94½	94½	94	96
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '75	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	77½	----	----	78	----	----
Ohio & Miss. cer.	24½	25½	25	25	24½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	100½	102	102½	103½	103	106½
Pitts. Ft. W. & Chicago	98½	99	98½	98½	97½	99½
" " 1M.	----	----	----	----	----	----
" " 2M.	95	----	----	----	----	----
" " 3M.	----	----	88	85	----	----
Quicksilver Mining Co.	57	58½	----	58½	----	57½
St. L., Alton & T. H.	----	----	----	36	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	71	----	----	----	72
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	75	----	75	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	99
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	97¼	97	96⅞	----	96⅝	97
U. S 5s, 10-40s, reg.	----	----	----	96⅞	----	----
U. S. 6s, 1881, reg.	107⅛	----	107¼	----	107	107⅛
U. S. 6s, 1881, cou.	107	107	106⅜	106⅞	107	107⅛
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	115	----	----	117
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅛	97⅛	----	97⅛
U. S. 6s, 5-20s, coupon	105	104⅛	104⅛	104⅛	105	105⅛
U. S. 6s, 5-20s, new	104⅛	104	103⅞	----	----	104⅛
U. S. 6s, " reg.	104⅛	----	----	----	----	----
7.30 Notes, 1st series	99⅛	----	99⅛	----	----	----
" " 2d series	99⅛	99⅛	99⅛	----	99⅛	99⅛
American Gold	142⅛	142⅛	----	143	143⅛	143⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 25.

	W.19	Th.20	F.21.	Sat.22.	M.24.	Tu.25.
Cattawissa	----	12½	12	----	----	----
" preferred	----	----	----	----	----	2⅞
Camden & Amboy	129½	129½	124x	124	----	124
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	99	----	99	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & Williamsport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	100
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	55⅜	55⅜	----	----	----	56
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	95	----	----	94	----	----
Lehigh Valley R. R.	----	59½	59⅝	60	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	30	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	54½	54½	54½	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	85	85
" " 10s	----	----	----	----	----	----
Northern Central	44⅛	----	----	----	----	44⅛
Pennsylvania R. R.	57⅛	57⅞	58	57⅛	57	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	99⅛	99⅞	99⅛	----
Penn. State, 5s	----	----	----	----	----	89
" " 5s, coupon	92	----	----	----	----	----
" " 6s, W. L.	101	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	90⅛	----
" " new	92⅛	92⅛	92⅛	92⅛	92⅛	92
Philad., Germ. & Nor.	----	----	----	----	55	----
Phila. & Reading	50⅛	49⅞	50⅛	51	51⅛	51⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	93
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	----	----	----	92½	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	78	----	----	----
" " 6s '76	----	----	----	----	78	----
" " 6s '72	87	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal, 55	54	----	----	----	54½	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 25.

	W.19.	Th.20	F.21.	Sat.22.	M.24.	Tu.25.
Baltimore City 6s, 1875	----	----	100½	100	----	----
" " 1886	----	----	----	----	----	----
" " 1870	99½	----	----	----	----	----
" " 1890	100	100	----	----	100½	100½
Balt. and Ohio	115	115	----	----	----	115
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	98⅛	----	----	----	----	98⅛
" " " '80	----	----	----	----	----	----
" " " '85, 6s	100½	----	----	----	----	100½
Northern Central	44⅛	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	111	111	----	----	----	112
Boston and Providence	124	124	----	----	----	----
Boston and Worcest.	119½	----	119½	----	120½	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	99	----	----	----	----	----
Eastern, Mass.	95	95	95	95	95	----
Eastern, N. H.	93	----	----	95	----	----
Fitchburg	----	----	----	----	103½	----
Manchester & Lawr'ce.	105	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	79½	----
Old Colony and Fall R.	104	104	----	----	----	----
Ph., Wil. & Baltimore	66	65½	66	----	----	----
Portl'd, Saco & Ports.	95	----	96	----	----	----
Vermont & Canada	----	----	100½	----	----	100
Vermont & Mass.	42	----	----	----	----	42
Western	123½	124	125	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	95	----	----	----	----
Metropolitan "	50	----	----	50	----	50
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	34	34½	----	33½	----	----
Isle Royale "	----	----	----	----	8½	----
National "	----	----	----	----	----	----
Minnesota "	----	----	10	----	9	7½
Pewabic "	35	----	----	35	33½	34
Pittsburg "	----	----	----	56	----	----
Quincy "	55	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of July:

Maryland 6s	62	to	64
United States 6s, 1881	69½	"	70
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	73	"	75
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	78
Erie shares, $100 (all paid)	51½	"	52½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61½	"	61½
Do. do. $100 shares, $90 paid, dis.	43	"	47
Do. do. $100 shares, all paid	86½	"	86½
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, July 29, 1865.

Stock Exchange and Money Market.

The Money Market exhibits considerable tameness. The spirit of speculation lives as unchanged in character or expectation as ever, but it is often sadly at a loss to know which way to move. The last Government loan is absorbed, and that opportunity is departed; it is eagerly asserted in some quarters that the Treasury is out of money, and will have to resort to new measures to supply itself, even before the meeting of the next Congress. Rumors are at the same time put afloat that claims against the Government are springing up in enormous amounts, and that we may yet see our National debt mounting to five thousand millions of dollars. We believe the Treasury department which is for the first in a long time conducted on the principle of liquidating and paying its debts without delay, has found the claims of the army and navy unexpectedly large; and if so, it is the fault of those departments alone if the amounts of their requisitions and estimates have not earlier been placed within the knowledge of the Treasury department, one of the circumstances unfavorable to its easy management, and one not generally sufficiently understood. Secretaries of War and of the Navy rarely consider where the money is to come from when they are desirous of being most efficient. It is the civil side of the Government on which the load of financial and permanent responsibility falls. It was one of the great anxieties of Mr. Chase that economy should prevail to the utmost possible extent in the associate departments, and if it does not, no human ability can tide over embarrassment and want of money. The legacy of immense expenditure has consequently descended to the present Secretary, and will task all his ability to get through with it. We must therefore make every allowance for difficulties such as no modern financier has ever before encountered.

Yet our confidence remains as strong as ever, that the way out of our difficulties will become clearer, and that we shall ere long arrive at a knowledge of the real balance for which the country has to provide. We notice that it is stated, almost officially, that notwithstanding the pressure of outstanding claims against the Government, the total of the public debt was on the 1st of this month, not more than two hundred millions or thereabouts beyond the previous recognized balance; although it was asserted it had almost doubled; and we are inclined to believe that the final result will be more favorable than the alarmists have lately predicted.

It is understood that the subscriptions to the third series of the 7-30 loan have been closed; the whole balance remaining over from the previous week having been taken. It will be remembered that great exception was taken, even in very friendly quarters, to the option which at the start, the Secretary reserved to himself of paying the interest in gold or currency under certain conditions. It was contended that by this course of conduct he had jeoparded the loan itself, and checked a liberal tendency in the people at a critical moment. Time has, however, fully justified Mr. McCulloch in his decision. He has saved both at the present time, and in the future a considerable amount of interest, and received the principal as fast as he could apply it to the wants of the Treasury. We imagine that the Secretary's experience and skill may be safely trusted in all cases where the form, tenor and spirit of the contract become material. Accustomed to the habits of capitalists, he may be considered a safe judge of their *instincts*.

The gold market continues to employ the attention of our political economists of the press, with various effect. The premium so called was about 42 for the week; and it is said that it was if possible, to be raised to 45, at which price the combination was to be satisfied, and to unload. It is generally understood that parties controlling five millions of coin have been operating for some time for a rise, and have had so much difficulty in the effort, that they are willing to close out with a small advance from the present rate. Generous men! who during a war of frightful extent

and character have employed their wealth to enhance the prices of the necessaries of life, to embarrass the Government in the prosecution of the war, and even now, when their cause and their hopes are overthrown by the just triumph of a just cause, continue their attacks on the National credit, assail the Government finance on every occasion, and whisper continued suspicions of the solvency of the Treasury, and the integrity of its administration. Of such are the latest movements in a morning cotemporary, which charge the Secretary with selling gold for the particular advantage of personal friends, and in order to keep down the rates. If it be true that the Treasury has disposed of any of its surplus gold, we are pleased to hear it. We always advocated this idea when Mr. Chase was Secretary; and the good effects of it were often witnessed. We are in favor of it now. If there is one function of more importance than another to be exercised by the Treasury, it is to steady its *own currency*. The legal tenders are its offspring, and should be looked after. On this principle if no other, the Secretary may enter the gold market and keep down the price. We observe that it is much discussed whether he has the right to do this, or that, and whether the law does not contemplate the application of his surplus to this or that object. We know this one fact, that every time gold goes up one per cent. in Wall street, the holders of our currency lose nine millions of dollars in the purchasing power of that currency; if two per cent. eighteen millions of dollars; and so on in proportion. On the speculative rise of gold, prices go up of all the necessaries of life, and avarice and fraud continue their work of gain at the expense of the laboring classes—of all who toil, economise and struggle. It is a frightful fact that every time the Wall street operators put up gold 2 or 3 per cent., no matter how, they wipe out of the pockets of the people the value of eighteen millions of dollars, and render them just so much the poorer for the time being. And just at this moment, when the Government is the chief absorber of gold through the Custom Houses, and has more on hand than it can disburse under any of its engagements, when it in fact is in some measure the cause of its advance, can any one doubt that it is its duty to interpose strongly against a fictitious and unprincipled rise in the premium. By keeping down this premium the legal tender money is kept up, its purchasing power is enlarged, the holders are protected, the Government honor is proportionably sustained, and above all labor is more nearly paid its value. What better task can the Treasury be engaged in than to keep up the value of its money, some day we trust to be redeemed dollar for dollar in gold, and while it has more of the article than it can possibly employ, use the accumulating surplus to sustain the value of the legal tenders by reducing the premium on gold. We confess we see not only no objections to this course, but every possible reason for it. Indeed if we were at the head of the Treasury department, we would try conclusions with the gold gamblers oftener than they would like; and it is to be hoped that the Secretary will not hesitate, when he has a clear indisputable surplus of gold on hand, beyond all contingency a surplus, that he will set it afloat, since by so doing he reduces the premium, enhances the value of the legal tenders, and adds just so much to the purchasing power of the currency, and the ability of consumers to purchase.

We have had enough of this clamor against the Treasury in times past to know what it means. If Mr. McCulloch can make his paper dollar worth from 5 to 10 cents more to-day than it was yesterday, and if he can keep it there by the judicious use of his accumulating and surplus gold, in the name of common sense let him do it. We shall not examine the sections of any act for the establishment of a sinking fund to see how it is to be initiated, if the Secretary will put his legal tender at par of gold, or even approach it within ten or fifteen per cent. What we want is good money, and we hope if by selling his surplus gold the Secretary can improve the value of the currency he will do so, whether the cavillers like the operation or not.

At the same time it is observable that the discontented have another great grievance to complain of. The demand for 5-20's continues from abroad, instead of the reverse. An avalanche of three hundred millions of our bonds, which was coming over a few week's since in a body for redemption (before they were due,) was predicted, and with it specie bankruptcy beyond all peradventure. Yet strange to say, we are still undisturbed, unruined, even unterrified. The last steamer brought further orders for the 5-20s, and the price has actually advanced. And it is only common sense to think that the foreign demand, instead of falling off, is more likely to increase as our financial arrangements become more simple, and our National progress is developed.

It has been suggested that the U. S. Government might derive a very large amount of gold by entering at once upon the business of mining in its prolific territories, and by a regular system of producing, and minting could work a thousand gold mines at once with absolute profit. That there is gold enough in Colorado alone to pay off the National debt no one doubts. The question is, whether a system could not be devised by which the Government could obtain it.

It appears from the recent advices from San Francisco up to the 1st of July, that the receipts of treasure from the interior and the North Coast for the month of June, were $5,300,000; and that the exports of specie from 1st January last up to July 1, were $21,050,613 23—showing a decrease from the amount exported the same time in 1864, of $7,943,098 04. It must, however, be remembered that the falling off in the production of the coast may be accounted for by the emigration to the territories which are paying better, and where the yield is rapidly increasing by far more than the above difference. The gold receipts at this port from California during the present year to date, have been of $9,897,933, against $6,603,011 same time last year—an excess of $3,294,922.

The most important foreign news, however, is that the crops of cereals abroad are ascertained to be almost a failure. In France the complaint is universal, and so on the continent. The probability is that we shall have an advance in our market of a very decided character, and if so the splendid yield of our own fields will be opportune and profitable.

The Money Market is considered to be more active than heretofore, yet the article is abundant. We are not disposed therefore to discuss as some do, what would happen if *there was* a tight market. When it comes we can attend to it.

Foreign exchange still remains dull, and virtually below par. This is absolute demonstration of the fact that commercially the U. S. is not a debtor Nation, whatever it may now be as a seller of securities.

Railway securities are dull, but in good repute. The earnings of the roads continue to look favorably and promise well. At the same time it will be advisable for parties studying these subjects not to be misled by the inaccurate reports which find their way into new and ambitious journals, the result of zeal without knowledge, at least in this department.

The balance in the Sub-Treasury on Tuesday was $55,128,693.

The aggregate value of the exports for the week ending July 25, exclusive of specie was $2,947,348.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 96; Connecticut 6s, 96; Georgia 6s, 80; Illinois coupon bonds, 1862, 95; do., 1870, 95; Indiana 5s, 86; Ohio 6s, 1886, 97½; N. Y. 7s, Bounty Loan, 99; Jersey City Water Loan, 95; Indianapolis and Cincinnati 1st pref., 35; Brunswick City Land Co., 11; American Coal, 65; Bank of Commerce, 105; Central Bank, 104, Bank of America, 135; Bank of Commonwealth, 100; Am. Ex. Bank, 114; Metropolitan Bank, 120; 4th National Bank, 100½; Continental Bank, 94; Tradesman's Bank, 126.

Philadelphia.—Tioga R. R., 7s, 100; Westchester 7s, 100; Elmira and Williamsport 5s, 72; Allegheny Co. 5s, 72¼; Pittsburg 5s, 71; 13th and 15th streets R. R., 20; Fulton Coal, 5½; Big Mt. Coal, 4⅛; Mechanics Bank, 28½; Farmers and Mechanics Bank, 118; Big Tank Oil, 1; Corn Planter, 1½; Caldwell, 2; Curtin, 2¾; Dalzell, 3⅜; Duncard, ⅛; Excelsior, ⅜; Glen Rock, 5½; Junction, 3⅛; Krotzer, ¾; McClintock, 1¾; Mingo, 2⅛; Maple Shade, 10½; McIlheny, 1¾; Oil Creek and C. R., 1¼; Royal, ⅝; St. Nicholas, ⅞; Slippery Rock, 1½; Sugar Dale, 2; Tarr Farm, 1; Tarr Home, 2; Walnut Island, ¾. The latest quotations are: City 6s, 90@90½; do., new, 92@92¼; State 5s, 89@90; do., coupon, 92@93; do., 6s, W. L., 102@102⅛; Phila., Wil. and Balt., 66; Reading, 51½@51⅝; do., 6s 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 123@124; Penn R. R., 57@57½; do., 1st mort., 103@105; do., 2d mort., 99¾@100; Little Schuylkill R. R., 29⅜@30; Morris Canal, 80@85; do., pref., 120@125; do., bonds, 90@90; Wyoming Valley Canal, 54@56; do., 6s, 90@92½; Susquehanna Canal, 7⅞@8¼; do., 6s, 45@46; Sch. Nav., 20@22; do., pref., 28½@29⅛; do., 6s, 1882, 77¾@78; Union Canal bonds, 19@19½; Delaware Div. Canal 29@32; do., bonds, 84@90; Elmira and Williamsport, 29@30; do., pref., 45@47; do., 7s 1873, 97@99½; do., Chattle 5s, 70@75; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 56@56¼; North Pennsylvania, 23@24; do., 6s, 84½@85; do., 10s, 108@108; Philadelphia and Erie, 22@24; do., 6s, 92½@95; Minehill, 54½@55; Catawissa, 11@12⅛; do., pref., 24@24⅞; Lehigh Valley, 59@60¼; do., bonds, 94@95; Fifth and Sixth streets,

(horse,) 50@51; Second and Third, 76½@79; Race and Vine, 9½@10¼; West Philadelphia, 61½@70; Spruce and Pine, 23@25; Green and Coates, 30@35; Chestnut and Walnut, 48@49¼; Arch, 15@16; Thirteenth and Fifteenth, 20@22⅛; Girard College, 25½@26; Tenth and Eleventh, 46@48½; Norristown, 54@56.

Boston.—Mad River and Lake Erie 6s, 1900, 59¼; Rutland and Burlington 1st mort., endorsed, 57; Vermont Central 1st mort., 74; do., 2d mort., 18; Northern (Ogdensburg) 1st mort., 96; do., 2d mort., 32; Sandusky, Dayton and Cincinnati, 19¾; Worcester and Nashua R. R., 86; Conn. and Pas. Riv. R. R., 72½; Troy and Greenbush, 46¾; New Hampshire 6s, 1878, 95; Massachusetts 5s, 1894, 95; Connecticut 6s, 94; Chicago 7s, 1888, 99¼; Albany 6s, 1875, (Western R. R.,) 99¾; Boston 5s, gold, 1878@1888, 97¾@98; Portland 6s, 1877, 92; Granite Railroad, 60; Somerville horse R. R., 26; Boston Water Power Co., 28½; Essex Co., 95½; Franklin Coal, 25; Bear Valley, etc., Coal, 13½; Short Mt. Coal, 25¼; Mammoth Vein Coal, 12½; Macomb Lead, 1⅝; Rocky Mt. Gold, 10; Union S. S. Co., 115; Salem Gas, 114¾; Tremont Bank, 106; Atlas Bank, 100½; Market Bank, 102; Traders Bank, 92; Merchants Bank, 110; Bank of Republic, 107; Webster Bank, 107; Blackstone Bank, 113¼; 3d National Bank, 100¼; Exchange Bank, 127; Bank of Redemption, 100¼; Bank of North America, 99; Acton Mining Co., 10c.; Bay State, 8¼; Brandon, 75; Copper Falls, 18¾; Concord, 2; Dana, 1; Eagle River, 2; Hancock, 7¼; Humbolt, 2; Huron, 38; Mesnard, 2; Star, 1¾; Superior, 2; Toltec, 2.

Baltimore.—Maryland coupon 6s, 1870, 100; Marietta and Cincinnati bonds, 88; Western Md. bonds, 75½; N. W. Va. 1st mort., 95⅛; Bare Hill, 2.05; Copper Hill, 2.10; Mineral Hill, 1.10; Springfield, 1.05; Atlantic Coal, 0.90; Canton Co., 39; Howard Bank, 103⅜; Marine Bank, 80½; Union Bank, 74; Farmers and Mechanics Bank, 45; Merchants Bank, 105¾. The latest quotations are: Balt. and Ohio, 116@120; do., 6s, 1867, 95@99; do., 1875, 98½@99; do., 1880, 98½@100; do., 1885, 100@100½; Northern Central, 44¼@45; do., bonds, 1885, 86@87; N. W. Va. 1st mort., 95@97; do., 2d mort., 95@98; do., 3d mort., 24@30; do., guar., 95@99; Marietta and Cincinnati 7s, 1891, 88½@90; Central Ohio 1st mort., 70@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 75½@78; do., guar., 95@95½; Maryland 6s, coupon, 1870, 99½@100; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99½@100; do., 1873, 97@100½; do., 1875, 100@101; do., 1886, 99@100; do., 1890, 100@100½; do., coupon, 100@102; do., 5s, 1838–'70, 84@85; City Passenger R. R., 18@19¼; Canton Co. 39½@41; Gardner, 0.75@0.90; Gas Coal, 1.00@1.45; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 104@114; Santa Clara, 18@18¾; Balt. Chrome, 0.90@1.00; Bare Hill, 2.05@2.20; Atlantic Coal, 0.85@1.00; Mineral Hill, 0.80@1.25; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.05@4.20.

☞ Hon. Edwin Noyes, one of the most active and efficient railroad officers in New England, has accepted the office of Superintendent of the Maine Central Railroad, and will at once enter upon its duties.

Hudson River Bridge.

The new bridge now building across the Hudson River, at Albany and Greenbush, is progressing very rapidly. All the piers are completed, and the work of construction of the bridge proper will be commenced without delay. It is located about a quarter of a mile up the river from the Boston and Albany depot on the east side, and its western terminus is in the New York Central Railroad yard in Albany. When completed, cars on the Boston, Hudson River and Harlem roads will be enabled to run to the starting point of the New York Central trains, and those loaded with freight, and perhaps passenger cars, will run through to Buffalo and the West.

Wants of Southern Railroads.

It is apparent that the people of the South are awakening to the necessity of re-establishing their system of railways and canals, almost destroyed by the recent effects of war. They are wise in this; and the sooner they get back to the former condition of business the better. We, here in the North, sympathise with our old friends, in their internal Improvements, and are ready to co-operate with them in renewing and restoring the former lines of communication, and the old bonds of Union. We are able to furnish all the material necessary to restore them to their former usefulness and value, and the attention of our engineers, machinists, contractors, etc., may be very properly directed southward at this moment with advantage to all parties.

We have before us a letter from Henry M. Doane, Esq., General Superintendent of the Wilmington and Manchester railroad, dated Wilmington, N. C., July 1, 1865, in which he says: "I desire to be put in communication with several first-class car builders; railroad supply agencies; builders of machinists tools; makers of car builders tools; and houses furnishing materials and supplies needed by railroads. If you have any friends in these lines it might be to their interest to communicate with me enclosing me cards, catalogues, or otherwise. We need much of this nature, and having been isolated for four years, do not now know who are still engaged in the above business. It occurred to me this letter might be of service to some friends of yours, you might be disposed to advise to communicate with me. At the same time you would be doing me a favor by informing me in this way as to who are now engaged in the above lines."

The letter was of course accompanied by a request to forward the Journal. Other letters of similar purport have preceded it, and more will follow. It is a necessity to those who are engaged in the construction or operation of railroads. In it will be found the address of many of our principal manufacturers and supply agents, to whom we take pleasure in referring our southern friends. It will not be long before the Journal, as before the war, will be found upon the desks of most if not all the superintendents of our southern roads. As a medium of advertising such articles as are required in the operation, maintenance and construction of railroads it has therefore no superior. And for the dissemination of useful information in reference to the condition of our railroad companies at the north, the American Railroad Journal stands first, and will continue to occupy the front rank, as heretofore.

The Russian Telegraph Expedition.

A dispatch from San Francisco says that the barque Golden Rule, the flag ship of the Russian Telegraph expedition, and the steamer G. S. Wright, with Col. Buckley, commander of the expedition, his staff and a number of employes, sailed on the 12th for the Gulf of Anadir and shores of Bhering's Straits. The land force of the expedition comprises about 1,500 men. Three other vessels are attached to the service, viz: the barque Palmetto, which recently sailed from Nanams with coal, the schooner Milton Badger, now loading at Nanams, and the barque Clara Bell, en route from New York to Sitka direct. The fleet is under the command of Captain C. W. Scammon of the revenue service. The vessels carry from two to six guns each. The Clara Bell carried the cable to be laid across Bhering's Straits and a small steamer for river exploration. Col. Buckley himself will examine the Gulf of Anadir for the best crossing place to Asia. It is 400 miles wide, with an island in the middle. The land work is to go on at once on the whole line from New Westminster to near the mouth of the Amoor River, a distance of 4,000 miles.

The Public Debt.

The Washington *Intelligencer* says at the close of the month the statement from the Treasury of the amount of the public debt will not much vary from the statement of the 1st June, except as increased by the issue of certificates of indebtedness, and by the last series of the seven-thirty loan. The amount of the debt on the 1st of August may be twenty-eight hundred millions, or a little more. It says—

"The authority for borrowing money on long loans will be exhausted with the last series of seven-thirties. There will be no new loan till Congress shall authorize one, and meanwhile, it is supposed that the Treasury can meet all demands upon it by the current revenue; and without calling too rapidly upon the National banks for the public deposits."

Richmond and Danville Railroad.

We learn that Mr. Dodamead, General Superintendent of this road, has already contracted with a large Baltimore firm for the speedy building of a substantial bridge over the Appomattox River. The company are now advertising for proposals for the rebuilding of the bridges over the James River at Richmond, and for their bridge of the Staunton River. The aggregate length of both bridges is 1,440 feet.

Railways in Mexico.

It is stated that several lines are being vigorously pushed forward in Mexico. The Government has just conceded to M. Arnoux the privilege of establishing in certain streets of the capital and on some roads leading to neighboring villages, railways after the American system. The works of a great line from Vera Cruz to Mexico are advancing rapidly. The English Company which has a concession of this undertaking has concluded an arrangement with French engineers for the execution of a very difficult section, that to Orizaba. There are 600 workmen employed a one point, Maltrata.

☞ The Kersey Oil and Mineral Company are canstructing a railroad between Oil City and Plummer, which will be completed and in running order in about three months. A. H. Gurney, Esq., is superintending the construction of the road.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railroad for the week ending July 14, 1865, was as follows:

Passengers	$27,932 66
Freight and live stock	22,212 02
Mails and sundries	1,433 57
Total	$51,578 25
Corresponding week of 1864	45,314 64
Increase	$6,263 61

The earnings of the Marietta and Cincinnati Railroad for the second week in July, 1865, were:

	1865.	1864.
Passengers	$10,836 27	$7,523 37
Freight	12,444 13	8,976 18
Mail, express & telegraph	1,100 00	1,189 58
Total	$24,380 40	$17,689 13
Total this month to date	47,606 75	38,104 84
Total for the fiscal year commencing Jan. 1	$592,063 01	$503,874 22

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 14, were:

	1865.	1864.
Passengers	$3,514 63	$2,501 52
Freight	13,193 88	10,142 03
Express	162 80	104 16
Mail	296 58	296 58
Total	$17,167 89	$13,044 29

Receipts from January 1 to July 14:

1865	$328,430 66
1864	294,862 47
Increase	$33,568 19

The earnings of the Chicago and Northwestern Railway for the second week in July, 1865 were $161,138 78
Corresponding week of previous year. 124,305 23

Increase 29.63 per cent	$36,833 55

The earnings of the Chicago and Rock Island Railroad for the third week in July, 1865, were $54,167 00
Corresponding week of previous year 50,999 00

Increase	$3,168 00

The Detroit and Milwaukee Railroad traffic for the 3d week in July was $30,187 00
Corresponding week of previous year 21,430 00

Increase	$8,707 00

The Michigan Southern road earned the 3d week in July, 1865 $60,737 00
Corresponding week of 1864 58,242 00

Increase	$2,495 00

The earnings of the Grand Trunk Railway for the week ending July 15, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$49,803 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	61,161 00
Total	$115,000 00
Corresponding week, 1864	113,927 00
Increase	$1,073 00

The earnings of the Michigan Central Railroad for the 2d week in July, 1865, were $72,952 55
Corresponding week of previous year 58,297 82

Increase	$14,654 73

The earnings of the Chicago and Alton Railroad for the 2nd week in July, 1865 $79,778 00
Corresponding week of previous year 55,971 00

Increase	$23,807 00

The earnings of the Chicago and Northwestern Railway for the 3d week of July were $164,046 64
Corresponding week of 1864 117,236 02

Increase 39.92 per cent	$46,810 62

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for the month of June, 1865, were $310,049 00
Corresponding month of previous year 253,049 00

Increase	$57,000 00

Interest and Dividends.

The Erie Railway Company have declared a semi-annual dividend of 3½ per cent. on the preferred stock, and 4 per cent. on the common stock, both payable, less the government tax, on the 21st of August.

The Michigan Southern and Northern Indiana Railroad Company have declared a dividend of 5 per cent., less the Government tax, payable on the 1st day of August next, to the holders of the guaranteed stock of the company.

The Long Island Railroad Company will pay a quarterly dividend of two per cent., on and after August 2, 1865.

The Philadelphia and Trenton Railroad Company have declared a semi-annual dividend of 5 per cent., clear of taxes, payable on the 31st inst.

The Bellefontaine Railway Company have declared a semi-annual dividend of 3 per cent., free of government tax, payable on the 1st of August next.

The Hazleton Railroad Company a semi-annual dividend of 4 per cent., payable on the 7th of August.

The Thirteenth and Fifteenth street Passenger Railway Company, a semi-annual dividend of $1.50 per share, clear of taxes, payable on demand.

The Morris Canal and Banking Company has declared semi-annual dividends of five per cent. on preferred stock, and four per cent. on consolidated stock, payable August 1.

The Pennsylvania Coal Company will pay, August 1, a dividend of five per cent.

The Briggs Gold Company, have declared a dividend of three dollars per share, payable July 31st, 1865.

The August coupons on bonds of the Marietta and Cincinnati Railroad Company will be paid on and after 1st prox. at the American National Bank.

Northern Central Railway.

The Commissioners of Finance for Baltimore have disposed of the city's interest in the Northern Central Railroad Company, to James McDougall & Co., of Baltimore, for $1,050,000. The interest consists of debt and interest due by the railway company to the city by virtue of two mortgages; the one dated April 19, 1837, for $600,000, bearing interest at the rate of six per cent., payable quarterly until 1870, when the principal becomes payable; the other dated May 16, 1838, for $250,000, bearing interest at the rate of five per cent., payable quarterly until 1870, when the principle becomes payable. Also 4,000 shares of the capital stock and all interests or dividends claimed by the city; no part of the principal or interest of the above claims have yet been received by the city. The mortgage of the York and Cumberland Railroad Co. is not included. The sale of all the above claims and interests are without recourse to the city. The terms of sale are—one-fourth cash, one-fourth in sixty days, one-fourth four months and the balance on the 15th December, with interest on the credit payments, or cash, at the option of the successful bidder.

Right of Eminent Domain.

Marietta Ohio, July 19, 1865.

EDITOR RAILROAD JOURNAL:

DEAR SIR—I wish to inquire if you have any knowledge of any legal decision upon the following point:

When a railroad company acquires the right of way by usual deed, and afterwards discontinue their road and remove their track, does the land revert to the original owner of the property.

W. B. G.

In reply to our correspondent's query, we would say that there has been some question among lawyers as to what is the precise effect of a deed, in fee simple, to a railway company. It would seem on general principles that a party, having executed a deed of his land to the company, should be estopped from claiming any interest in the land. But it seems to be agreed in all the books that to the efficacy of a deed of land, it is requisite that the grantee be capable of taking the estate. And if the grantee be an alien or a corporation, incapable of holding such estate the deed is inoperative. Hence, says Judge Redfield, in his treatise on Railways, a just inference is drawn from the reasoning of the court in some cases, that a railway, by a deed in fee simple, acquires only a right of way, (Dean *vs.* Sullivan R. R. 2 Foster, 316; U. S. *vs.* Harris, 1 Sumner 2.)

The general course of decisions in this country coincides with the English common rule, in regard to the title acquired by the public by the exercise of the right of eminent domain, that is, that no more of the title is divested from the former owner than what is necessary for the public use, (Dovaston *vs.* Payne 2 H. Bl. 527; Rust *vs.* Low, 6 Mass. R. 90; Jackson *vs.* Rutland and Burlington Railway, 25 Vt. R. 151; 2 Rolle's Ab. 566, p. 1). In an important case (Barclay *vs.* Howell's Lessee, 6 Pet. R. 498) in the supreme court of the United States, involving questions of title in regard to the streets in the city of Pittsburgh Mr. Justice McLean thus sums up the general doctrine.

"By the common law, the fee in the soil remains in the original owner where a public road is established ever it; but the use of the road is in the public. The owner parts with this use only; for if the road shall be vacated by the public, he resumes the exclusive possession of the ground; and while it is used as a highway, he is entitled to the timber and grass which may grow upon the surface, and to all minerals which may be found below it. He may bring an action of trespass against any one who obstructs the road."

Some of the American cases seem to intimate a different rule from that which generally prevails in regard to highways, in regard to the title acquired by railway companies, (12 Barb. 227; 4 Comst. 349; 3 Zab. 227).

But in a late case in Massachusetts(2 Gray 574), the title seems to us to be explicitly and fully stated, and the only ground of distinction between Railways and common highways, as to the title of the land taken, very intelligibly pointed out. The

court here say, "The right acquired by the corporation, although technically an easement, yet requires for its enjoyment, a use of the land permanent in its nature and practically exclusive."

Hence it seems to be admitted that even in cases where the statute provides for the taking of the fee, upon the discontinuance of the public use, the land reverts to the former owner, (11 Barb. 26; 1 Sumner, 21). But where a special act authorizes a municipal corporation to hold the fee of the soil for the site of an almshouse, it was held that the original owner and his representatives could claim no exclusive interest therein; or any reversionary title thereto, after the removal of the almshouse to another site, (3 seld. 314).

The whole subject is discussed in *Redfield on Railways.*

European and North American Railway.

The annual meeting of the stockholders of this company was held in this city on the 19th inst. The stockholders authorized the Directors to unite with, or enter into contract with, the Maine Central Railroad in a union of the two lines, or for the running of the line by the Central road.

The contract with the New Brunswick Company was ratified and adopted, with authority to make one interest from Bangor to St. John.

The Act of the Legislature of Massachusetts, in aid of the construction of the road was accepted, and an issue of $1,000,000 in bonds authorized, secured on the line from Bangor to the boundary of Maine, subject only to the lien of the city of Bangor on the road to Lincoln, with the lands and timber granted by the State of Maine as collateral security in the hands of trustees.

The Directors were authorized to issue $2,300,000 bonds, secured on the entire line and its branches, with the claims of Maine and Massachusetts against the United States assigned to the company as collateral security therefor in the hands of trustees.

The President was authorized to enter into contracts for building the entire line from Bangor to St. John.

Arrangements are now made for commencing the work on the subscription of $500,000 of additional stock, and the completion of the line within four years from Bangor to St. John.

The choice of Directors was postponed to an adjourned meeting to be held on the 23d of August. Meanwhile the old board will take measures to raise subscriptions to the stock, and the election will be made by the existing stockholders.—*Bangor Whig.*

Milwaukee and St. Paul Railroad.

A special term of the U. S. Circuit Court, Judge S. F. Miller presiding, assisted by Judge A. G. Miller, has just closed. The question which has occupied the attention of the Court, has been the ownership of the eastern division and the rolling stock of the old La Crosse and Milwaukee Railroad. The case was argued by J. W. Cary, and W. P. Lynde, for the Milwaukee and St. Paul Company, and Mat. H. Carpenter and Hon. Caleb Cushing, for the Milwaukee and Minnesota Company.

The substance of the decision is that the application of the Milwaukee and Minnesota Company for an injunction against the Milwaukee and St. Paul, and transfer of custody of the rolling stock has been denied. The Milwaukee and St. Paul Company has also been ordered to pay over $360,000 which it has in its hands, but the company has taken an appeal to the Supreme Court on about $230,000 of this sum.—*Milwaukee Wis.*

☞ It is reported "that a Committee of Directors of the Rock Island Railroad has been appointed to confer with a committee representing the Mississippi and Missouri Railway, with a view to the consolidation of the two lines."

Placerville and Sacramento Valley R. R.

The Sacramento *Union* says that the track of the Placerville and Sacramento Valley Railroad is rapidly extending into the mountains. Some 26 miles of the road extending from Placerville to Shingle Springs have been in operation since the 10th of June. The trestle bridge at Big Gulch is 424 feet long, and 80 feet high in the centre, and is an imposing structure. It contains nine spans of 40 feet each, with approaches of 32 feet at each end. The only other trestle bridge on this section of the road is the Latrobe trestle, which is 40 feet high and 746 feet long. The two deepest cuts on the new portion of the road are Bryant's cut, 25 feet deep and 1,100 feet long, and another 22 feet deep and 400 feet long. The heaviest fills are 35 feet deep and 500 feet long; another 26 feet deep and 500 feet long, and a third 20 feet deep and 700 feet long. It is the design of the company to have the portion of the line between Shingle Springs and Mud Springs, a distance of six miles completed by the 1st of November. About 800 hands are employed upon the road. Shingle Springs is 1,432 feet above tide water. The freight depot at that place is about 1,000 feet long.

☞ On the 10th inst., J. Dutton Steele, Esq., Chief Engineer of the Reading Railroad, was relieved from the duties of that position by the Board of Directors. The cause of the change has not generally transpired, but it is well known that it was not on account of inefficiency or want of fidelity on the part of Mr. Steele to the interests of the company. He has been at the head of the Engineering Department, at Pottstown, for many years, and has managed the interests committed to his care with the greatest ability, honesty and faithfulness. As an Engineer and Railroad Manager, Mr. Steele has few, if any superiors, and no temporary displacement such as this, can take from him the high reputation he has won in his profession during some twenty-five years of hard labor. To the people of Pottstown, the removal of Mr. Steele is a matter of much surprise and regret, and the hope is generally entertained that he may still continue to reside here as a citizen.

No successor to Mr. Steele has been appointed, as yet, we believe. George Rice, Esq., Resident Engineer of the road, at Pottstown, is acting as Chief Engineer for the present. The position on such a railroad as the Philadelphia and Reading, with its numerous branches and extensions, is a very arduous and difficult one, requiring the person who holds it to bring to his aid not only long experience, but at same time the highest order of intellectual capacity, energy and enterprise.—*Pottstown Ledger.*

☞ A Cincinnati letter to a New York paper says: "The Mad River Railroad has purchased the right of way of the Tunnel Railroad at a large price, say about $150,000, but it pays for half of it in bonds, which cost it only about 20 cents on the dollar. Some very wealthy capitalists in Boston, New York, Philadelphia and Washington City, one of them closely allied to the United States Treasury, will be the chief owners of this new line. It will cost them less than any other railroad in Ohio."

☞ The Detroit papers state that Mr. W. K. Muir, Manager of the Detroit and Milwaukee Railway, left that city on the 15th inst., for a three months' trip to Europe. Before taking his departure he was waited upon by the President of the road and a number of influential gentlemen, who wished him a safe and happy voyage.

Virginia and Tennessee Road.

All the bridges on the Virginia and Tennessee road between Lynchburg and Bristol were burnt just before the close of the war, except four—two at Peak Creek and two at Lynchburg. They, however, have been all rebuilt. Forty miles of the track, exclusive of the bridges, were also torn up; but by using the material obtained from the sidings or turnouts, it has been relaid. Consequently the entire road between Lynchburg and Bristol, a distance of two hundred and five miles, is in complete running order. All the depots along the route were burned except two, but these have not been built; owing to the tightness of the money market. This is the longest road in the South.

Southern Minnesota Railroad.

The La Crosse *Republican* says that a contract has been closed for the delivery of iron enough to lay twenty miles of track in addition to the first ten miles already contracted for. Chairs for the first ten miles have also been purchased. The spikes were obtained from a line at St. Paul that has suspended work. Track laying was to have commenced on the 1st inst.

☞ We publish in another column the card of Messrs. Nichols & Strong, Bankers and Brokers, No. 26 New street. These gentlemen have each the advantage of long business experience, Mr Strong having been formerly for 15 years connected with the City Bank, and the latter the well known member of the firm of Graham & Nichols, both members of the New York Stock Exchange. They now propose the transaction of a general stock commission business, and will no doubt draw around them a host of friends and customers.

☞ The long talked of International bridge at Buffalo seems about to be realized. Two million five hundred thousand dollars has been pledged for the work, which will consist of a durable and elegant iron bridge to span the Niagara at that point, as well as for the construction of a grand union depot building, and the seven miles of railway around the city to connect the eastern lines with the bridge. The contract has been let.

☞ The new bridge across the Allegheny at Oil City will, when completed, be one of the finest in the West. It is to be a suspension bridge of two spans of three hundred and twenty-five feet each, and one of one hundred and sixty-two and a half feet, the latter on the Oil City side. The platform will be thirty-five feet above the level of the river, and will consist of double track for teams seventeen feet wide, and sidewalks between the track and suspenders, five feet higher than the track. The cables will be two in number, and the platform be attached to them by nine suspending rods.

☞ The whole quantity of salt inspected on the Onondaga (N. Y.) Salt Springs Reservation from January 1 to July 1, 1865, is 842,965 bushels. The whole quantity inspected during the same time in 1864, 1,596,140 bushels. Decrease, 753,175.

☞ The lake tunnel at Chicago has now reached a length of two thousand nine hundred feet, and is progressing at the rate of twelve feet per twenty-four hours. A contract has just been made for tunneling the Chicago river.

Railways in India.

The through line from Lahore to Mooltan, on the Indus, is opened. The branch line from the Great Bombay and Calcutta Railway, which pierces the cotton country to Nagpore, is making great progress. The contractors who have got the railway from Lahore or Uinritsir to Meerut and Delhi are hard at work. The only break which remains to be considered is that along the desert side of the Indus from Mooltan to Kotree, the terminus of the line from Kurrrachee, which will soon have to be filled up by iron links. Then Calcutta will be in direct communication with Kurrachee, 2,000 miles off; with Bombay, 1,600 miles off, and Nagpore, 1,100 miles off, by rail. Whether we look at the magnitude and solidity of the works, or at the distance which they traverse, the railways of India will far surpass those in most European countries. They will cover 5,000 miles, at a cost of seventy millions sterling.

☞ Coleman's San Francisco circular of June 16th says: "A further addition to our banking capital is anticipated at an early day from the establishment of the London and San Francisco Banking Company in this city, under the management of Mr. M. S. Latham, a gentleman of well-known intelligence and high standing, who is associated in this enterprise with some of the leading capitalists in Europe.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The FORTY-SECOND ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 13TH, 1865. The NEW ANNUAL REGISTER, giving full information, may be obtained at D. APPLETON'S Bookstore, New York, or from
Prof. CHARLES DROWNE, Director, Troy, N. Y.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, July 21, 1865.

TWENTY-FOURTH SEMI-ANNUAL DIVIDEND. The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morn ng of THURSDAY, the 24th day of August next. JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, July 26, 1865.

DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

30-4t HORATIO N. OTIS, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 11, 1865.

AT A MEETING of the Board of Directors of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

Resolved, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par. THOMAS E. WALKER, Treasurer.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

RICHMOND AND DANVILLE RAILROAD,
SUPERINTENDENT'S OFFICE,
Richmond, Va., July 12th, 1865.

NOTICE TO BRIDGE BUILDERS.—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Staunton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.

THOMAS DODAMEAD Superintendent.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

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Nos. 37 and 38 Park Row, New York.

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STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

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HICKORY FARM OIL CO.'S

NEW WELL, NO. 2,

ON WEST HICKORY CREEK,

VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.

Office of the Company, No. 92 Maiden Lane, New York. 3m-27

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,
29 Cedar Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars

3m-19 HENRY A. SMYTHE, Esq., is the President.

Grinnell & Nevers,

STOCK BROKERS,

No. 15 Broad street,

NEW YORK.

Government Securities, Railway Bonds, Stocks, &c., &c., bought and sold at the N. Y. Stock Exchange, exclusively on Commission.

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CHARLES D. GIBSON,

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AGENT FOR SALE OF

RAILWAY IRON

AND

EQUIPMENTS,

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AND

AMERICAN STEEL,

54 William st., NEW YORK.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co. N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dus ; and which if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 5, 1865.

Official Experiments.

It is well known that during the whole war there has been a contest of opinion among experts as to the manner in which our national steamers have been constructed. The head of the department, Mr. Welles, is well known to have had neither the early education, nor the professional experience, necessary to qualify him to become of himself a designer, constructor, or even a judge of steam machinery. Mr. Fox, his assistant, who for some years previous to the war was an agent for a New England cotton factory, certainly did not bring to his place any official prestige; and the officers of the Navy have had but one opinion about his experience; so that after all, the responsibility of failures, and the glory of success, must belong to other parties. And they are forthcoming.

A Mr. Isherwood, a man of decided talent, and accustomed to push his way at Washington through many former and now justly forgotten administrations, has been really at the head of the the Bureau which "runs the machine;" and whatever of good or bad fortune has attended our steam marine, is chargeable to the plans, influence and direction of this gentleman, if we may believe what we have read, heard or know.

The most serious assaults made on Mr. Isherwood have been by Mr. Dickerson, an eminent, and enthusiastic and talented engineer of this city, and the contest has never yet been brought to a point. The war being over, Mr. Isherwoods plans, influence, and theories, amount to nothing in the future, and can hereafter put no money in any one's pocket; and on the other hand Mr. Dickerson and his friends, such as Mr. Fobes of Boston, will have only the glory of amateurs, and not the profits of contractors, no matter how well they succeed in establishing their principles.

Perhaps the truth will never be fully known, as to the merits or demerits of the contest which Messrs. Fox and Isherwood have so perseveringly maintained. It is to be hoped however that some competent authority will ventilate the subject sufficiently to let the public know what were the interests which prevailed, and who it was that was able to obtain contracts for vessels that never fulfilled their condition, theoretically or practically.

We make these brief remarks because we see the old controversy revived again on the part of Mr. Dickerson, who has challenged the Secretary of the Navy to compare the working of the steamer Algonquin with any similar vessel at the disposal of the Navy Department, in order to test their comparative excellence. The Navy Department has accepted the challenge, and submits the Winooski to the required test so far as this:

The two vessels, instead of running a trial trip to sea, and testing under all circumstances their effective service value, are to be tied up along side of a pier, so that they cannot move, and then the wise men of the Novelty and Dry Dock Works are to examine and report, how many times the wheels of these two steamers turn in a certain number of hours, the average number of revolutions, the quantity of coal burned, the pressure of steam, the amount of vacuum, and every other theoretical fact which engineers delight in questioning.

But the real superiority of the Algonquin to the Winooski will never be determined in this way. The movements of an engine, when a steamer is fastened to a dock, are no test of her power when in motion, as engineers well know; and as Mr. Renwick has recently explained in his card in the *Evening Post*. Nor is it practicable to work steam expansively under such conditions for obvious reasons.

We consider therefore the acceptance of the challenge by the Navy Department as a mere attempt to escape discomfiture, by a resort to technialities which will prove nothing at all.

We shall doubtless know how much coal the two steamers burned while lying still, how many times their wheels have turned, how high was the steam, and what was the average vacuum; but which on a voyage was the fastest, consumed the least coal, and came out in the best condition, we shall not know by this experiment, and it was never intended that we should know. To common sense people this trial is to be very similar to one which should be made to test the strength, speed and powers of endurance of two men, of really different frame, temperament, habits, circulation and appetite. To tie these men up to a stake, to fasten their legs, and then count the beats of their pulses, ascertain how much food they had consumed, and how much water, would give but very little idea of the endurance, speed or comparative powers of either. So a contest between two steam engines tied up to a wharf will give us no idea of what an exquisitely designed model, or splendid lines in the water will do when impelled by scientifically applied power. There are two systems at work, both different. They cannot be compared except by their difference and their opposites.

In short we consider these dock experiments utterly fallacious, and inconclusive, and tending to obscure and obfuscate the public mind, as no doubt it is intended. We are not trying wharves, or stationary engines, we are looking for fast steamers.

We consider the experiment about as useful and as satisfactory as if two steam saw mills were pitted against each other, to test the superiority of locomotives generally.

☞ At a Directors' meeting of the P., C. & B. V. R. R. Co., at Baraboo, Wis., Gen. A. W. Starks was chosen President of the company; Maj. Chas. H. Williams, Treasurer; A. A. Avery, Esq., Secretary, and L. J. Claude, Esq., Engineer.

☞ The annual meeting of the Belvidere Delaware Railroad Company, and the Flemington Railroad and Transportation Company was held at Trenton N. J., on the 26th ult., when the following directors were chosen for each corporation:

Belvidere Delaware Company.—Robert F. Stockton, Edwin A. Stevens, Richard Stockton, Ashbel Welch, Chas. Sitgraves, Chas. Bartles, Geo. M. Robeson, Lewis Perrine, Benjamin Fish.

Flemington Company.—Robert F. Stockton, Richard Stockton, Chas. Bartles, Jno. G. Reading, Edwin A. Stevens, Benjamin Fish, Alex. Wurts, Wm. P. Emery, Hugh Capner.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the year ending April 30, 1865, between Chicago and Burlington, Peoria and Galesburg: and Yates City and Lewiston, 300 miles, were:

From freight	$3,395,679 45
" passengers	1,158,596 21
" mails and miscellaneous	133,911 04
	$4,688,186 70

The operating expenses were:

Repairs of track	$709,273 68	
" bridges	43,992 15	
" buildings	67,270 26	
" fences	23,211 32	
" locomotives	318,766 69	
" cars	229,449 93	
Loss and damage	43,195 72	
Fuel consumed	170,592 82	
Oil and waste	61,931 60	
Train service	106,097 88	
Engine "	153,853 81	
Station "	185,374 52	
Water "	55,573 92	
General expenses	131,078 31	
Miscellaneous	36,484 49	
		2,436,147 10
Earnings less expenses		$2,252,039 60
Interest and exchange		14,630 36
Add balance to credit of income account April 30, 1865		1,026,093 11
Total		$3,292,763 07

From which deduct—

Interest on bonds	$349,035 14	
Premium on fract'l stock	8,491 61	
Taxes—State	71,846 74	
" National	176,873 00	
Expenditures for improvements	47,485 09	
Rent of depots & tracks	17,921 60	
Transfer office expenses	2,000 00	
Dividend May 25, 1864.	262,844 00	
Distribution of stock	745,600 00	
Dividend Nov. 15, 1864.	519,600 00	
Transfer to sinking fund	102,664 86	
		2,304,362 04
Balance May 1, 1865		$988,401 03

The road of this Company consists of the line from Chicago through Galesburg to Burlington, 204 miles; from Galesburg to Quincy 100 miles; from Galesburg to Peoria, 53 miles; from Yates City to Lewiston, 30 miles, and that part of the old road from the Galena Junction to Aurora, 13 miles, making a total of 400 miles.

The expenditures made for construction and in the purchase of this 400 miles of road, including depot grounds and buildings in Chicago, but exclusive of the cost of equipment, has been	$12,472,407 44
For equipment	2,518,233 12
For Union Track in Chicago	64,612 31
Total cost of road, equipment and appurtenances	$15,055,252 87

The Capital Stock of the Company on the 30th of April was, $8,376,510.

The Funded Debt, exclusive of the Bonds canceled by the Sinking Fund, was as follows:

Chicago and Aurora and Central military tract bonds		$169,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent. bonds convertible		467,000 00
The same class of bonds, inconvert'e		3,167,000 00
Chicago, Burlington and Quincy trust mortgage 7 per cent. bonds, issued on road from Peoria to Burlington		680,000 00
Chicago, Burlington and Quincy second mortgage bonds, 4 and 4½ per cent., issued in exchange for bonds of Quincy and Chicago Railroad Company		941,000 00
Chicago, Burlington & Quincy scrip certificates issued for the same purpose as above, not bearing interest	$667,000 00	
Less scrip redeemed	196,031 25	
		500,968 75
Total bonds and scrip, average rate of interest 6.63 per cent.		$5,924,968 75
Capital stock		8,376,510 00
Total stock, bonds and scrip		$14,301,478 75

Excess of cost of road, equipment and appurtenances over stock and bonded debt, $758,774 12.

The other assets and liabilities of the Company, on the 30th day of April, were:

ASSETS.

Value of material on hand for the future use of the operating department		$500,212 19
Accounts, bills receivable, due from Agents and connecting roads		347,868 22
Deposits in New York, Boston and in Treasury		420,521 43
Steam Ferry Boat at Burlington		29,741 20
Chicago Teams (used for City Delivery of freight)		8,003 89
Total		$1,306,846 93

LIABILITIES.

Amount unclaimed div.	$1,353 00	
Accounts and pay rolls	83,763 34	
Due agents and connecting roads	440,142 55	
		525,258 89
Balance of Assets		$781,088 04
Add excess of cost of road, &c., over stock and bonded debt		753,774 12
Total		$1,534,862 16
Less payments for sinking fund		649,125 99
Balance		$885,736 17
Add for temporary purchase of bonds the past year for sinking fund not canceled, but yet included in bond account		102,664 86
Total		$988,401 03

The income and operating accounts of the Road, from Galesburg to Quincy, have not been transferred to this company, and consequently do not appear in this report.

The capital stock of the company has been increased the past year by the sale of 10,537 7/10 shares of stock to stockholders at par, as per circular of April 29th, 1864, and the distrition of 7,456 shares on account of surplus earnings of the road, and the issue of 30 shares in exchange for Chicago, Burlington and Quincy 1st mortgage convertable bonds, amounting in all to	$1,805,360 00
The bonded debt has been reduced.	203,062 50
Total increase of stock and bonded debt	$1,602,297 50

The expenditures during the same time for construction and equipment, including payments on account of purchase of road, have been as follows:

For new road from Chicago to Aurora		$252,242 57
For South Branch Dock Lands, tracks and improvements		33,376 29
For Land, Tracks, buildings and improvements for cattle yards, Chicago		210,339 70
For sundry other buildings at Chicago and on the line		9,399 20
For lands for depot at East Burlington, and grading levee and buildings thereon		41,159 09
For bridges and culverts and other improvements on the line from Peoria to Burlington		56,005 90
For depot grounds and buildings at Peoria		49,545 31
For union track, Chicago		17,812 30
For completion of telegraph line		4,961 48
For locomotive engines.	$37,880 00	
For passenger cars	59,038 03	
For freight cars	243,260 09	
		340,178 12
For on account of purchase of Quincy and Chicago road		178,365 74
Total expenditure		$1,193,385 70

The Treasurer's report shows the gross income of the 300 miles of road, the past year, to have been $4,688,186 70, being an increase over the previous year, of $1,597,975 67 or 51.7 per cent., over the earnings of last year.

This income has resulted in part from the use of the new line of road, since the 20th of May, instead of the thirty miles of the Galena road, previously used for the passage of our trains and business, for the use of which, since May 20th, this company would have paid that company, if the new line had not been built, about $236,000, in part from $55,000 local earnings of new line, and in part from an increase in business and from the higher rates charged for transportation, rendered necessary by the largely increased cost of operating and maintaining the road.

The road and equipment has been fully kept up and maintained, notwithstanding the high prices that have ruled, and are now in better condition than at any former period.

The operating expenses have been fifty-two per cent. of earnings, or about the same as the previous year. There has been added to the equipment of the line, the past year, 6 locomotive engines, besides one re-built nearly new and not included in report of last year, (four being for the Quincy and Chicago road,) 6 passenger cars, 1 mail and express car, 174 house, freight and cattle cars, 21 platform and coal cars, 1 paymaster's car and 1 tool car, also 6 passenger cars and 6 drovers' cars are nearly completed.

The equipment of the line now consists of: 105 locomotive engines, 46 passenger coaches, 25 baggage, express and mail cars, 1 paymasters' car, 1,508 house, freight and cattle cars, 422 platform and coal cars, 36 conductors and drovers cars, 1 wrecking, 1 tool and 1 piledriving car.

For a considerable portion of the time the past year, the equipment of the line was inadequate to meet the just demands of the business of the road. To meet this, and to provide to some extent, for future business, 7 locomotives engines and a large number of cars have been added and a further order for six locomotive engines has been made, to be delivered before the first of September, the time the pressure of fall business usually commences.

The new line of road from Chicago to its connection with the old line at Aurora, including the ten miles of double track extending from Chicago to Lyons, has been thoroughly and substantially built and completed, excepting a few miles of the ballasting of the double track, which is now being done. It became necessary to suspend this work last fall, all the rolling stock being required in the freight business of the road.

The advantages to this company of having an

independent line and road of their own, especially at its main terminus, which the building of this new line gives, have not been over estimated, as the present business, condition and operation of the road has and will continue to demonstrate.

This company has carried out their agreement with the South Branch Dock Company, by laying a track from their line of road to and along the north side of that company's property, so far as the same is required to transact business on the canals now ready for use. This track has been laid through Brown street, instead of west of Barber street, as originally contemplated, which has added something to the cost for the right to open and occupy this street. This expense however, will be largely compensated for in the increased value, in the using of that large and valuable property in connection with the business of the road, the track now connecting immediately at our depot and grounds instead of about one mile west of there.

The canal in front of this company's property and the dock one thousand feet in length has been completed, the necessary track laid and the property is now being used for the business of the company.

The work designed to place the road from Peoria to Burlington in proper condition for economical use has been continued, although at a considerable increase in cost. This expense so far as it could reasonably be charged as repairs or renewal of work has been charged to operating account, and the residue has been charged to account of cost of the road. Lands have been purchased at Peoria for depot purposes, a passenger house has been erected at this place for the joint use of this company, and the Toledo, Peoria and Warsaw Railroad Company.

A new engine house, water house, car repair shop and blacksmith shop, have been substantially built of brick. Coal houses and turntables have also been built, a freight house is yet to be constructed to complete the buildings at this place.

The grade and track extending over the Mississippi bottoms for a distance of six miles eastward from Burlington, has been raised some two feet above the highest known water mark.

The embankments have been protected from washing, and some thirty-five hundred feet of substantial pile bridging has been built to secure ample water-way for the passage of water in time of extensive floods. In arranging and providing a depot at East Burlington, that should be secure and above high water, it was found necessary to change the location to a point immediately south of and adjoining the old depot grounds. These additional grounds have been purchased, and a sufficient amount for ordinary purposes have been filled and graded and secured by levee and other protection. An engine house, turntable, water house and coal house have been erected, the necessary tracks laid, and a freight and passenger house is in course of erection.

These grounds and improvements have been located and arranged with reference to and in view of the location and building of a bridge at an early day over the river to connect with the Burlington and Missouri River Railroad, in the city of Burlington.

In the last annual report, it was stated that the company had "recently purchased, just within the city limits, adjoining the new line of their road, about forty acres of land, for the purpose of erecting stock-yards thereon." Some considerable expenditure has been made upon the lands, but the work upon them has been suspended, in consequence of an effort by several of the principal railroad companies, whose lines terminate in Chicago, to construct Union stock-yards, to which all can have easy access, and by means of which one general mart for the transaction of stock business can be established, which, it is thought, will conduce to the best interests of all parties concerned.

The Union Stock Yard Company purchase from this company its improvements, and the unused materials on hand, at cost, and it is believed the lands, or so much of them as are not required by the company for other purposes, can be sold for sufficient to fully reimburse this company for its outlay.

The cost of repairs on the Chicago, Burlington and Quincy and Quincy and Chicago line, 400 miles, is $384,257 28, less $66,323 42 for improvement—leaving $317,933 86 for repairs proper. The number of miles run by locomotives on the above named lines is 1,963,105: Cost per mile for engine repairs, 16.19 cents; for oil and waste, 1.79 cents; for fuel, 12.60 cents—total cost per mile run, 30.48 cents.

The number of passengers carried over the whole line during the year was 842,559; of these, 49,967 were through, and 792,492 way. Of the through passengers, 21,360 were carried east, and 28,707 west. Of the way passengers, 395,328 were carried east, and 397,164 west. Total carried east, 416,688; do., west, 425,871. Total mileage of passengers, 43,406,925—an increase over the previous year of 12,797,060.

The total number of tons moved over the whole line in 1864, was 809,674; in 1865, 737,511—a decrease of 72,163. Total tonnage east in 1865, 456,835; do., west, 280,676. Total number of tons moved one mile over the whole line in 1865, 107,579,360—a decrease of 9,174,148.

The earnings of the line for the fiscal years ending April 30, have been:

	1864.	1865.
Freight	$2,979,016 21	$3,919,859 83
Passengers	956,474 89	1,508,234 25
Mails, etc	104,431 71	153,758 14
	$4,039,922 81	$5,581,852 22

CONDENSED BALANCE SHEET.

Capital stock		$8,376,510 00
Funded debt		5,924,968 75
Unclaimed dividends		1,352 00
Unpaid accounts and pay rolls		83,763 34
Due agents and connecting roads		440,142 55
Sinking fund		649,125 99
Balance to credit of income account		988,401 03
		$16,464,264 66
Construction as per last report		$9,287,414 55
New road to Aurora "		762,877 76
Equipment "		1,903,786 82
		$11,954,079 13
Less reduction made in settlement with Moss, Harding & Co	$58,773 26	
Less lands sold	12,259 00	
		71,032 26
		$11,883,046 87
New equipment		340,178 12
New road from Chicago to Aurora		252,242 57
Lands, buildings and improvements on cattle yards		210,339 70
Lands, track and dredging at South Branch Dock		33,376 29
Lands and buildings for East Burlington depot and grounds		16,704 59
Sundry other buildings at Chicago and on the line		9,399 20
Union track at Chicago		17,812 30
Completion of new telegraph line		4,961 48
Improvements on line from Peoria to Burlington		130,005 71
Road and equipment from Galesburg to Quincy		2,157,186 04
Total cost of road and equipment		$15,055,252 87
Fuel and materials on hand		537,057 28
Accounts and bills receivable		111,778 13
Due from agents and other roads		236,090 09
Cash in N. Y., Boston and Treasury		420,521 43
Deposit with Trustees sinking fund		102,664 86
		$16,464,264 66

The directors chosen at the annual meeting, June 23, 1865, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott, John N. Denison.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

Richmond, Fredericksburg and Potomac Railroad.

The cars on this road, carrying passengers and freight, now run fifty-eight miles, or to within three miles of Fredericksburg. The through train starts for and from that point every day, and connects with Colonel Harman's line of stages, which conveys passengers to and from Potomac Creek, where, going north, they are received, and, coming south, they are landed by a line of steamers. The accommodation train between Richmond and Milford runs every day, except Sunday. A freight train leaves and arrives in Richmond every Thursday. It is confidently expected that the trains will go through to Fredericksburg in about two weeks from now, and to Acquia Creek by the middle of next September, at which time there will be placed on the Potomac a newly built line of steamers, to be under the management and control of the old Potomac Steamboat Company, of which Moncure Robinson is President. Work on a bridge, which is to be a permanent structure, was commenced yesterday at the Rappahannock River, under the immediate superintendence of Mr. E. D. T. Myers, Chief Engineer to the company, who has a large force employed. Another large force is engaged, under the superintendence of Mr. William M. Braggin, building bridges and relaying track between the Rappahannock and Acquia Creek. The rolling stock of the company is in complete order, and amply sufficient for present and prospective demands.—*Richmond Whig, July* 26.

Allegheny Valley Railroad.

The Armstrong *Democrat* says that the Allegheny Valley Railroad Company is now building ten miles of its road between Kittanning and Orrsville. From Orrsville to the mouth of Red Bank the road has also been located. This would make it ten miles more, and bring it to another great centre for the oil and iron business of the Clarion and Red Bank, as well as for the Brady's Bend Iron Works. Were it possible for the people of Clarion and of Brookville to build branches from their respective towns to the junction at the mouth of Red Bank, the finest mineral and agricultural country in any part of Pennsylvania would thus be opened up.

Bear Creek Railroad.

At a late meeting of the Bear Creek Railroad Company, the Chief Engineer, Mr. Brigdan, was instructed to locate twenty miles of the road at once and prepare it for letting early in August. The parties that have taken the construction of this road in hands are monied men, and state that they will push the road through without delay.

☞ The Pottsville *Miner's Journal* says: "The grading, laying the rails, etc., of the Passenger Railroad to St. Clair has been awarded to Judge Reilly of this Borough. The work will be commenced as soon as the requisite subscriptions to the stock and bonds are made by the merchants and business men of Pottsville. As the road when completed, will be worth many thousands of dollars to the trade of the Borough, nothing but disregard of their true interests will prevent our business men promptly subscribing."

Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

Railroads (Marked * are double track.)	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany and Susquehanna	1,347,192	816,789	26,350	2,190,281	2,156,158	36.00	47,604	47,907	2,350	97,861	55,482	42,379	.....	..
Albany and Vermont	600,000	.....	.....	600,000	600,000	12.00	(Leased to Rensselaer and Saratoga, June 12, 1860.)						42,000	7
Albany and West Stockbridge*	1,000,000	1,389,559	.....	2,389,259	2,388,259	38.00	(Leased to Western (Mass.) R. R. Co.)					.....	80,000	8
Atlantic and Great Western	919,153	1,777,500	155,417	2,852,070	3,039,344	48.89	85,143	373,297	.....	458,440	377,567	80,873	.....	..
Avon, Genesee and Mount Morris	194,250	24,500	.....	238,750	215,304	15.50	17,494	4,780	1,164	23,438	10,656	12,782	3,885	2
Blossburg and Corning	250,000	70,000	17,264	320,264	582,346	14.83	(Leased to Fall Brook Coal Company.)					.....	15,000	6
Broadway (Brooklyn)*	200,000	27,500	5,782	233,282	227,140	5.38	65,911	.....	1,683	67,594	59,208	8,386	12,000	6
Broadway and 7th Av. (N. Y.)*	2,100,000	1,200,000	75,000	3,375,000	3,293,245	8.00	94,547	.....	1,003	95,550	96,584	18,966	.....	..
Brooklyn, Bath and Coney Island	99,850	76,000	44,000	219,850	120,388	6.50	15,831	.....	.....	15,831	12,890	2,941	.....	..
Brooklyn Central and Jamaica*	492,150	400,000	55,292	947,442	897,646	14.50	151,254	19,702	2,871	173,827	170,161	3,666	.....	..
Brooklyn City*	1,000,000	170,000	15,000	1,185,000	1,330,717	29.22	664,526	.....	29,806	694,332	617,190	77,142	88,888	8½
Brooklyn City and Newtown*	366,000	200,000	19,144	585,144	531,785	6.00	80,434	.....	1,614	82,048	77,886	4,162	.....	..
Brooklyn City and Ridgewood	140,000	20,000	4,637	164,637	.....	0.09	.....	.....	.....	.....	.....	.....	.....	..
Brooklyn City and Rockaway	12,000	.....	700	12,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
Brooklyn, East N. Y. & Rockaway	50,000	25,000	15,000	90,000	90,000	.....	.....	.....	.....	.....	.....	.....	.....	..
Buffalo and Allegheny Valley	16,000	.....	.....	16,000	21,300	.....	.....	.....	.....	.....	.....	.....	.....	..
Buffalo, Bradford and Pittsburg	1,100,000	1,100,000	.....	2,200,000	2,200,000	2,275	.....	.....	.....	.....	.....	.....	.....	..
Buffalo, New York and Erie	850,000	2,395,000	.....	3,245,000	3,369,088	142.00	343,362	649,767	37,102	1,030,231	1,168,924	Loss.	42,500	5
Buffalo and State Line	2,200,000	1,200,000	.....	3,400,000	2,784,414	68.34	790,074	1,140,431	14,961	1,945,466	1,176,337	769,129	220,000	10
Canarsie, Brooklyn and Winfield	15,000	18,500	.....	33,500	33,500	.....	.....	.....	.....	.....	.....	.....	.....	..
Cayuga and Susquehanna	343,500	271,000	.....	614,500	635,500	34.61	31,303	76,798	1,741	109,842	83,483	25,359	20,610	6
Central Park, North and East River	791,350	550,000	.....	1,341,350	1,330,302	19.00	325,305	.....	1,708	327,013	296,520	30,493	.....	..
Chemung	380,000	.....	.....	380,000	400,000	17.36	(Leased to Erie Railway.)				.....	.....	30,400	8
Coney Island and Brooklyn*	500,000	113,000	.....	613,000	603,889	10.00	94,917	.....	5,521	100,438	91,290	9,148	.....	..
Eighth Avenue (N. Y.)*	1,000,000	46,000	25,000	1,071,000	1,166,162	9.00	452,701	.....	.....	452,701	448,493	4,208	108,000	12
Elmira, Jefferson and Canandaigua	500,000	.....	.....	500,000	500,000	46.84	(Leased to Erie Railway.)				.....	.....	25,000	5
Elmira and Williamsport	1,000,000	1,570,000	.....	2,570,000	2,570,000	78.00	120,127	169,148	8,116	297,391	349,824	Loss.	60,000	6
Erie Railway	24,228,800	17,822,900	.....	42,051,700	40,954,468	624.00	2,523,005	9,855,088	173,387	12,551,480	9,057,754	3,494,726	1,090,136	8
Forty-second St. & Grand St. Ferry*	660,000	261,600	33,282	954,882	951,570	8.00	178,057	.....	358	178,415	155,764	22,651	.....	..
Harlem Bridge, Morrisania, F'dham*	72,000	88,000	.....	160,000	158,749	5.00	34,287	.....	373	34,660	33,763	897	.....	..
Hicksville and Cold Spring	27,820	17,190	.....	45,010	45,262	4.00	(Leased to Long Island Company.)					.....	.....	..
Hudson and Boston	175,000	.....	.....	175,000	183,000	17.33	21,078	99,497	1,750	122,325	.....	.....	14,000	8
Hudson River*	6,218,042	7,737,680	1,167	13,956,889	14,669,847	144.00	1,921,964	2,142,301	68,335	4,132,600	2,545,307	1,587,293	499,287	8
Long Island	1,852,716	932,000	.....	2,784,716	2,928,474	103.50	308,896	178,725	9,677	497,298	162,012	335,286	210,000	14
New York Central*	24,386,000	13,211,341	.....	37,597,341	32,879,251	555.88	3,923,152	8,543,370	531,367	12,997,890	9,346,184	3,651,706	2,279,173	9
New York and Harlem	6,585,050	6,115,800	.....	12,700,850	10,616,038	132.87	735,161	864,558	260,709	1,860,428	1,409,820	451,608	.....	..
New York and Flushing	120,000	135,000	6,000	261,000	261,000	8.00	(Estimated.)				45,000	36,000	15,000	..
New York and New Haven*	2,980,839	2,000,000	125,622	5,106,451	6,192,520	62.85	1,481,038	275,749	83,647	1,840,434	904,887	935,547	412,884	12
Niagara Bridge and Canandaigua	1,000,000	.....	.....	1,000,000	1,000,000	101.25	(Leased to New York Central.)				.....	.....	60,000	6
Ninth Avenue (N. Y.)	795,360	67,000	.....	862,360	451,154	6.00	90,108	.....	.....	90,108	108,220	Loss.	.....	..
Northern (Ogdensburg)	.....	4,571,900	.....	4,571,900	4,644,056	121.75	159,564	547,444	19,335	726,343	549,704	176,639	.....	..
Oswego and Rome	174,750	.....	39,536	214,286	214,286	.....	.....	.....	.....	.....	.....	.....	.....	..
Oswego and Syracuse	396,340	311,500	23,708	731,548	901,853	35.91	119,075	95,347	4,571	218,993	106,938	112,055	39,223	8
Rensselaer and Saratoga	800,000	233,750	.....	1,033,750	962,336	25.22	249,977	154,005	28,850	432,832	214,530	218,302	56,400	8
Rochester City and Brighton	134,000	91,000	10,000	235,000	237,889	6.60	47,739	.....	.....	47,739	9,586	38,153	.....	..
Rochester and Genesee Valley	557,560	150,000	1,446	709,006	656,026	18.45	(Leased to Buffalo, New York and Erie.)					38,284	.....	..
Rome, Watertown and Ogdensburg	1,774,175	1,729,900	50,228	3,554,303	3,464,176	238.15	414,786	385,413	27,416	827,615	466,861	360,754	164,890	10
Sackett's Harbor, Rome and N.Y.	30,889	.....	57,263	88,152	76,562	18.00	.....	.....	.....	.....	.....	.....	.....	..
Saratoga and Schenectady	300,000	45,000	.....	345,000	480,684	21.00	(Leased to Rensselaer and Saratoga.)						15,000	5
Saratoga and Whitehall	500,000	360,000	.....	860,000	930,324	47.52	133,823	112,448	10,764	257,035	165,976	91,059	.....	..
Second Avenue (N. Y.)*	650,000	520,000	53,000	1,223,000	1,155,615	8.00	345,706	.....	5,012	350,718	330,584	20,134	.....	..
Sixth Avenue (N. Y.)*	750,000	.....	.....	750,000	1,222,622	4.00	402,534	.....	21,772	424,306	409,523	14,773	37,500	5
Staten Island	628,100	200,000	140,000	968,100	317,054	18.00	46,450	1,358	136,052	183,860	98,308	85,552	.....	..
Syracuse, Binghamton & New York	1,200,130	1,585,257	38,832	2,824,219	2,932,806	81.00	161,394	237,056	12,928	411,378	170,929	240,449	.....	..
Third Avenue (N. Y.)*	1,170,000	1,180,000	35,000	2,385,000	1,958,354	8.00	836,514	.....	8,187	844,701	673,114	171,587	140,000	12
Troy and Bennington	75,400	116,104	700	192,204	240,000	5.38	(Leased to Troy and Boston.)		.....	.....	.....	15,400	2,262	3

Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

Railroads. 1864.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Miles of Road.	Earnings. Passenger.	Gross Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Troy and Boston	607,111	1,250,000	322,700	2,179,811	1,923,268	34.91	235,490	319,543	18,412	573,445	311,518	261,927	.....	..
Troy and Cohoes	50,000	.....	.....	50,000	50,000	3.50	(Leased to Troy and Lansingburg.)					.....	.....	..
Troy and Greenbush	274,400	.....	.....	274,400	294,908	6.00	(Leased to Hudson River.)					.....	.....	..
Troy and Rutland	325,000	60,000	.....	385,000	385,000	18.50	(Leased to Rutland and Washington of Vermont.)					.....	16,208	7
Troy Union	30,000	680,000	.....	710,000	752,601	2.14	.....	.....	.....	.....	15,958	.....	.....	..
Utica and Black River	811,600	.....	.....	811,600	921,656	34.94	59,928	49,179	3,461	112,568	48,903	63,565	33,816	2
Utica City	124,500	65,500	7,000	197,000	193,945	4.00	18,296	.....	.....	18,296	18,311	Loss.	.....	..
Van Brunt street and Erie Basin	50,000	12,000	.....	62,000	62,000	1.25	10,823	.....	33	10,856	8,476	2,380	.....	..
Warwick Valley	98,124	85,000	230	183,354	172,580	10.33	8,414	25,122	683	34,219	19,409	14,810	.....	..
Westchester	7,370	.....	.....	7,370	5,499	.....	.....	.....	.....	.....	.....	.....	.....	..
West Shore	2,200	.....	.....	2,200	857	.....	.....	.....	.....	.....	.....	.....	.....	..
Williamsburg and Coney Island	15,000	.....	.....	15,000	15,000	.....	.....	.....	.....	.....	.....	.....	.....	..

Ithaca and Towanda Railroad.

Pursuant to call, a large and enthusiastic meeting of persons interested in the construction of a railroad from Ithaca to Towanda, was held at Ithaca on the 19th ult. Hon E. Cornell was appointed President; C. L. Ward, of Towanda; D. M. Osborn, of Auburn; A. H. Miller, of Tioga, and C. F. Wells, of Athens, Vice-Presidents; and E. S. Van Liew, of Seneca; J. F. Means, of Towanda, and J. H. Selkreg, of Ithaca, Secretaries.

The meeting was addressed by the President, Hon. J. B. Williams, Colonel Piolet, of Wysox Valley; C. L. Ward and Colonel Mason, of Towanda; Colonel Wells, of Athens; E. M. Davis, of Philadelphia; Gaylord Willsey, of Van Etten; and C. L. Grant, A. B. Cornell, and J. H. Selkreg, of Ithaca.

The following resolutions, presented by Hon. J. B. Williams, were unanimously adopted:

Resolved, That the construction of a railway, connecting the great lines of Northern and Western New York, Canada and the West, with the vast lines of Pennsylvania and the Southern States, by a track of the same gauge, thereby connecting commercially and socially the vast districts embraced within their reach, is an object worthy of the earnest effort of all good citizens.

Resolved, That the increasing demand for the products of the coal fields of Pennsylvania throughout Northern and Western New York, the Canadas and the West, alone, demand that a speedy effort be made to open the shortest, cheapest and most available means of transit.

Resolved, That as the construction of a railway from the waters of the Cayuga Lake, at Ithaca, to the State line of Pennsylvania, at or near Waverly, (together with the already authorized extension down the Susquehanna,) will at once open the shortest and cheapest way through the lakes and large canals to the Canadas and the West, by which their growing demands may be satisfied. It is therefore resolved, that our efforts be immediately applied to effect the construction of this portion of the road, as the portion most important to the final accomplishment of the great objects under consideration.

Resolved, That a committee of eleven be appointed with authority to proceed to receive subscriptions, and to effect an organization of a company, under the general railroad laws of this State, to obtain propositions for right of way, and to do such other acts as may be necessary and proper, to effect the objects of this meeting.

The chair appointed as such committee, Hon. J. B. Williams, D. Boardman, L. L. Treman, A. B. Cornell, C. L. Grant, of Ithaca; J. A. Nichols and Lyman Bradly, of Spencer; R. D. Van Duzer and John L. Sawyer, of Waverly; and Gaylord Willsey, of Van Etten. On motion of C. L. Ward, Hon. E. Cornell was added to and made chairman of this committee.

Before the close of the meeting a sum in advance of the amount necessary to organize a company under the general railroad law, was subscribed and proper steps taken to push the enterprise forward with all possible speed.

☞ The Baltimore and Ohio Railroad Company, which obtained a charter for a road from Washington City to the Point of Rocks, has a competent force of engineers at work in making the actual survey for the road, a preliminary survey having been made some time since; and it is probable before the season closes the road will be well under way. The route will be from Point of Rocks passing between Sugar Loaf Mountain and the Potomac; thence south of the base of Pars Ridge to a point east of Rockville and down the valley of the Sligo to the District of Columbia line.

Pacific Railroad of Missouri.

Geo. R. Taylor, Esq., President of the Pacific Railroad, and Mr. McKissock, Superintendent, have returned from a visit to Kansas City and the Western end of the road, which they have been visiting in order to examine the progress made toward the completion of the work now rapidly hastening to its termination. At this time there remains unfinished a gap of 22 miles between Pleasant Hill and Independence. The road between Kansas City and the last named place has been completed for some time, and is now in operation. For the last eight or ten days continued heavy rains have interfered with work on the unfinished portion of it. But of that work there remains only the laying of the rails, which, with the force at hand, can be put down at the rate of half a mile a day in favorable weather. In a month and a half from this time it is probable that the last rail will be laid and the road will be in full operation through from St. Louis to Kansas City, the latter part of September. The directors of the road have finally made a long desired and advantageous arrangement with the corporate authorities of Kansas City, relative to the passage of the road through that city. Kansas City is but two miles from the eastern terminus of the Union Pacific road, and will soon be connected by rail with it. In no long time a road will come down to the same place from Leavenworth in Kansas. When, as must shortly be the case, Missouri shall recover the measure of her old prosperity, and have entered on the new career that is opening before it, our Pacific road, aided by its western connections, will command a business that will realize all anticipations of its promoters. —*St. Louis Republican.*

Taxable Property in Buffalo.

The following is the valuation of taxable property and the rate per cent. of the general city tax for the years 1864 and 1865. It will be seen that the valuation of the present year has been increased some $270,000 over last year, notwithstanding the valuation of personal property as assessed is $10,000 less. Something over $700,000 has been withdrawn from taxation by the banks alone, and it is the opinion of those best qualified to judge that not less than $2,000,000 has been invested by citizens and corporations in United States securities and thus placed beyond the reach of State or local taxation:

VALUATION OF TAXABLE PROPERTY IN 1865.

Real		$25,491,900
Personal		6,517,510
Aggregate		$32,009,410
Tax old territory	$513,995 16	P. c. 1.964—1,000
Tax new territory	67,135 81	P. c. 1.149—1,000
Lamp district, added to general fund tax	1,175 00	P. c. 0.094—1,000
Total	$582,305 97	
Per centage on gas valuations		114—1,000
Per centage on water valuations		074—1,000

VALUATION OF TAXABLE PROPERTY IN 1864.

Real		$25,210,815
Personal		6,528,045
Aggregate		$31,738,860
Tax old territory	$347,047 68	P. c. 1.330—1,000
Tax new territory	33,051 71	P. c. .583—1,000
Lamp district added to general fund tax	1,148 31	P. c. .097—1,000
Total	$381,247 70	
Per centage on gas valuations		097—1,000
Per centage on water valuations		073—1,000

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	205c
Bay State ..... L. S.	20,000	----	3½	8
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1½	3
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	43½
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	19½
Copper Harbor	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	210c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	½
Dana ..... "	20,000	----	3½	1
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	50•
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	34
French Creek ..... Pa.	100,000	5	----	65c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	35c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	65c
Great Western ..... L. S.	20,000	----	2	75c
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	¾
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	2
Humboldt ..... "	20,000	----	2	2
Hungarian ..... "	20,000	----	1	1½
Huron	20,000	----	16	38
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	71

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	110c
Minnesota ..... L. S.	20,000	----	5½	7
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	----
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	33½
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	10½
Pittsburg & Boston "	20,000	----	5½	57
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales .. Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	55
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	2½
Roscoe ..... Ca.	200,000	1	----	20c
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	105c
Springfield ..... Md.	----	5	----	105c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	1
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	1
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	55
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. .. Md.	----	----	----	90c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	13½
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	14½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	53
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	41½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	21½
Fulton ..... "	50,000	5	----	6½
Gilbertson	5,000	100	----	55
George's Creek ..... Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	3½
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	53
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	51
Locust Mountain ... "	----	----	----	44
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	155
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	18½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	25½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	23,760	50	----	91

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chandiero (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10•
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontine (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	56
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	N	—	55
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		0	—	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro	poll'n)	6	—	40
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	28½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	50
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	—	63
30 Nov. '64	5.09	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	175,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	26
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	—	—
30 Nov. '64	11.60	—	59	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	23	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	58.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.00	14.00	—	21	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	.....	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	5.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	.....	.....
30 Sep. '63	.....	.....	.....	.....	.....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	240,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.12	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	1'76,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	15½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	10
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	10
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	8
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	25	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	—	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'sF.)	175,610	159,312	15,500	—	79,670	21,297	8	—	22
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,811	25	—	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	62½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,068	—	—	15½
						OHIO.									
31 Dec. '62	5.50	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	.....	.....	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	.....	.....	----
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	----
Middlesex:					
1st Mortgage	31,000	--	.....	.....	----
Malden & Melrose bonds	51,762	--	.....	.....	----
Real Estate	4,000	--	.....	.....	----
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1900	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	.....	.....	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	117
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	112
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	342,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,155,650	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	97½
" " " " ..... coupon		5	" "	1904	97
Loan of March 3, 1864 (5-20s) ..... registered	20,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	29,511,650	7.3	Jan. & July.	1868	----
Debt Certificates	126,536,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	"	1867	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	24,667,404				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	6		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	98
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	---- ----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1900	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" " " ..... coupon	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	---- ----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	86
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" " " " ..... "		5	" "	'81-'91	----
" " " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	6	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	---- ----	d'm'd.	62½
" — " (R. R. etc.) ... "	3,902,000	6	---- ----	'87-'96	----
" — " " (banks) ..... "	5,398,535	6	---- ----	----	----
" — " " (war loan) ... "	670,000	6	---- ----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.) ... "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'59-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'59-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	25,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	558,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	800,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'54-'56	----
— "	247,000	6	June & Dec.	'68-'72	----
—	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	---- ----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	5	" "	1863	70
" — " " " "	100,000	5	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	---- ----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	---- ----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,620	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	100
" " — " " " " "	1,159,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	---- ----	d'm'd	----
" " — " " " " "	11,050	5½	---- ----	d'm'd.	----
" " — " " " " "	14,230	6	---- ----	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	6,922,274	6	" "	1867	----
" " — " " "	15,889,025	5	" "	'63-'74	105
" " — " " "	1,200,000	6	" "	'64-'76	117
North Carolina—State bonds ..... coupon	9,129,505	7	" "	1864	----
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Various.	Var.	78
" — " " (" ") ..... "	1,015,000	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	379,866	5	" "	1865	95
" — " " (" ") ..... "	2,183,532	6	" "	1868	----
" — " " (" ") ..... "	1,600,000	6	" "	1870	100
" — " " (" ") ..... "	4,095,309	6	" "	1875	98½
" — " " (" ") ..... "	2,400,000	6	" "	1881	95
" — " " (domestic debt)	125,680	6	" "	1886	97½
" — " " (war loan) ..... coupon	1,500	---	" "	1882	102
" — " " (" ") ..... "	279,313	---	" "	1866	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	1868	----
Oregon—State scrip	55,372	---	---- ----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,995	5	Jan. & July.	due.	89
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	5	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	89
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	---- ----	----	----
" —Relief Notes in circulation ...	97,360	---	---- ----	----	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ... coupon	484,444	5	---- ----	1868	----
" " —Inscribed certificates	1,708,017	6	---- ----	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	---- ----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	---- ----	1882	----
" — " " (interm. impr.) "	2,063,606	5	---- ----	Var.	57
" — " " (railroads) ... "	12,799,000	5	---- ----	Var.	70
" — " " (capitol) ..... "	608,000	6	---- ----	1890	57
" — " " (Hermitage) .. "	48,000	6	---- ----	1890	70
Texas—Had no debt in 1861	----	---	---- ----	----	----
Vermont—Inscribed certificates	175,000	6	---- ----	'62-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	---- ----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	---	---- ----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,656	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,404
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,007	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,630	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	585,145	432,054	519,306	655,364	708,714	705,496	545,943	5,902,283
1865	535,675	481,165	506,290	467,710	568,904	727,193	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,842,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	554,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,706	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,519	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	283,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,645	321,059	243,163	225,196	2,664,849
1861	321,844	279,268	229,334	192,054	199,488	177,820	180,280	268,983	299,502	284,030	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,609	90,972	93,078	93,546	96,908	95.453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,560	44,895	799,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,754
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	145,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	139,547	113,390	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,814	307,333	242,089	200,134	2.124,214
1862	230,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	295,966	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	------	------	------	------	------	------	------
New York Central;													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,500	709,671	637,792	630,366	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,965	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,987	1.059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,193,435	1,157,818	1,039,902	13,230,417
1865	899,478	681,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163.551	171,841	257,410	248,110	285,011	278 270	314,806	337,495	339,911	365,354	321,208	249,032	3,315,501
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,676	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.076	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,260	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,586	108,554	116,379	135,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	186,538	159,626	244,114	243,840	221,570	220,209	205,184	2,060,552
1865	144,984	139,171	155,758	144,001	188,738	194,625	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	98½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	98½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	99
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	105
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	96,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	89
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8	"	" "	18—	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	86
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99
Green Bay Extension Bonds	300 000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	74
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	402,500	7	Jan. & July.	New York.	'84–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1866	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	92½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (K. Extension)	1,499,000	7	" "	" "	1876	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1865	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95½
Elgin and State Line	139,000		Jan. & July.	" "	1879	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,343,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1868	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	66
Ind., Pittsbburg and Cleveland :						
1st Mortgage	550,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,760,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	105
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1922	110
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	88½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,240,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1890	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	88½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1861	98
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		30½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	460,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4 '6	
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1890	
New York Central :						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
Dbts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	100½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	98
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	90
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	87
Debt to city of Baltimore	850,000			"		
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7†	" "	" "	1861	32
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	97
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284					
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	98
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	100
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	55
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1866	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,250,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1959	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	937,500	7	" "	"	1863	18½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	
2d Mortgage	185,000	7			1866	
3d Mortgage	318,500	7			1875	
Six per cents	113,228	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1850	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1885	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1862	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	93½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1903	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,652	518,965	30.3	------	55,791	31,852	—	----
31 May '60	100.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	------	------	------	------	------	------	1,402,858	695,370	—	----
29 Feb. '60	88.5	25.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	------	505,156	260,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439 775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203.329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	28,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '63	8.48	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156.665	78.641	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51.000	—	810 982	66.0	211.836	270.672	54.299	8	55
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41.466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	—	------	------	------	------	------	------	------	------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	—	----
— — '62	50.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	------	------	—	------	------	------	------	------	------	------	------	—	----
— — '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	------	------	—	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	------	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	—	------	------	------	------	30.0	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	31.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	------	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,586,684	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,853	13	----
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7	102½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,924,989	—	16,464,265	400 0	1,993,105	5,728.910	2,752,273	20	112½
1 Apr. '63	242.0	—	----	29.0	36	28	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	------	1 093.054	448,506	—	27½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,564,923	*	500,000	6,000,000	1,450.500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,704	6	108½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,40*	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	------	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	126½
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,889,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	------	489,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,084,074	809,767	—	34½
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	------	1,106,679	1,006,125	------	------	108.0	------	------	------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51.772	2,283,748	109.0	------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,867,039	274,081	26.641	611,050	1,254.500	15.000	2,102,761	109.0	------	442.893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,889	1,689,900	1,362,284	140,689	3,458,108	110.0	------	448,858	230.834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384.539	771.763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	------	315.172	117.941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988.150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	------	------	------	—	----
31 Dec. '59	88.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,631	276.197	155,889	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun, '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	— }	13	5	160	} Lexington and Frankfort	597.950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	— }				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222.909	120.069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	2,665,000	1,150,717	------	206.0	------	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.8	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,518	53.7	------	------	------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	------	9,008,369	188.6	------	340.895	------	—	----
31 May '65	284.8	—	28.4	—	83	97	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	107
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	66
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	------	—	------	1,550.000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	------	------	—	------	575,000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	------	------	—	------	600,000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	------	------	—	------	500,000	------	------	------	------	------	------	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	----	—	25	22	338	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	------	------	83.2	------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	------	206.8	579,324	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	------	------	168.8	------	444,480	182,895	—	----
31 Dec. '62	152.0	—	5.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	------	------	52.0	------	------	------	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137 019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb, '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]786	116,883	—	71,513	4,500,000	------	------	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	[illegible] 473	344,168	—	1,971,127	3,501,000	87,361	5,996,277	90.1	233,631	263,236	68,250	—	—

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,564	757,381	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,983,769	4,481,859	3,054,653	6	115
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	66	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	185,345	360,753	1,830,000	640,000	12,326	2,996,246	70.9	413,213	650,999	182,610	6	97
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	104.3	737,505	1,272,600	443,332	8	112½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,998	9	124
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	120
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	8	99
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	8	95
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	103
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	469,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,910	82,880	—	788,047	1,072,900	187,590	2,048,537	30.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	961,050	469,932	8	106
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,305	226,000	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	—
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	42
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	125
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 85½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	90.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $60)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	195
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	99.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,684	3,443,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	123
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,263,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	20	122½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	116
31 Dec. '64	33.8	—	.....	—	—	—	—	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	146,000	5,980,452	33.8	610,427	1,563,607	777,626	10	150
31 Dec. '64	21.3	—	.....	2	6	—	17	Northern New Jersey	452,116	*	—	168,800	280,000	46,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18.2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	17.	—	—	—	West Jersey	1,461,249	*	—	588 400	700,000	—	1,288,400	—	—	207,952	91,544	—	.....
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,250	2,156,158	36.0	29,820	97,861	42,379	—	.....
31 Dec. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	*	—	919,163	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	550,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,232	317,213	5	108½
30 Sep. '64	98.5	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,684	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	89½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,942	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	113½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	92
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	14,260	12,700,850	163.8	1,730,116	1,880,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,743	176,640	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773.654	123,199	—	396,340	311.500	23,708	901,853	35.9	88,498	218,994	83,060	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	—
30 Sep. '64	139.6	43.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	2,095,871	368,305	—	1,774,178	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	150
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,871	34,237	—	628.100	200,000	140,000	968,100	13.0	45,229	183,869	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	5.0	—	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,681	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	8,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	508,228	10	123
31 May, '59	131.8	—	.....	31.0	16	16	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	153
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '64	191	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,536.094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	—	1,436,317	552,800	—	69½
31 May '65	109.2	79.4	—	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	101
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	5	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	8	413	Dayton and Michigan	5,496,811	485,305	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	85.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,283	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,815	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	—	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,032	119,032	—	.....
31 Aug. '58	117.0	5.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,496,728	11,190	5,139,662	205.9	538,994	600,162	133,747	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,604,694	125.0	220,717	272,202	92,283	—	—
31 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080,918	*	—	3,427,050	5 655,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	—
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600	—	1,335,500	74.0	176,968	394,952	193,901	8	12½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,450	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,382,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,462,154	20	60
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	50
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(		"	")	7½	55½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,159,150	3,105,765	—	6,255,855	69.8	320,638	741,977	346,401	—	23½
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,386,315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759,037	4,045,112	10	57½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,354,100	315,000	—	1,673,100	24.0	253,739	423,147	207,893	8	55
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,764,623	—	—	5,013,054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	22½
30 Nov. '64	152.0	46.8	208.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	52½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	624,000	477,658	10	145½
31 Oct. '64	96.0	—	61.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197 0	839,238	3,208,560	1,365,200	10	66½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	—	1 770,414	1,500,000	69,232	3,666,877	72.0	286,176	315,723	101,569	—	9½
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7,120,406	3,019,067	10	98
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '61	28.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	28.4	118,698	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,666	203,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	247,000	—	—	62.0	297,700	421,751	199,155	6	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,406	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310.033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.0	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,948	319,518	—	59.4	69,870	177,256	80,025	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,176	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,344	—	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,056,338	90.7	139,877	308,850	167,430	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	282,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	70.0	r. by Vt.	Central	—	8	100
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Peterasburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	58.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	16	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	50 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	226,664	213,862	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	70,585	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,055	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	428	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,692	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6	—	59	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800.000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726.273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	968,183	1,711,281	505,230	—	38½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,065,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210.345	*	—	15,123,430	54,750,610	7,336,405	77,210.345	1,096	—	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.6	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	50.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,745	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	90.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	153,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec '60	45.1	—	—	—	11	22	120	Panama	8,000,000	*	615,388	6.000,000	2,576,000	—	10,768,788	48.7	—	5,027,428	1,896,994	19	190

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 310,400	6	---	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	43
Chicago & Alton (preferred)	2,425,200	7	7	102½
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	88½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	5	8	----
Kennebec & Portland (preferred)	372,000	8	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	90
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,057,343	6	J. & J		1886	92
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	------		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	92
Six per cent. Loan	2,432,274	6	A. & O.		1884	93½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	466,500	6	A. & O.		1876	100⅝
2d Mortgage	295,750	6	------		------	97
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	87
2d Mortgage	3,980,670	6	J. & J.		1882	78
Improvement	568,500	6	M. & N.		1876	78
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	45
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1882	21
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley:						
1st Mortgage	660,000	6	J. & J.		1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	31½
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	4,282,950	6	58
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,026,000	5	85
" (preferred)	100	1,175,000	10	122
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,948,260	—	8½
Union	----	----------	----	----
Union (preferred)	50	2,750,000	---	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	42 50 @ 45 —
Pig, American, No. 1			38 — @ 40 —
Bar, Swedes, assorted sizes	(in gold)		— — @ 92 50
Store Prices.			
Bar, Swedes, assorted sizes			155 — @165 —
Bar, English, Refined			105 — @110 —
Bar, English, common			95 — @100 —
Scroll, English			125 — @130 —
Bar, American, Common & Refined			115 — @120 —
Band, English			135 — @ — —
Horse Shoe			130 — @140 —
Rods, English			107 50 @130 —
Hoop, English			140 — @200 —
Nail Rod		per lb.	— 9½@ — 10½
Sheet, Russia		per lb.	— 24 @ — 25
Sheet, English, Single, Double and Treble			— 6½@ — 9½
Sheet, Am., Single Double and Treble			— 6½@ — 9½
Rails, English	(gold)	per ton	56 — @ — —
Rails, American			83 — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring	(1st & 2d qlty.)		— 12 @ — 14
English Blister	(1st & 2d qlty.)		— 13 @ — 20
English Machinery			— 14 @ — 16
German			— 15 @ — 17
American, Blister			— 12 @ — 14
American, Cast, Hammered			— 20 @ — 22
American, Cast, Rolled			— 13 @ — 16
American Spring			— 12 @ — 14
Milan (in bond)			— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— @ — 45
Sheathing, Yellow			— @ — 30
Pig, Chile			— @ — —
Bolts			— @ — 45
Braziers'			— @ — 45
American Ingot	(cash)		— 30 @ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— @ 6 62½
Spanish			9 — @ 9 12½
German Refined			9 — @ 9 12½
English			9 — @ 9 12½
Bar		per lb.	— @ — 12
Pipe and Sheet			— @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— @ — 28½
Straits			— @ — 27
English			— 24½@ — 24½
Plates, Charcoal I. C		per box.	13 25 @ 13 50
Plates, I. C. Coke			10 50 @ 12 50
Terne, Coke			9 87½@ 10 25
Terne, Charcoal			14 — @ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	— @ 5 25
Clinch	(cash)		6 25 @ 6 50
Horse Shoe, Forged	(cash)	per lb.	— 30 @ — —
Wrought, English	(cash)		— @ — 50
Ausable Horse, Norway Iron, Forged			— @ — 30
Zinc Nails	(6 mos.)		— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 32½@ — 33
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 71 @ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 52½@ — 53
Naptha, Refined (60@63 gravity)		— 45 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th 27.	F. 28.	Sat 29.	M. 31.	Tu. 1	W. 2
Atlantic M. S. S. Co	162	158	159	----	157	----
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	93	----
California 7s	----	----	----	115½	----	----
Canton Co.	41½	40½	40	39½	39½	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	100	----	----	----	103	103
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	96
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	88	89	----	----	----	----
Chicago, Burl. & Q.	----	112	----	----	----	----
" " 8 p.c.	110	----	----	----	----	109
Chic. & Northwest'n	28½	28½	27½	27	27	26
" " pref.	64½	63½	62½	60½	61	61
" " 1st M.	----	----	----	85	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	57	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	109	109	108½	108½	108½	108⅝
" '1st M. '70	----	----	----	101	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	74½	73½	72	69½	69⅞	69⅞
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	74	----
Clev. and Toledo	103	----	103	101	----	----
" " S. F. 7 p.c.	----	----	----	----	----	96
Cumberland Coal, pref	44	43½	42⅝	41	41	41½
Del. & Hudson Canal	134	134½	134½	----	133	134
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	98	95	95	93	88½	88½
" pref.	----	----	88	----	----	87½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	115½	114½	----	112	110½	111½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69-104½	----	----	----	----	----	----
" 2M. S. F.	----	----	104	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	127½	----	----	127½	127	127½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	40	----	----	38	----	37
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	----	13	----	12½	12
Michigan Central	109½	109	----	107	107	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	68	67	65	65	65½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	40	39½	----	----	38	38½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	70	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	72	----	71½	70½	70	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	72	----	----	----	----	----
New York Central	97	95½	95½	94	90⅝	91⅛
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	95	95
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	76	76½	----	76	----
Ohio & Miss. cer.	25⅞	26	26	25⅛	24⅛	24⅛
" " pref.	----	----	----	65	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	155	----	----	----
Phila. and Reading	108⅛	107½	107	104½	104⅛	105
Pitts. Ft. W. & Chicago	100	98½	97½	97	97½	97
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	95	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	58½	57½	----	56½	55½	----
St. L., Alton & T. H.	----	----	34½	----	----	----
" " pref.	60	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	71	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	62	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th 27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	96
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	97⅛	97	----	97	97	96⅞
U. S. 5s, 10-40s, reg.	----	97⅛	----	----	----	----
U. S. 6s, 1881, reg.	107	----	----	107	107	----
U. S. 6s, 1881, cou.	107	107⅛	107⅛	107	----	106⅞
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	" "	----	----	----	----	----
U. S. 6s, 1867, reg.	----	117	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅜	----	97⅜	----	97⅛	97⅛
U. S. 6s, 5-20s, coupon	105⅜	106	106	107	106	105⅞
U. S. 6s, 5-20s, new	104⅛	105	----	105	104	104⅛
U. S. 6s, " reg.	----	----	----	105⅜	----	----
7.30 Notes, 1st series.	----	----	----	----	----	----
" " 2d series	----	99⅛	99⅛	99⅛	99	99
American Gold	143½	145⅛	----	144	145⅛	144½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Cattawissa	----	12½	13⅜	----	----	----
" preferred	25½	26⅛	26	25⅞	----	----
Camden & Amboy	124	124	----	----	----	123⅞
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	90	90	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	98	----	----	97⅛	----	----
Ches. & Del. Canal 6s '56	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	31⅛
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	57	----	----	58	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	93⅛	----
Lehigh Valley R. R.	60	----	----	----	----	----
" " 6s	95	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55	55	----	----	55½	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	23½	----	----	----	----	----
" " 6s	84⅝	84⅛	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	57½	58	57⅛	57⅛	57⅛	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s	----	----	----	----	----	90
" " 5s, coupon	92⅛	----	----	91	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	----	----
" " new	92	92⅛	92⅛	92	92	----
Philad., Germ. & Nor.	----	55	----	----	----	----
Phila. & Reading	53⅛	53⅞	53⅞	53⅛	52⅛	52
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	93	----	----	----	----	----
Philadelphia & Erie	----	----	22⅛	22⅛	----	----
" " 6s	----	----	----	----	93	----
Philad. & Sunbury, 7s	----	----	----	----	----	97
Schuylkill Navigation	21	23	----	----	25	----
" " pref. 30⅝	31⅛	31⅛	31⅛	----	31⅛	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	8⅛	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	21	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	54⅛	54⅛	54	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	10	----	----	----	----
2d and 3d streets, "	----	----	----	----	77	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Baltimore City 6s, 1875	----	----	----	----	----	99⅛
" " 1886	----	----	----	99⅛	----	99
" " 1870	----	----	----	----	----	95
" " 1890	100⅛	----	----	----	100⅛	100⅛
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	99
" " " '75	98⅛	----	----	----	----	----
" " " '80	----	----	----	----	----	98⅛
" " " '85	100⅛	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	86⅛	----	----	86⅛	87	87
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Boston and Lowell	----	----	92½	----	97	----
Boston and Maine	----	----	112½	----	----	112½
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	122	----	----	120
Cheshire, pref.	----	----	43	43	43	43
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	95	----	97½	----	----	95
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	103	103	----	103	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	108	----	----	----	----	----
Northern, N. H.	80	----	80	----	----	----
Old Colony and Fall R.	----	----	----	106	106	----
Ph., Wil. & Baltimore	66½	----	66½	----	----	66½
Portl'd, Saco & Ports.	95	----	96	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	42	----	----	----	----
Western	----	123½	124	124	----	125
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	50	50	50	50	----
Middlesex "	----	----	65	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	34⅛	35½	----	34	----
Isle Royale "	----	10⅛	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	7	----	----	----	7	7
Pewabic "	34	----	----	----	33½	----
Pittsburg "	----	57	60	----	----	----
Quincy "	54	54	----	----	54½	55
Rockland "	2½	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of July:

Maryland 5s	62	to	64
United States 6s, 1881	71⅛	"	72½
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38½	"	39½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	54	"	54½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61½	"	61⅞
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	88⅜	"	89½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, August 5, 1865.

Stock Exchange and Money Market.

If the Treasury has been called on to employ its whole resources, it is no wonder; for it is now ascertained at the proper office in Washington, that in April last there were upwards of a million of men on the pay rolls of the army. And full payment is being made them, and millions are being put in circulatien by these veterans as they return to their homes. We learn that notwithstanding this enormous disbursement, the Treasury is by no means impoverished. The receipts for customs are expected to average ten or eleven millions per month; those of July actually exceeding thirteen millions.

At the Sub-Treasury in this city the total balance on hand at the end of July was stated at $60,994,609 64. The following is an official statement of its transactions up to the 31st of July last, and our foreign readers will at a glance perceive from its examination, the magnitude and extent of the financial operations of the Government even at this one point, noting at the same time, the ease and precision with which such enormous sums are handled in this country.

RECEIPTS AND DISBURSEMENTS.

July 1, 1865, by balance		$6,990,899 16
Receipts during the month—		
On acc't of customs	$9,908,190 66	
On account of loans	8,177,651 66	
On acc't of inter. rev.	607,344 35	
On acc't P. O. dept.	143,479 24	
On acc't of transfers	9,843,000 00	
On acc't of patent fees	10,146 70	
On acc't of miscellan's.	48,006,249 06	
		76,696,061 67
Payments		$83,686,960 83
Treasury Drafts	$40,600,261 44	
Post-Office Drafts	246,678 68	
		40,846,940 12
Balance		$42,840,020 71
By Balance, Cr. Disbursing accounts	$28,292,964 47	
By receipts during the month	44,787,012 75	
		73,079,977 22
To payments		55,334,737 95
Balance		$17,745,239 27
By Balance, Cr., Int.	$7,820,485 60	
By appropriations	637,740 00	
		$8,458,225 60
To payments (gold)	$5,714,367 77	
Do. notes	33,547 03	
		5,747,914 80
Balance		$2,710,310 80
By receipts for customs in the month of July 1865		$9,908,190 66
By receipts for customs in the month of July, 1864		3,641,301 76
Increase in the month of July, 1865		$6,266,888 90
By balance, Cr., bullion and expense account for Assay Office		$1,042,011 92
By coin received during the month	$72,443 23	
By fine bars received during the month	82,955 21	
		155,098 44
		$1,197,110 36
To payments in coin	$399,607 20	
To payments in fine bars	132,154 86	
		531,762 06
Balance		$665,348 30
By funds in hand in assistant treasurer's office	$63,295,570 78	
By funds in hand in assay office	661,330 97	
		$63,956,901 75
By fine bars in as'y office.	$10,473 37	
By unparted bullion in assay office	782,630 11	
		793,103 48
		$64,750,005 23
Less temporary loan to be reimbursed	$3,164,805 11	
Less due depositors	590,590 48	
		3,755,395 59
Balance		$60,994,609 64

The Secretary of the Treasury receives general commendation for the business like way in which he is managing his department, and there is certainly in the commercial world a feeling of great confidence in his sagacity and general arrangements.

It is not singular that the department should find itself much occupied with its new sphere of duties, quite different from its former routine. Formerly the revenue was almost exclusively derived from customs' duties, and the consequence was that our secretaries were compelled to study our foreign relations with as much attention and for more practical purposes than even the secretaries of State. Alexander Hamilton gained his greatest reputation by his system of commercial regulations for the government of the Treasury, which have remained almost unchanged in principle and form from the first. Treasury documents have always had great importance in their foreign aspect, but it is now different. Our internal revenue is so important at this moment, as a financial resource, that there is real danger that commercial questions may not receive the attention they deserve. It is a well known fact that our commercial treaties at this moment generally require revision to make them more conformable to the necessities of commerce and the spirit of the age. Just before the war this view of the subject was taken at a public meeting of the most distinguished merchants of this city; an association for examining and revising the present system was organized, and committees were appointed to make reports on the condition of our trade with foreign nations. The war however put an end, at least for the time, to the deliberations of this body; but beyond all question they could be advantageously resumed, as trade is a permanent element of our prosperity, adapted to our geographical position, favored by our productions, and in harmony with the adventurous spirit of our people. We therefore hope that Mr. McCulloch will find time fully to investigate this subject, and be able to present to the country such suggestions as will enable the Government, in its future or existing foreign relations, to secure reciprocal advantages as far as may be practicable. Our foreign trade naturally enough appears to have decreased during the past year. Our imports from the 1st of July last, to 1st of July, were but $98,927,919, against $155,011,442 the same time the previous year, while the exports of domestic produce and miscellaneous goods were but $82,-542,561, against $115,415,483, for the same period the previous year. The exports of specie for the same time in 1865, from this port were $18,645,-504, against $31,013,830 the same period in the previous year. Nevertheless the amount of specie from California at this port at the same time, have been $10,019,817 against only $6,502,187 in 1864 for the same time. All these facts are interesting, since they show the tendency of business to adjust itself to its wants and requirements, forever contradicting the expectations of mere theorists. Abuses, corruption, waste are all injurious to the people, and the economy of American Government has hitherto been its distinguishing characteristic. To this state of things we must return, if we would be prosperous and happy. We look forward with interest, to the statements of the Treasury department for some vindication of its future policy, which we doubt not will be in accordance with public expectation. The first turn towards a sound condition of things will be eagerly welcomed. And the first palpable improvement must be in the currency. This is the pivot of the future.

It is well understood that a large class of operators, many of them in foreign interests, are expecting that gold will again be quoted at a large premium.

No revulsion has yet come on us even out of our enormous war expenditures; and failures so largely anticipated, and actually taking place abroad on a very large scale, have been quite exceptional here. So that we really may look our financial condition in the face without very serious apprehension.

The attempt made to accustom the people to a heavy public debt, as a load not only easy to bear, but a pleasant and beneficial one, is one which can have no aid from us. Debt and taxation always grind the faces of industry and labor, which are the condition of much the largest portion of men; and no Government that ever yet existed can be safely trusted with large expenditures of money.

We cannot conceive of a more disastrous state of things than any further enhancement of the price. It is absolutely distructive of all sound financial transactions, foreign or domestic; demoralising in effect, and sure to break down the real producing interests of the country, which cannot afford to expend all its earnings for mere subsistence, and in the payment of taxes—the condition of the majorities of the people of this country, under the effect of continued high prices for gold, and a depreciated currency. Even capital recoils from enterprise when uncertainty attends its operations; and ill fares the land where speculation is the great business or calculation of the population, or suddenly acquired wealth is the study and the object of life.

We should not forget that we must have an American policy more fixed than ever. No matter what foreign nations may now admit with regard to us, they are one and all inspired by the single wish to make all the money they can out of us, and they would not care, except so far as their own interests are concerned, whether or no the United States were to become insolvent tomorrow. On the contrary, many foreign powers would probably rejoice at such an event. The constant refutation of their old theories and systems, which our prosperity furnishes, rankles in their breasts; and what we have to do, is to take care that our policy shall survive and triumph, and that recognising a truth as old as the world—that debt is destruction—get rid of it as soon as possible, and all its subterfuges and contrivances.

And we have only to encourage this feeling, a feeling of high morality as well as interest, to succeed. We believe that if the American people, like those of England, were under the moral conviction that the public debt would never be paid, and never could be, they would give up in dispair; as ready to be "Cossack as Republican." The Press does nothing more than its duty, therefore, in urging economy, retrenchment, and the extinguishment of debt, as the basis of sound public as well as well as private morals.

We have from time to time noticed the arrivals of cotton at this port, always believing that a good deal of the article was yet to come into play. During one month of July the imports are given at 60,000 bales, and during the closing week of the month, the arrivals were 20,000 bales. Up to July 29, the total receipts for ten months were 340,015 bales according to the regular reports. The cash value of the cotton received here in July is considered to be nine millions of dollars, and at this rate the whole value realized during the year from the article in this city is about forty-five millions of dollars, a sum of large influence in our financial movements.

The very heavy balance remaining in the Sub-Treasury, upwards of sixty millions, has attracted attention, and even been made the excuse of an assault on the Treasury department in certain quarters. This is a most extraordinary course of conduct. One would think that the spectacle of a full Treasury would just now be of all others the most gratifying, showing that our resources were ample, and our readiness and ability to pay our obligations undeniable. It will be a most pleasing circumstance, in our opinion, when our means continue to accumulate in advance of our necessities; the precursor of our return to a sound condition. We hope it will be our good fortune henceforward, from week to week, to announce heavy balances in the Sub-Treasury; for we shall need them for sometime to come. There is certainly a want of fairness in regarding this state of things as cause for censure.

There has been a decline experienced in some of the leading railway securities, and an improvement in others not the subject of particular combinations. These differences are duly noted in our usual tables. Governments have varied under the influence of causes of no permanent character. Money continues to be plentiful, but the price keeps up pretty well as borrowers in a speculative market are never scarce. The foreign demand for our securities continues. The gold market remains about the same. There is no demand for export, but only for customs, where the receipts continue to be large, and likely to exceed the estimates very considerably. The balance in the Sub-Treasury on Tuesday was exactly $61,279,201, a sum larger than that held at its disposal in any other Government this day on the face of the globe.

Considerable anxiety is felt at the political condition of several of the States now in process of reconstruction. It would seem that there yet remains a class of agitators who will not accept the new state of things if they can help it; nevertheless, we are inclined to the opinion that it is a small one. It is the real interest of the Southern people to devote themselves henceforward to the arts of peace; war has been their worst enemy, and we have no doubt they will determine, from motives of self-interest alone, to apply themselves to industrial pursuits, and to a renewal of their trade and commerce with the North and West, which really retain no other than the old feeling of good will towards their misguided brethren. Geographically, physically, politically we are one people, and the sooner we settle down in this conviction the more prosperous we shall be. All the objects of Government, all the designs of law, all the efforts of trade and commerce, are but the working out of divine principles to make men virtuous and happy, life pleasant, and social life a brotherhood. It is the perversity of our nature which prevents us from seeing what is really our real good.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1875, 95; New York State 6s, 1874, 98½; do., 6s, 1866, 98¾; Milwaukee and St. Paul 1st mort., 73; N. Y. Central Subscription bonds, 95; McGregor Western R. R., 11½; Wilkesbarre Coal, 63; American Coal, 65; Central Coal, 53; Brunswick City Land Co., 9½; Western Union Tel., 73; Bank of Commerce, 104½; Corn Exchange Bank, 106; 4th National Bank, 101; Importers and Traders Bank, 105; St. Nicholas Bank, 100; Am. Ex. Bank, 115; 9th National Bank, 103, Continental Bank, 94.

Philadelphia.—Pittsburg 5s, 71¼; Allegheny Co. coupon 5s, 73; 17th and 19th streets R. R., 9; Hestonville R. R., 15½; Girard College R. R.,26; West Philadelphia R. R., 62½; Susq. Canal scrip, 44; West Branch Canal, 25; Hazleton Coal, 53; Fulton Coal, 6¼; New Creek, ¾; Locust Mt., 44; Big Mt., 5; Keystone Zinc, ¾; Lehigh Zinc, 30; Mechanics Bank, 28½; Adams Oil, 3; Big Tank 1⅛; Caldwell, 2⅜; Corn Planter, 2¼; Curtin, 3½; Crotzer, ⅝; Cherry Run, 1¼; Dalzell, 4¼; Duncard, ⅝; Densmore, 1¼; Dawson's Run, 2; Egbert, 1½; Excelsior, ½; Enterprise, ⅝; Franklin, 1; Hyde Farm, 1½; Junction, 2¾; McClintock, 2½; Maple Shade, 8½; McIlheny, 1⅝; Mineral, ⅞; Mingo, 2¾; Oil City Petroleum, 3; Oil Creek and C. R., 1½; Oak Ball, 2½; Perry, 1; Royal, 1; Rock Oil, 1⅝; Story Farm, ⅝; St. Nicholas, 1⅞; Sugar Dale, 2; Slippery Rock, 1½; Tarr Home, 4; Wm. Penn, 1⅝. The latest quotations are: City 6s, 89@90; do., new, 92@92; State 5s, 90@91; do., coupon, 91@9y½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 66½; Reading, 52¼@52⅜; do., 6s, 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 123@124; Penn R. R., 57⅝@57¾; do., 1st mort., 104@108; do., 2d mort., 100@101; Little Schuylkill R. R., 29@31½; Morris Canal, 75@76; do., pref., 116@116; do., bonds, 90@90; Wyoming Valley Canal, 53½@55; do., 6s, 90@92; Susquehanna Canal, 8¼@8⅛; do., 6s, 45@47; Sch. Nav., 23@23¼; do., pref., 31¼@31⅜; do., 6s, 1882, 78@80; Union Canal bonds, 19½@20½; Delaware Div. Canal 30½@31⅞; do., bonds, 90@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s 1873, 99@100; do., Chattle 5s, 70@78; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 58@60; North Pennsylvania, 23½@25; do., 6s, 84½@85; do., 10s, 108@108; Philadelphia and Erie, 22@23; do., 6s, 93@95; Minehill, 55@55½; Catawissa, 12@12¼; do., pref., 25@25¾; Lehigh Valley, 59@60; do., bonds, 94@95½; Fifth and Sixth streets, (horse,) 50@55; Second and Third, 75@77; Race and Vine, 9@10½; West Philadelphia, 60@64; Spruce and Pine, 20@24; Green and Coates, 30@34; Chestnut and Walnut, 48@49½; Arch, 14@16; Thirteenth and Fifteenth, 18@19; Girard College, 26@26½; Tenth and Eleventh, 46@48½; Norristown, 54@56.

Boston.—Northern (Ogdensburg) 2d mort., 32; Vermont Central 1st mort., 75; do., 2d mort., 22; Cheshire R. R., 6s, 90; Rutland and Burlington 2d mort., 18¾; Copn. and Pas. Riv. R. R., 6s, 92¾; Boston, Concord and Montreal 7s, 99; Western R. R. 6s, 1875, 98¼; Worcester and Nashua R. R., 95; Maine 6s, 1883, 91; Boston 5s, 1883, 91; Boston 6s, 1874, 100; Portland 6s, 1877, 92½; Boston Water Power Co., 28¾; Cary Imp. Co., 20; Franklin Coal, 21¼; Mammoth Vein Coal, 12¼; Macomb Lead, 1¾; Cambridge Gas, 99; Dorchester Gas, 54¾; Merchants Bank, 111; Suffolk Bank, 116; Blackstone Bank, 114¼; City Bank, 102½; Shoe and Leather Dealers Bank, 128¾; Appleton Bank, Lowell, 112; Bank of Republic, 109; Bank of North America, 98; Bay State Mining Co., 8; Brandon, 70@72; Copper Falls, 19⅜; Dana, 1; Dudley, 50c.; French Creek, 65c.; Gt. Western, 75c.; Humbolt, 2; Hancock, 7¼; Huron, 38; Mesnard, 2; Star, 2¼; St. Clair, 2⅜.

Baltimore.—Marietta and Cincinnati bonds, 88½; N. W. Va. 1st mort., 96; do., 1st mort., 96; City Passenger R. R., 18¾; Copper Hill, 2.10; Santa Clara, 18½; Lake Chrome, 0.15; Canton Co., 41; Union Bank, 74; Bank of Baltimore, 105; Bank of Commerce, 25; Farmers and Merchants Bank, 45; Howard Bank, 10⅜; Marine Bank, 30½. The latest quotations are: Balt. and Ohio, 115@120; do., 6s, 1867, 95@99; do., 1875, 98¾@99; do., 1880, 98½@100; do., 1885, 100@100½; Northern Central, 45¼@48; do., bonds, 1885, 86@87½; N. W. Va. 1st mort., 96@97; do., 2d mort., 95@98; do., 3d mort., 24@30; do., guar., 95@99; Marietta and Cincinnati 7s, 1891, 88@88½; Central Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 76½@77; do., guar., 96@96½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 97@100; do., 1875, 99¾@100; do., 1886, 99@99¾; do., 1890, 100½@100; do., coupon, 100@102; do., 5s, 1838–'70, 84@85; City Passenger R. R., 18½@19¼; Canton Co. 39@39½; Gardner, 0.75@0.90; Gas Coal, 1.00@1.75; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 112@120; Santa Clara, 18¼@19; Balt. Chrome, 0.50@1.00; Bare Hill, 2.10@2.25; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.95@1.00; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

Schoharie Valley Railroad.

At a meeting of the directors of this company, held at Canajoharie on the 25th ult., it was resolved to take immediate action for the building of the road, and the proper officers were accordingly instructed to issue proposals for the grading of the track as far as Fox's Creek. It was also resolved to direct the engineer to make a permanent survey of the route at once, and complete his estimates for the construction of the road. Five per cent. of the amount of stock subscribed has been collected and the articles of association filed in the office of the Secretary of State. The proper committees have been duly chosen by the directors, and everything put in order for carrying the enterprise forward to a successful and early consummation.

☞ The proposed railway between Aleppo and the coast of Syria is now very likely to be carried out, the Porte having given a guarantee of eight per cent. on £1,300,000 on consideration of a port being formed at Seleucia, Pieria.

☞ Holders of the Bonds of the Mississippi and Missouri Road are requested to send their names and address, with amount and description of the bonds held by them, to the office of the Treasurer, George T. M. Davis, No. 47 Exchange-place.

The National Debt.

The official statement of the public debt, as appears from the books of the Treasury Department, on the 31st of July, shows the amount ontstanding to be $2,757,253,275, divided thus, viz:

THE DEBT.

The debt bearing interest in coin is	$1,108,662,641
On which the interest is	64,521,837
The debt bearing interest in lawful money is	1,289,156,645
On which the interest is	74,740,630
The debt on which interest has ceased is	1,527,120
The debt bearing no interest is	357,906,969
The total interest both in coin and lawful money is	139,262,468

The legal tender notes in circulations are as follows:

THE LEGAL TENDERS.

One and two years 5 per cent. notes.	$39,954,230
United States notes, old issue	472,603
United States notes, new issue	432,687,966
Compound interest notes, act of March 3, 1863	15,000,000
Compound interest notes, act of June 30, 1864	197,121,470
Total legal tenders in circulation	$685,236,269
The amount of fractional currency is	25,750,000
The uncalled for pay, requisitions and miscellaneous items of the War and Navy Departments amount to	15,736,000

MONEY IN THE TREASURY.

The amount of coin in the Treasury is	$35,338,000
And of currency	81,402,000
Total amount in Treasury	$116,739,632

The statement of the public debt, as appears by the returns and Treasury books on the 31st of July, as compared with that made on the 31st of May—two months ago—shows an increase of $122,000,000 during the intervening period, owing in part to the extraordinary sums required to pay the arrearages due to the army—the entire public debt being $2,635,205,753. The amount of legal tender notes now in circulation is $685,236,269, or an increase from the 31st of May of $26,075,700.

☞ The work of extending the horse railroad from East New York toward Jamaica, began last week. It will be in use as far as Union Course on or before the 1st of September next. We understand that it will be continued to Jamaica immediately, if the citizens will subscribe for a fair amount of the stock.

☞ The work on the east end of the Hoosick tunnel is progressing at the rate of sixteen feet per day. This enterprise, which was commenced about fifteen years ago, is likely to be accomplished, if the Massachusetts Legislature will continue its aid to the undertaking.

☞ The Morris and Essex Railroad Company are vigorously prosecuting the construction of the extension from Hackettstown to Phillipsburg, and hope to have it completed by November next, so as to allow the transportation of coal and other freight, together with passengers from the various stations on the route.

☞ The editor of the Portage city *Register* has seen a private letter which asserts that the road between Oshkosh and Ripon will be in running order before the first of June next, and also that the iron for the road will be purchased within the next thirty days. This gentleman is immediately connected with the enterprise and knows fully of what he speaks. And it urges the extension of the Road to that city.—*Milwaukee Wis.*

When the States came into the Union.

The following is a list of the States constituting the Union, with the dates of their admission. Colorado and Nebraska had authority, but refused to form State constitutions. The thirty-six stars in our national flag are, therefore, designated as under:

Delaware	Dec.	7, 1787
Pennsylvania	Dec.	12, 1787
New Jersey	Dec.	18, 1787
Georgia	Jan.	2, 1788
Connecticut	Jan.	9, 1788
Massachusetts	Feb.	6, 1788
Maryland	April	28, 1788
South Carolina	May	23, 1788
New Hampshire	June	21, 1788
Virginia	June	26, 1788
New York	July	26, 1788
North Carolina	Nov.	21, 1789
Rhode Island	May	29, 1790
Vermont	Mar.	4, 1791
Kentucky	June	1, 1792
Tennessee	June	1, 1796
Ohio	Nov.	29, 1802
Louisiana	April	8, 1812
Indiana	Dec.	11, 1816
Mississippi	Dec.	10, 1817
Illinois	Dec.	3, 1818
Alabama	Dec.	14, 1819
Maine	Mar.	15, 1820
Missouri	Aug.	10, 1821
Arkansas	June	15, 1836
Michigan	Jan.	26, 1837
Florida	Mar.	3, 1845
Texas	Dec.	29, 1845
Iowa	Dec.	28, 1846
Wisconsin	May	29, 1848
California	Sept.	9, 1850
Minnesota	Dec.	1857
Oregon	Dec.	1857
Kansas	Mar.	1862
West Virginia	Mar.	1863
Nevada	Oct.	1864

☞ The Allegheny River Bridge at Oil City is to be a suspension bridge of two spans of 825 feet each, and one semi-span of 162½ feet, the latter on the Oil City side. The platform will be thirty-five feet above the present level of the river, and will consist of a double track for teams, 17 feet wide, and sidewalks some five feet above the latter, and between the track and the suspenders. The platform is to be attached to the cable by nine suspending rods, without adjustments, and the cables, two in number, are to be composed of No. 10 hand-drawn charcoal iron wire, thoroughly wrapped throughout their whole length with annealed wire of a smaller size, by means of machinery, and made impervious to water by paint and other substances. They will be anchored into the abutments on the Oil City side, and with separate anchorage masses on the Latonia side.—*Oil City Register.*

☞ The aggregate amount disbursed in Boston on the 1st ult., on account of dividends and interest was $6,065,452. Of this sum $131,528 are from Insurance, Mining, Steamboat, Hotel and other companies; $2,866,871 from interest on bonds; $1,406,100 from Manufacturing Company dividends, and $1,660,953 from Railroad dividends. At the semi-annual period in January last the aggregate amount paid out was $7,945,095. A year ago the amount paid was $6,537,442, and the January preceding only $6,117,393. The aggregate of the dividends this time does not vary materially from July 1864, the reduction by railroad and manufacturing companies being made up by the largely increased payments on Government securities. The changes in railroads are a falling off in Boston and Lowell from 3½ to 2 per cent.; Boston and Worcester 5 to 4½; Fitchburg 4 to 3; Michigan Central 6 to 4 per cent. cash, but pays an additional stock dividend of 6 per cent., and Western 5 to 4 per cent. The following pass their dividends at this time: Cheshire, Lynn and Boston, Metropolitan, and Middlesex Railroads—the latter three horse roads. The horse railways it seems have been no more successful in Boston the past year than they were in other cities before the price of passage was made more nearly to correspond with the increased price of provender, wages, etc.

Journal of Railroad Law.

RIGHT OF RAILROAD COMPANIES TO EJECT COLORED PASSENGERS.—THE VIEWS OF A PHILADELPHIA JUDGE.

It is a well settled rule of law, as stated in a recent number of the JOURNAL, that Railroad Companies have the right to adopt and enforce all proper and reasonable rules for the regulation and conduct of their trains and of passengers riding thereon. A conductor may eject a passenger from the car, not only for misconduct, which is such as to disturb the peace and safety of the other passengers, but as well for noisy and disgraceful conduct, such as grossly profane or indecent language. But whether a conductor may eject a passenger on the sole ground of his color, is a question not so frequently discussed or so positively decided.

It appears, however, that the question has been brought before the courts in Philadelphia; and for the information of our readers we give the charge of Judge Allison to the Jury. The case is Derry *vs.* Lowry, and the plaintiff, who is a woman of color, sues the defendant, who is the conductor of a street passenger car, to recover damages for her forcible ejection from a car. The plaintiff alleged that she had been seated for a few minutes, when the conductor told her that no niggers were allowed to ride on that line, and that she must get out. Failing to comply with the conductor's command to get out, two men were called from the street, and the plaintiff was dragged out with great violence.

The conductor justified the ejection of the plaintiff by showing that the road had a rule that all colored people were to be excluded from the cars; that in obedience to this rule the defendant removed the plaintiff, on her refusal to go quietly.

ALLISON, J charged the jury as follows:

The important question involved in this action is the right claimed by conductors of city passenger railways to refuse passage to persons of color, and to eject such persons from the cars of which they have charge, when entrance to the same is obtained without their knowledge or consent.

In most instances the conductor in charge of the car shields himself under an alleged regulation of the company of which he is an employee or agent. This is the case here, although in fact there was no such regulation of the Lombard and South street Passenger Railroad; the attempt to set up the existence of such a rule, enacted by the directors of the Company, utterly failed; but for the purposes of the case now under trial, I instruct you as a principle of law that the existence of such a by-law or resolution of the company, would not avail the defendant as a justification for the wrong complained of in the plaintiff's declaration. It would be proper to allow proof of the existence of such a regulation, to be given to the jury in mitigation of damages, to show that the defendant did not of his own motion with wicked and malicious intention inflict personal violence upon the plaintiff, but that he was acting under the instruction of the company whose servant he was, in ejecting her from the car.

The principles of law which govern city passenger Railway Companies, in no respect I am aware of, differ from those applicable to common carriers in general. They are companies chartered to carry passengers along a certain defined route, and between established termini. They are chartered for the accommodation of the community generally, and to this end the uses of the public highway of the city, along and over which every person without distinction of age, or sex, or nationality or color has a right to free and unobstructed passage, is to the extent defined in the several acts of incorporation given to those companies for the construction of their roads. But these grants by the Legislature were not intended to divert the highways of the city from the purpose for which they were established; to some extent they change the mode of transit over said highway; but the object of the grant was in aid of this common right of passage upon and over the streets of the city; it was to render travel more easy and convenient to those to whom the right belonged, and this right is a common right, it belongs equally to the rich and to the poor, to the black man as much as to the white man. A company claiming to exercise the power which the defendant, acting for his principals, the Lombard and South street road, sought to enforce as against the plaintiff in this action must show the most clear legislative authority as a justification. The charter of this company has been put in evidence, and it is not pretended that such an express power is therein contained. Nor can it be reasonably argued that such a power is taken by implication; for its exercise is not in aid of that which is by the letter of the charter granted to the company, but in its practical application is a restriction of its general corporate authority in violation of its public duty, and at war with the purpose for which the body was created. The rule that lies at the foundation of all corporate right is that the power shall be strictly construed that corporations should be permitted to do only that which they take by express grant or that which by implication is conceded to them, when necessary to the existence of the body corporate or requisite to carry into effect the letter of the charter itself. Neither branch of the proposition which is one of the plainest axioms of the law has been established by the defence; on the contrary the act of defendant was a clear violation of the rights of the plaintiff when he put her out of the car, because her skin was a few shades darker than his own. The letter of the charter of this company did not authorize it; and the act, so far from being justified under the reserved or implied grant of authority was in itself a violation of the obligations, and duties of the company who as a common carrier, are bound to carry every individual who, paying the amount of fare charged to others, desires to travel on the road, and as against whom no reasonable or well founded objection can be made on personal grounds.

The true principle is that a corporation created for the carriage of passengers has no right to exclude any class of persons, as a class, from the benefits of its mode of transportation. It may for cause either by or without a regulation ex-

clude individuals. A corporation of this description might as well undertake to make nationality or religion a ground of exclusion, as color, it would not be difficult to determine in advance the legal force of a by law exeluding all Germans or Frenchmen, or Irishmen, or protestants, or catholics, Jews or Greeks as such from the passenger cars of the city; such an exclusion would not be tolerated by any intelligent tribunal; and yet in this the day of our corporative enlightenment, and freedom from a prejudice to which we were so long in bondage, a question can be seriously made before a court and jury, and practically enforced at the bar of public opinion, as to the right of an individual conductor or a company, to turn persons out of the passenger cars of the city with force and violence because of their complexion. Than this nothing can be more unreasonable; nothing in my opinion, is a clearer or grosser violation of the plainest principles of the law, and of the rights of individuals.

But it is asked, are these corporations powerless to protect themselves or the passengers whom they carry. By no means; they have a perfect right to exclude any one not a fit person to ride in their cars. Intoxication, profane or indecent language, the presence of one afflicted with an offensive or contageous disease, smoking in the cars, are but illustrations of the principle, because these are a reasonable offence to the travelling public; these of themselves constitute a ground for exclusion or removal; but the mere prejudice of one class against another, cannot be allowed to subvert or overthrow the cardinal doctrine of the equality of all before the law, in the maintenance of the sacred rights of power and of citizenship.

The argument which is used as a justification for the exclusion of people of color from the cars, would shut them out from and bar against them our courts of justice, forbid to them the use of public ferries, bridges and highways, and rests not upon the principle of legal or moral right, but upon bald naked prejudice alone. It is our duty, gentlemen, in the discharge of our duties, you, in your sphere and I in mine, to cast aside all prejudice, that the law may vindicate its just claim to strict and impartial justice. And if, by the action of courts and juries, wrong has been done to that class of citizens to which the plaintiff belongs, it is time that such errors shall be contradicted.

The logic of events for the past four years has in many respects cleared our vision and corrected our judgment, and no proposition has been more clearly wrought out by them, than that the men who have been deemed worthy to become the defenders of the country, to wear the uniforms of the soldier of the United States, should not be denied the rights common to humanity, and this not only without law, but against law and the plainest principles of right and justice. The judge further charged the jury that the instructions of a principal to a subordinate to do an illegal act, such as to commit an assault and battery upon the person of a citizen was no justification of a subordinate for so doing, that such a plan could not shield a conductor of a car from his accountability before the law, to the person injured.

He also instructed the jury upon the question of the violence inflicted by the plaintiff upon the defendant; that if such violence was used in defence of her person when assaulted by the defendant, and was no greater in degree than was necessary to defend herself against the attack made upon her person and rights, the law would justify her in the employment of such force. Nor would the use of excessive force by her in resisting a personal assault be a defence to her claim for damages; it may be taken into consideration by the jury upon the question of the amount of compensation to be given her but not as defence to the action.

That the jury, for a wrong like that complained of by the plaintiff, may go beyond mere compensatory damages, and may give vindictive damages by way of punishment. Verdict for plaintiff $50 damages.

Lebanon and Pine Grove Railroad.

We understand that measures are being taken to immediately build the Lebanon and Pinegrove Railroad, on the line of the Union Canal Feeder. The distance from Pinegrove to Lebanon is only 27 miles, and it is also proposed to extend the road *via* the Lebanon and Cornwall Railroad, to connect with the Reading, Lancaster and Columbia Railroad, a distance of 18 miles. By this route all the iron works in Lebanon and Lancaster Connties could be supplied with coal at a much cheaper rate than they are now receiving it *via* the Lebanon Valley Railroad and from the Susquehanna Region. The distance from Pinegrove to Lancaster by this route is only 63 miles, and to Lebanon only 27 miles.—*Pottsville Miners Journal.*

La Crosse and Milwaukee Railroad.

The Circuit Court of the United States have just held a special term at Milwaukee to dispose of the litigation connected with the Eastern division of this road, and substantial progress has been made toward a final sttlement of this protracted controversy. The practical result of all the decisions is, that the St. Paul Company will pay to the receiver on or before the 1st day of September next, in cash and coupons of the second mortgage, the sum of $126,849, which, deducted from the amount required to be paid by the Minnesota Company to prevent a sale, $571,130, leaves the sum of $444,289 to be paid by the Minnesota Company on or before the 27th day of September next, to prevent an order of sale, which sale will take place six months after granting the order if payment as above is not made.

The portion of road covered by this mortgage and affected by this litigation, is the line of the old La Crosse road, from Milwaukee to Portage, a distance of ninety-five miles. The mortgages on this line to F. A. Palmer and the city of Milwaukee, which are prior to the second mortgage, amount to the sum of $1,200,000; the second mortgage, $1,571,139; making together the sum of $2,771,139; which is undisputed. In addition to this amount, the following judgments were all rendered and docketed prior to the making of the Baines' mortgage, on the foreclosure of which the Minnesota Company was formed:

Chamberlin's judgment for	$729,680 72
Cleveland judgment, about	80,000 00
Mercantile Bank	38,000 00
Sebre Howard	20,000 00
Making about the sum of	$767,089 72

And with interest added on the Chamberlin judgment, over one million of dollars—all of which judgments are claimed to be liens on this property prior to the right of the Minnesota Company, and suits are now pending to enforce them.

The examination of these figures shows that the admitted mortgage liens on this property, prior to the Minnesota Company, are over $29,000 per mile, and the mortgage and judgment leans, prior to the right of that company, exceed $40,000 per mile.

With these facts before our readers, and the further fact that the securities of the Milwaukee and Prairie du Chien road, a through route, with through business and entirely free from litigation, are now selling at less than $20,000 per mile, we shall leave it for them to form their own opinion as to whether payment is likely to be made as required by the court to prevent a sale. We are informed that over eight-tenths of the second mortgage, and all of the judgments above-named, are owned or controlled by the Milwaukee and St. Paul Railway Company, of the directors thereof. And should a sale take place, it is not doubtful, under such circumstances, who will become the purchaser.—*Milwaukee Sentinel.*

Old Colony and Newport Railroad.

The annual meeting of this company was held in Boston on the 27th ult. From the report of the directors which was presented, we learn that the receipts during the year ending May 31, 1865, were: from passengers $693,188 99; from freight, mails and rent, $368,332 14—total, $1,061,521 13. Total expenses, $743,894 97. Net earnings, $317,626 16. Balance of income of last year, $127,082 45. Deducting dividends and U. S. tax there remains as income, May 31, 1865, $124,950 75.

The indebtedness of the company May 31, was $1,005,823 06. The increase over last year's indebtedness was caused mostly by purchase of land for change of location and enlargement of freight and passenger accommodation in Boston.

The President stated that the expenditures of the company the past year have been excessively large, owing to the high price of material and labor and extension of the road, &c., but that the receipts of the company since 1862 have nearly doubled. The number of passengers and the amount of tonnage has doubled since that time.

It was moved that a double track of ten miles in length be built the present year between South Braintree and Middleboro'. The motion was referred to the directors.

The following gentlemen were elected directors for the ensuing year: Alexander Holmes, of Kingston; Francis B. Hayes, Boston; George A. Kettell, Charlestown; Uriel Crocker, Boston; Benjamin Finch, Newport; Minot Tirrell, Weymouth; Oliver Ames, Easton.

☞ The new Ferry Boat, "Susquehanna," recently constructed for the Erie Railway Company is one of the largest and finest ever built. Its length is 208½ feet, and its width, over deck, 64 feet. The cabins are built with arches, and have all the later improvements; the woodwork is of ash, trimmed with black walnut; the boat is lighted with gas; the decks are unusually high, metallic life boats are carried on the promenade deck, and are easy of access; and the boat is finished throughout in a very neat manner. The engines are reported to be of six hundred to seven hundred horse power. They have been fully tried.

The Susquehanna will run with the ferry boat Pavonia, long known as "the train boat" on the Pavonia ferry, from Jersey City to Chambers street in this city.

☞ Eleven miles more of the McGregor Western railway was put in operation on the 1st inst. This road, as we learn, has all the business it is capable of doing, and promises to become one of the most important in Iowa. It has the right, under its charter, to extend across the State to the Missouri River, and has a land grant of 10 sections (6,400 acres) per mile to aid in its construction.

☞ A Pneumatic Railway is to be built under the Thames river, England, to connect two railway stations. Piers will be built up within caissons sunk below the bed of the river, till they reach within a few feet of the river bed. Upon these will be laid the iron tubes which form the passage way for the railway. These tubes will be laid upon the masonry in concrete, the carriages of the railway will be impelled by the atmosphere working directly upon them instead of a piston, the carriages having a closely fitting collar or frame work of the sectional area of the tunnel, which answers the same purpose as a piston.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending July 22, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$48,948 00
Express, freight, mails and sundries	4,636 00
Freight and live stock	66,478 00
Total	$119,462 00
Corresponding week, 1864	106,914 00
Increase	$12,548 00

The earnings of the Marietta and Cincinnati Railroad for the third week in July, 1865, were:

	1865.	1864.
Passengers	$12,748 25	$8,532 02
Freight	10,858 25	10,042 67
Mail, express & telegraph	1,100 00	1,189 58
Total	$24,706 50	$19,764 27
Total this month to date	72,313 25	57,869 11
Total for the fiscal year commencing Jan. 1	$664,376 26	$523,638 49

The traffic of the Great Western Railroad for the week ending July 28, 1865, was as follows:

Passengers	$28,821 58
Freight and live stock	23,506 27
Mails and sundries	2,497 56
Total	$54,825 41
Corresponding week of 1864	43,893 13
Increase	$10,932 28

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 21, were:

	1865.	1864.
Passengers	$3,434 72	$2,449 34
Freight	11,940 41	8,853 41
Express	130 22	104 16
Mail	296 58	296 58
Total	$15,801 93	$11,703 49

Receipts from January 1 to July 21:

1865	$344,232 59
1864	306,565 96
Increase	$37,666 63

Mountain Railways.

Pending the completion of the tunnel of 7½ miles through Mont Cenis, and which—as more than 4½ miles remain to be pierced—will yet require seven or eight years, Messrs. Brassey have taken steps toward the construction of a railway over the mountain, to supply the break of 47 miles now existing between St. Michel and Susa in the line of communication between France and Italy. An experimental line has been already constructed on the French side, between Lanslebourg and the summit, a distance of a mile and a quarter. Capt. Tyler reports officially to the Board of Trade that this experimental line possesses a mean gradient of one in thirteen, and a maximum of one in twelve. It passes round a sharp corner, joining two of the zigzags of ascent on a curve with about two chains radius, and was purposely constructed on the most difficult portion of the route. Horizontal driving wheels act on a middle rail. The importance of these results to the future of railway construction in mountainous countries can, therefore, hardly be over-estimated. Capt. Tyler says the railway will be safer than the road.

ENGINEER'S OFFICE OF THE SCHOHARIE VALLEY R. R., SCHOHARIE, N. Y., July 21, 1865.

NOTICE TO CONTRACTORS.—Sealed proposals will be received by the undersigned until the 2d day of September next, for the Grading, Bridging, Masonry, &c., of the Schoharie Valley Railroad.

The Company reserve the right to accept or reject any proposal without regard to terms. Satisfactory references must accompany the bids, and competent security will be required for the fulfillment of the contract, the payment of laborers' wages, &c., &c.

The profile, plans and specifications of the work will be ready for inspection, at the above office, on and after the 26th day of August next.

PETER HOGAN, Chief Engineer.

By order of the Board.

S. L. MAHAM, Secretary.

Natural Lubricating Oil

FROM THE

HICKORY FARM OIL CO.'S

NEW WELL, NO. 2,

ON WEST HICKORY CREEK,

VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.

Office of the Company, No. 92 Maiden Lane, New York. 3m-27

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, Albany, July 21, 1865.

TWENTY-FOURTH SEMI-ANNUAL DIVIDEND. The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morning of THURSDAY, the 24th day of August next. JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY, No. 187 WEST ST., NEW YORK, July 26, 1865.

DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

30-41 HORATIO N. OTIS, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, July 11, 1865.

AT A MEETING of the Board of Directors of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

Resolved, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par. THOMAS E. WALKER, Treasurer.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

RICHMOND AND DANVILLE RAILROAD, SUPERINTENDENT'S OFFICE, Richmond, Va., July 12th, 1865.

NOTICE TO BRIDGE BUILDERS.—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Staunton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.

THOMAS DODAMEAD Superintendent.

KING, SUTTON & Co.,

BANKERS and BROKERS,

(GLOBE BUILDINGS,)

64 & 66 BROADWAY, near Wall Street,

AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers.

Interest allowed on Deposits.

Petroleum and Mining Stocks receive special attention.

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AND

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Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,

29 Cedar Street, New York.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 12, 1865.

The National Debt.--Condition of our Finances.

We have received an official statement from the Secretary of the Treasury, showing the actual condition of the Public Debt on the 31st of July. It is a document distinguished for conciseness, completeness, clearness and frankness; showing the hand of a person used to dollars and cents, and understanding how to make up his accounts. In this respect, Mr. McCulloch stands far in advance of any of his predecessors; and though some persons contend that a Secretary of the Treasury need not be an accountant if he is a statesman, yet as the financial security of the country is to be worked out by the proper application of its revenues to its debts and expenditures, and is no longer to be trusted to glittering generalities for its working, we may be glad that we have in the Treasury department one who knows the use of figures, and the value and peculiarities of money.

This statement puts to rest the unfounded and unfriendly rumors that our debt had already reached three or four thousand millions, and was likely to be five; that it had rapidly increased the last quarter, and that a new loan for a large amount would soon again become indispensable. On the contrary, it appears that the actual funded debt bearing interest in coin is but $1,108,662,-641 80; and in lawful money, $1,239,156,545 05—making a total of $2,397,719,186 85.

The interest on these sums in coin is $64,521,-837 50; and in lawful money, $74,740,630 78—making a total of $139,262,468 28.

This is the amount of interest the people will have to pay on their funded debt. But there is afloat a large amount of government paper currency known as legal tenders, which have passed for four years as money, and on which no interest has been paid or as yet is to be paid. And so perfect has been the confidence of the people of the loyal states in the permanence, strength and resources of the union that the enormous sum of $685,236,269 has been kept afloat, and in fact preferred to all other kinds of paper money; and its relations to gold have at times been so close as to make their final equality appear very near at hand, and the resumption of specie payments not so very difficult. Now we have always contended that these legal tenders should not be considered as a part of the final debt of the country; a very important fact, if such it can be considered; and that by a gradual reduction of this amount in circulation from the surplus of the revenue, they could be absorbed so largely as to bring them very near to par in gold, and when there, they could remain in use for years, without damage to the country, or even being practically a drain on the Treasury for redemption. This view of the subject is made more interesting by another consideration. These legal tenders cost the people no interest, but they act as money in all its uses, and if they were turned into gold to-day at the current rates, they would at these rates be worth in round numbers about *four hundred millions in gold*! In other words our legal tender currency is this day, practically, financially and commercially, doing the work of four hundred millions in specie, without any interest being charged upon their use! Here is a fact of a rather startling character. A nation that, in a great, bloody and expensive war, can, on its own credit, sustain a circulation worth and equivalent to a gold currency of four hundred millions, is certainly not in a state of impoverishment, and may be fairly considered as fully equal to the financial responsibility of the time whatever that may be. It shows resources, business, activity, international trade and exchange, production and consumption on a vast scale, when so much real money can be raised, circulated and kept afloat; and say what we may, it is a complete contradiction of many theories as to the character and uses of money hitherto adopted as infallible by political economists. If it be true, also, that our legal tenders, at the present rates of gold, are doing the work of four hundred millions of gold, and to that extent are actually in the possession of the people of this country at this moment, then we are practically the richest people on the face of the globe, even if we are merely considering the money in circulation issued by the Treasury, estimated at its market value in gold. We do not see any escape from these conclusions. Here are so many millions of legal tenders in circulation, their value in gold is, say, in round numbers less 40 per cent. discount, four hundred millions; consequently this is their specie value, and their universal, commercial, producing power at this time. Can any nation in in the old World show any such state of things under such or indeed any other circumstances. We do not see how it is possible under any tolerable financial management, that this country, with this enormous amount of money in specie value, should fail in getting right with regard to the national debt. This money exists, and is in active circulation every moment, not for show but for business purposes. It is enormous and potential.

There is another view of this subject worthy of consideration, and particularly applicable to this currency question. Every dollar the government has paid out has been so paid for value received either in service, or material of some kind. Much of the service has been useless, unproductive after it has been employed, and large amounts of material in war must necessarily be wasted and destroyed. *But the money for it has not been destroyed.* It has been used in some new form, and represents an addition to the cash means of the holder. It exists as capital somewhere, and is in constant

use. We have then existing in this form in the country, in all about twenty seven hundred millions of dollars, paid out by the Government for services and materials, and somebody has had this money, used it, laid it out or holds it now. It is not lost, for the evidence of its having been paid out in this way, appears from the official statements of the Treasury, and from our own observation. Is all this money sunk and lost forever, or is it not visible in a thousand remarkable forms throughout the Country. No, this money is not sunk; it is invested in a new guise; it has become a part of the real and personal creations of industry in its visible and tangible forms; while yet, strange to say, the evidences of its existence remain, and the scrips, and the legal tenders are, amidst all these changes, the very same pieces of paper they were at first. Amidst all this wondrous change of properties, values and interests, they are identically the same, and maintain their credit and power with wondrous stability. We may thus see at a glance that we are after all meeting our debt and taxation under very favorable circumstances; and that we have, all things considered, something to gain even from our anamolous condition. If we have a large paper currency, yet this converted into specie at the present rates, is an enormous sum even at its gold valuation, enough to base almost any financial policy upon, that the national exigency demands.

If we have incurred a large national debt in the holiest and justest of all causes for which men have even taken up arms, the money has not been lost. Somebody has got it after all, and it is somewhere to be seen and traced. It is in the Country, and able to respond when called upon.

As a conclusion to these remarks we may add the following: that leaving out of view the statistics of the argument, we may see that the country has received all the money that has been expended and it is still here, that our much abused legal tender currency after all if driven into the gold room, and sacrificed there to appease the theories of bullionists, would this day represent four hundred millions in gold, a pretty respectable sum, and an illustration of the floating wealth and resources of the people which no nation in Europe can pretend to equal, and which settles the question of our pecuniary facilities, for the present at least, whatever may occur in the future.

So that all we have to do is promptly to meet the interest on our debt, which we are more than able to do, thus keeping up our credit, and maintaining our honor; next, applying all immediate surplus to the cancellation of the unfunded debt, in the shape of legal tenders, in such proportions as may assimilate them most rapidly to par in gold, and give them the highest value in circulation. This debt will then disappear as our former public debts have disappeared, and by the future wealth, resources and population of the country, when these debts will at maturity be practically, no more felt than were the war debts of 1812 and 1815, when they came to be paid. What we want then is thorough system in the Treasury, of which we are sure we have it now nearly as perfect as possible, economy in public expenditure, and proper application of our surplus revenues, and the result will be a perfect financial success. There is no doubt on the subject whatever. The official statement of the Treasury shows we are in sight of l[illegible]and; and we have adduced some particular considerations to show the financial power ever[illegible] of our own system, in spite of its natural def[illegible]ects. Each citizen doing his best in his own sphere to uphold his country, its credit and [illegible]s industry, we come to the conclusion, that the Americans are equal to all the emergencies which have been or may be even imposed upon them, whether of freedom, war, or finance.

Michigan Central Railroad.

The earnings and expenses of this road for the year ending May 31, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$1,262,415 07	$1,771,813 60
" freight	2,073,274 71	2,233,529 47
" miscellaneous .	98,858 85	140,076 50
	$3,434,548 63	$4,145,419 57
Expenses, viz:		
Repairs of road.	$306,699 95	$476,964 91
" buildings.	247,895 61	273,667 24
" locomot's.	158,915 49	230,490 35
" cars.....	137,439 91	306,943 46
Locomotive service..	84,994 20	105,855 31
Train " ..	59,941 63	75,651 94
Station " ..	346,508 18	442,959 13
Fuel	161,178 10	245,452 28
Oil and waste	41,277 24	60,292 95
Stationery, etc.....	17,452 28	28,280 18
Local taxes	85,617 81	91,533 41
Telegraph.....	61,745 57	18,567 26
Miscellaneous	10,509 34	49,491 21
	$1,720,125 05	$2,406,149 63
Net earnings	$1,714,423 58	$1,739,269 94

Compared with the previous year, the gross earnings of 1864–'65 show an increase of $710,-870 94; with an increase in expenses of $686,024 58—making the increase in net earnings, $24,846 36.

The expenses of operating the road (not including taxes) were $2,314,616 22, or 55.8 per cent. of the gross earnings. In 1864 they were 47.6 per cent. In 1863, 40.4 per cent. In 1862, 45.1. In 1861, 51. In 1860, 53.7. In 1859, 53.4. In 1858, 59.6. In 1857, 64.6.

Deducting also the expenditure on new grain house and elevator at Detroit, leaves as the legitimate sum chargeable as operating expenses, $2,-207,442 48, or 53.2 per cent. of gross earnings.

The per centage of expenses would have shown more favorably had it not been the policy during the past year, as has been the rule always, to keep the track and other property of the company *fully up to the standard*, notwithstanding, the extraordinary present cost of so doing; as it is a fact patent to all prudent managers that a contrary course is not only more expensive in the long run, but immediately so in crippling the means of efficient working. The gradual diminution in cost of materials and labor, consequent upon the closing of the war, will result in making a decided change for the better in the expenses of the coming year.

The increase in the earnings of the past over those of the preceding year is equal to 20.69 per cent. The increase in expenses (less taxes) 41.61 per cent.

The earnings from passengers show an increase of $509,398 53, or 40.35 per cent, over the last year. The earnings from freight have increased $160,254 76, or 7.72 per cent. The increase in earnings from miscellaneous sources has been $41,217 65, or 41.69 per cent.

The mileage of passenger trains shows an increase of only 10 per cent; and the mileage of freight trains a decrease of 12 per cent. The tonnage handled shows a falling off of 10 per cent.

The gain in through westward freight is 30 per cent; while the falling off in through eastward freight is 23 per cent. The latter is accounted for principally by reason of the large southwestern army demands for the products of the west. It is estimated that at least 30 per cent. of the last wheat crop is still in the hands of the farmers.

The total number of tons of freight moved has been 485,275. Average number of tons carried per train mile, 113.49. Average distance freight is carried, 150.30 miles. Freight earnings per ton per mile, 3.06 cents. Tons carried one mile eastward, 43,248,111; do., westward, 29,689,208—total tons carried one mile, 72,937,319. Proportion of tonnage carried eastward, 59.3 per cent; do., westward, 40.7. Earnings of freight trains per mile run, $3.47.

The total number of passengers carried was 852,889, of which 745,349 were way, 98,268 through, and 9,272 emigrant. Of the way passengers, 357,456 went east, and 387,872 west. Of the through passengers, 47,826 went east, and 50,442 west. Average number of passengers per train mile, 105.79. Average number of miles traveled by each passenger, 80.12. Passenger earnings per passenger per mile, 2.59 cents. Passengers carried one mile, 68,338,876. Earnings of passenger trains per mile run, $2.74.

Income Account.

Balance from previous year		$1,002,894 06
Receipts from pass...	$1,770,746 38	
" freight..	2,209,556 87	
" miscel ..	140,909 72	
		4,121,212 97
Total.....		$5,124,107 03
Expenses (including local taxes) ..		$2,406,149 63
Payments towards sinking funds..		84,500 00
Interest and exchange.....		622,980 96
Dividend six per cent., and six per cent. extra, July 1, 1864.....		757,884 00
Dividend six per cent., Jan. 1, 1865.		378,942 00
U. S. Tax on dividends		69,985 30
Do., on passengers and receipts....		95,279 64
Balance to new account		708,385 50
Total.....		$5,124,107 03

The receipts, as stated above, are $24,206 60 less than the earnings—showing that amount outstanding at the close of the year.

The net receipts for the year, after payment of all charges, was $842,317 44—showing a decrease from the previous year of $114,804 09.

The bonded debt has been decreased during the year by the conversion of $175,500 to stock. The company has no floating debt.

The capital stock has been reduced $20 by the purchase of fractional scrip to that amount; and increased by conversion of bonds $175,500.

The funded debt now amounts to $7,565,488 89; capital stock, $6,491,386—total $14,056,874 89.

The facilities furnished passengers the past year have not varied materially from the two years previous. Three through trains each way have been run; and in addition to the Dexter train, 47 miles, it has been necessary to run a train a portion of the year, to Kalamazoo, 143 miles. The latter train at this time only runs to Marshall, 107

miles. All trains are still worked, as for some years past, under the telegraph system, which has been much improved by putting up an additional wire the whole length of the road. The company now own two through wires between Detroit and Chicago. The same confidence exists as to the great value of an efficiently worked telegraph line, not only in the direction of trains, but in the transaction of a multitude of miscellaneous business, connected with the different departments.

The equipment of the road consists of 97 locomotives; 79 1st class and 4 2d class passenger cars; 17 baggage cars; 1,303 freight cars; and 269 hand and rubble cars.

The number of miles run by locomotives with passenger trains is 645,974; with freight trains, 642,671; with working trains, 104,665; with training trains, 189,483—total, 1,582,793.

GENERAL ACCOUNT.

Construction account	$13,805,576 16
Cash on hand and loaned on call	242,906 23
Materials on hand	174,025 74
Accounts and bills receivable	39,595 54
Assets in hands of Gen'l Receiver	54,005 95
Assets in hands of Gen'l Sup't	83,063 37
Joliet and N. Indiana R. R. stock	168,225 00
Detroit Land account	72,729 75
Chicago Land account	108,004 30
Chicago cattle yards	33,438 89
	$14,781,570 93
Capital stock	$6,491,386 00
Bond Acc't (see Bond List, p. 763)	7,565,488 89
Amount due U. S. government for tax on coupons	158 04
Unpaid dividends	660 00
Sundry accounts	15,492 50
Balance of income account	708,385 50
	$14,781,570 93

President.—JOHN W. BROOKS.

Directors.—John W. Brooks, Nathaniel Thayer, R. B. Forbes, Elon Farnsworth, Erastus Corning, D. D. Williamson, George F. Talman, J. M. Forbes, Sidney Bartlett.

Vice-President.—R. B. FORBES.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—R. N. RICE.

Auditor.—WILLIAM BOOTT.

Another "Great Western" Railway.

On Monday week last, the leading officers of the New York Central Railroad Company, with a number of Eastern capitalists, passed through Urbana for Dayton and Cincinnati, with a view to select a route for a through line West, connecting at Buffalo with the Central. We are informed that the result of this visit has been the selection of the Lake Shore, Cleveland and Toledo, Sandusky, Dayton and Cincinnati (from Clyde to Dayton,) and the new (Air) Line Roads (from Dayton and Cincinnati.) The latter is to be constructed under the auspices of the New York Central Company, and operations will be commenced soon. It will be several miles shorter than the Hamilton Road, reaching Cincinnati by tunnel through Walnut Hill. The Mad River Road will be relaid and brought out as good as new. This new route east, which will be known generally as the 'narrow gauge,' will be a direct one, and taken in a majority of the best cities in the State of Ohio and New York—Cincinnati, Dayton, Springfield, Urbana, Tiffin, Sandusky, Cleveland, Buffalo, Syracuse, Albany and New York.—*Urbana (Ohio) Union.*

☞ The Alexandria and Washington railroad has been turned over by the Government to the Orange and Alexandria Railroad Company, thus perfecting the line of communication between Washington and Richmond.

Baltimore and Ohio Railroad.

Now that "this cruel war is over," there will no doubt be among our readers hundreds of persons who will desire to visit those scenes in the East, particularly in Virginia, Maryland and Pennsylvania, which have been rendered historic on account of the momentious events of which they were the theatre. We propose in this article to indicate a few of these places and to point out the best manner of reaching them. It will be borne in mind by our readers that, from the commencement of this war till its close, the capture of Richmond was deemed an object of paramount importance by the Government, and that the war did, in fact, come to a termination immediately after the occupation of that city by the Federal forces. On the other hand, the defence of their capital was made a primary object on the part of the Confederates. It was defended by an admirable system of fortifications, but, above all, by its being rendered inacessible by water. Around its walls were gathered the flower of the Confederate army, and in the various operations, directly and indirectly with the defence of the city, Gen. Joseph E. Johnston, Gen. "Stonewall" Jackson, and Gen. Lee himself, displayed those remarkable powers of generalship, and that profound knowledge of the art of war, which enabled them, for the space of four years, with comparatively small armies at their command, to baffle and keep at bay the vastly superior forces of the Federal army. Among these operations, the most prominent took the form of invasion into the States of Pennsylvania and Maryland; and manœvers, either realor feigned, directed against the cities of Baltimore and Washington. The general object of these operations was to relieve Richmond, by making it necessary on the part of the Federal commanders to employ the whole force at their disposal for the defence of Washington, or at least for movements against the Confederate army in Maryland and Pennsylvania. These operations too, were carried on in every one of the four years of the war. Thus, in 1861, both before and after the battle of Manassas, the Confederates maintained a strong force on the Upper and Lower Potomac, and even within sight of the dome of the Capitol. In 1862, they defeated Pope's army near Culpeper, drove it to the shelter of the Washington forts, captured Harper's Ferry, but were defeated by Gen. McClellan at Antietam, in Maryland. In 1863 their operations against Gen. Hooker, after the battle of the Wilderness, were carried on quite near Washington. They captured Winchester, Martinsburg, Williamsport and Hagerstown, on the Upper Potomac, invaded Maryland and Pennsylvania, captured Chambersburg, made strong demonstrations towards both Baltimore and Harrisburg, but were defeated by Gen. Meade, at Gettysburg in Pennsylvania. In 1864, even while Grant's army was engaged in the siege of Richmond, the Confederates, with a small but well appointed army, laid seige to Washington, took posession of a point on the Baltimore and Ohio Railroad, between that city and Baltimore; actually attacked one of the forts defending Washington; tore up and destroyed several miles of the track of the Baltimore and Ohio Railroad between Harpers Ferry and Baltimore; moved towards the latter place and burned the house of the Governor of Maryland, within sight of the Monmumental city.

In all these operations, there was a frontier line defended by the Federal troops, and which it was the continued object of the Confederates to force. The Baltimore and Ohio Railroad constituted this frontier line. It extends entirely across the State of Virginia, from Baltimore and Washington, on the east, to Parkersburg and Wheeling on the west, a distance of about 400 miles. As long as this frontier line was held and successfully defended, invasions of either Maryland or Pennsylvania, or operations against Baltimore or Washington, became impracticable. But whenever the Confederates succeeded in forcing this line, and in capturing a few of the military posts upon it, the whole of Maryland and Pennsylvania became open to their incursions, and there was nothing to prevent them from marching either on Baltimore or Washington. The defence of this road therefore became, practically and really the defence of the frontier; large bodies of troops were stationed upon it, and battles and skirmishes took place at many points along the line; and owing to causes which it is the province of the historian to relate, parts of the road were frequently in the hands of the Confederates.

As a military road, the importance of this railroad to the Goverument was very great. Its proximity to the seat of war, and its peculiar geographical position, rendered it particularly valuable. During the war the enormous number of nearly two-and-a-half millions of troops have been transported upon it. Its destruction, therefore, was greatly desired by the Confederate Government, and the latter put forth many strong efforts to accomplish this end. These efforts were too often attended with success. In June and July 1861, a large portion of the track was destroyed between Harper's Ferry and Cumberland, and a number of valuable bridges burned. The road and bridges were rebuilt in the fall of that year, and it was used that winter, and a greater part of the year 1862. In September 1862, after the defeat of Pope and the capture of Harper's Ferry, a considerable portion of the track near Martinsburg, west of Harper's Ferry was destroyed. In May and June 1863, after the Battle of the Wilderness, the Confederates again had possession of the road, and destroyed many miles of the track. Finally, in the latter part of June and early part of July, 1864, the Confederates under Gen. Early had posession of a large portion of the road between Baltimore and Harper's Ferry, and destroyed the track for a space of several miles. But no matter how much damage was done to the track, and how many cars and locomotives were destroyed, or how many bridges were burned or blown up, the Confederates found to their mortification and chagrin that the road was always rebuilt and placed in running order in an incredibly short pace of time, as soon as, and indeed in some cases before, military protection was afforded to the railroad company. Therefore, when in July, 1864, the Confederates made their attack on Washington they refrained from damaging the double track between Washington and Baltimore, because, as General Early afterwards stated, their experience had demonstrated that the railroad company could rebuilt their track in less time than it would take them to destroy it. And indeed, at that very moment when they were thundering away at the gates of the capital, the railroad company, with a strong force of workmen, were busily at work near the Monocacy, building the railroad bridge there and relaying the track, which Early had destroyed only three days before.

The transportation over this road of the 200,000 soldiers from Washington, composing the armies which have recently been mustered out of the service, including 90,000 men in the Western regiments who were taken to Parkersburg on the Ohio river is the last of the great military services which it has rendered to the government. Of these troops, 85,000 embarked on board of steamboats at the latter point, and sailed down the Ohio river to Louisville; and by this water transportation between $200,000 and $300,000 was saved to the Government, being the difference between the cost of water transportation and transportation by railroad. The advantage of having one of the Western termini of the road at Parkersburg consists in the fact that that point is one hundred miles further down the river than Wheeling, and about 200 miles further down than Pittsburgh. By proceeding West to Parkersburg therefore, about one or two hundred miles of water transportation, as the case may be, is saved, while Parkersburg can be reached, from the East, almost as quickly as those points one hundred and two hundred miles above it.

Since the end of the war, the track and bridges along the whole line of the road have been put in perfect ordr, and the equipment has been increased by the addition of a large number of new locomotives and passenger cars. The latter are su-

perb specimens of railway carriages, and are fitted up with every modern convenience and luxury. The company anticipates a very large travel ever the road this summer (indeed it has already commenced.) and has made every preparation for the comfortable accomodation of the public. Two trains leave Wheeling and Parkersburg, daily, namely from Wheeling at 11 A. M. and 10 P. M., and from Parkersburg at 6:30 A. M.

The route from this city is nearly an air-line. by the Ohio and Mississippi Railroad to Cincinnati, and thence by the Marietta and Cincindati Railroad to Parkersburg, or by the Central Ohio Railroad to Wheeling or Bellaire. To say nothing of the historic interest of such a trip, those of our readers who have never taken this route to the East will be surprised and delighted at the superb scenery along the line of the Baltimore and Ohio Railroad at the marvels of engineering skill displayed in the construction of the road itself, its bridges, its tunnels, and its viaducts. Twelve miles south of Wheeling the traveler passes the great Indian mound, whose origin, purpose and history are yet involved in ymstery. The Broad Tree tunnel, 40 miles from Wheeling; passes under a great hill, which was originally crossed by the railroad on a zig-zag track with seven angles thus: VVVV. At Fairmount, 77 miles from Wheeling, the railroad crosses the Monongahela River on a beautiful suspension bridge, one thousand feet long; and one mile further on, there is an iron bridge 600 feet long, which was five times destroyed, and as often rebuit during the war. At Grafton 104 miles east of Parkersburg there is another handsome iron bridge over the Tygart's valley river, and also an excellent hotel. Here the mountain scenery begins to assume those views of alternate loveliness and grandeur, which continue until the traveller reaches Baltimore. Eighteen miles east of Grafton the traveller reaches the great Kingwood tunnel, nearly a mile long, and solidly arched with iron and stone. Nearly five years were occupied in the construction of this great work, and its cost amounted to a million of dollars.

At Tunnelton, 19 miles east of Grafton, the grand scenery of the Cheat river region begins, and it is at this part of the road also that some of the greatest feats of railway engineering have been achieved. Those who desire to understand the power of science in conquering nature by the means of iron and steam will do well to observe carefully the features of the road between the great tunnel and Piedmont and see how it has been made to pass over, under and around the Allegheny Mountains. To the unscientific eye it would appear impossible that a railroad could be built so as to cross the mountains in this region. But not so thought the engineer of the road, Benjamin Latrobe. The great Kingwood tunnel is only one of the monuments of his genius. Between Tunnelton and Rowelsburg there is a space of five miles, filled with a constant succession of marvels in railway work. The Tray run viaduct is one of these—a light and graceful structure, yet so firm in its welded-strength, that thousands of tons of merchandise pass over it daily without causing the least oscillation of its airy arches. This viaduct is entirely built of iron. It is 600 feet long; it rests upon a massive base of masonry as firm as the mountain itself, and it is 150 feet above the water in the little run beneath. For several miles, on this part of the line, the road runs along the steep mountain side, presenting a succession of the most delightful landscapes.

At Cranberry Summit, 137 miles east of Wheeling our travelers will nearly have reached the top of the Allegheny Mountains. Here, looking back to the westward, can be seen the grand panorama of the long, gradual sweep of the Alleghenies towards the Ohio river, up which, to the present surprising altitude, the traveller has climbed, without effort and almost unconsious of the ascent. At Oakland, 147 miles east of Wheeling, travellers will probably stop for a short time at the "Glades" Hotel. The "Glades" are the mountain meadows, a region on the high table land at the summit of the Alleghenies. At this height the air is extremely rarified and cool during the heats of summer. The landscape abounds in groves of the beautiful white oak, and in copious streams of the purest and clearest water kept full and fresh by the clouds that condense around the summits, and abounding with delicious trout. It pastures innumerable herds of sheep whose tenderness and flavor rival that of the deer which abound in the woods; wild turkeys and pheasants hide among its oaks, beeches, walnuts and magnolias; the groves of sugar maple trees resound with the songs of the larks, thrushes and mocking birds, while a profusion of wild flowers complete the attractions of this mountain paradise. It is no wonder that many families from Baltimore come to the "Glades Hotel" to spend a few weeks in the hot summer months.

At Altamont, 160 miles east of Parkersburg, the traveller finds himself at the surprising altitude of 2,700 feet above the city of Baltimore, and upon the extreme summit of the Alleghenies. It is here that the mountain streams divide, flowing in one direction towards the Ohio River, the Mississippi and the Gulf of Mexico, and in the other towards the Potomac river, the Chesapeake Bay and the Atlantic Ocean. Mr. Prescott Smith, the Master of transportion of the railroad, who is as poetical as he is practical, has made the beautiful suggestion that these waters, thus divided on the summit of the Alleghenies, unite again in the broad Atlantic, amid the turbid waves of the gulf-stream. Nor is this beautiful theory at all improbable, for the vast volume of water which the Mississippi pours into the gulf stream is, as is well known, carried, with all the velocity of that mysterious ocean current, northwards past the mouth of the Chesapeake Bay, where it receives the waters from the eastward-flowing streams.

From Altamont the grade of the road begins to decend, and at Piedmont, 206 miles west of Baltimore, the traveller reaches, as the name implies, the foot of the Allegheny Mountains. At Cumberland 178 mile west of Baltimore, and between that point and Harper's Ferry the traveler passes that part of the road which was the especial object of the attention of the Confederates during the war. At Sir John's run, 128 miles west of Baltimore, passengers who wish to visit the celebrated Berkley Springs are afforded an opportunity to do so. The hotel at the Springs is 2½ miles from the railroad, and passengers are conveyed to it in coaches. The water of these springs is widely celebrated for its remarkable medical properties, and enjoys a high and well-deserved popularity. The hotel is kept by Mr. Trego, late of the Eutaw House, Baltimore. It is elegantly fitted up, lighted with gas, and the table provided with every luxury of the season. The fresh mountain breezes, and the sublime beauty of the surrounding country will tempt many of our travellers to prolong their stay here.

At Martinsburg, 100 miles west of Baltimore, the traveller will find the scene of the most destructive labors of the Confederate troops. It was here, and near here, that 87 locomotives and 400 freight cars, belonging to the railroad company, were collected by the rebel troops under Jackson's personal direction, and burned or destroyed. The wrecks of this work of destruction may still be seen, at intervals, along the road. Those tourists who wish to see the battlefield of Antietam, will stop at Kearneysville Station, 92 miles west of Baltimore. A turnpike road, from this point to Sharpsburg, crosses the Potomac river at Shepardstown and takes the traveller to Antietam, 7 miles only from the railroad station. Kearneysville was also the scene of many cavalry fights, between Pleasanton, Averill, Custar and Merritt, on the one side, and Fitz Lee and Stuart on the other. It is worth mentioning, by the way, in connection with this part of the road, that it and the whole region around Martinsburg, including that town itself, was occupied alternately at least fifteen times during the war, first by the Federal and then by the rebel soldiers, and battles were almost continually taking place in its vicinity.

The boldness and grandeur of the mountain scenery at Harper's Ferry has now derived ten-fold attractions from its having been a scene of such highly important military opperations. Every traveller would wish to see the Maryland Heights, Bolivar Heights, and the fortifications that have been erected on them. This was the theatre of one of Stonewall Jackson's most famous exploits, when Harper's Ferry was captured by the Confederates in September 1862. At Monocacy, 59 miles from Baltimore, the traveller will pass the battle-ground where on the 9th of July, 1864, Gen. Lew. Wallace and the Federal forces were defeated by a largely superior Confederate army, and compelled to retreat to Baltimore. Subsequent developements have rendered probable that the gallant stand made at the Monocacy Bridge on that day, by Gen. Wallace, and the heavy loss he inflicted on the enemy, saved Washington from capture on the 12th.

Arriving in Baltimore, and refreshed there with the comforts of good Hotels and the luxuries of the season, our tourists can then proceed to Washington, 40 miles distant; and on their return to Baltimore can take the Chesapeake Bay Steamers for Fortress Monroe, Norfolk, Petersburg and Richmond.

We have thus indicated a route for a summer's tour which cannot fail to give a great deal of pleasure to those who take it. Such as wish to pass over the route rapidly, from St Louis to Baltimore and Washington, can reach the latter place in three days, and see most of the notable features as they pass. But to all who would spare the time we would recommend at least three stoppages *en route*, namely, at the Glades Hotel at Oakland, at Berkely Springs, and at Harper's Ferry. Through tickets, allowing the holder to stop over at any point he may desire, can be procured of the agent of the road in this city; and baggage will be checked through to any desired point. From Baltimore, the traveller can proceed by railroad to Gettysburg in Pennsylvania, five hours' ride, and see the battle-ground there, and the Soldier's National Cemetery.

The length of this article precludes even the briefest mention of many points of interest along the Baltimore and Ohio Railroad, of which we would otherwise gladly speak. They cannot, however, fail to be noticed by the observing traveller; and the scenes which this trip will bring before the eye of the tourist will retain a permanent place in his recollection, and will constitute some of the "pleasant memories" of one's lifetime.—*St. Louis Republican.*

HEMPFIELD RAILROAD BONDS.—The Supreme Court of West Virginia has rendered its decision in the case of the Ohio county bonds, issued in favor of the Hempfield railroad company. The validity of these bonds was questioned on the grounds that the Hempfield railroad company was not a Virginia company, as required by the section of the code under which the bonds were issued, and furthermore, that the agents of the county had gone beyond their authority. Under these circumstances the county authorities refused to pay the interest on these bonds, and the matter was brought before the supreme court for settlement. The court decided in favor of the bond-holders, and the county becomes responsible for principal and interest. The amount yet outstanding and which will have to to be provided for is about $78,000, with accured interest.—*Wheeling Intel.*

Internal Revenue Decision.

The Commissioner of Internal Revenue has made the following additional rulings:

Section 120 provides that there shall be levied and collected a duty of five per centum on all dividends in scrip or money thereafter declared due, and whenever the same shall be payable to stockholders, policy holders or depositors, as part of the earnings, income or gains of any bank, trust company, etc. And further provides that said banks, etc., shall pay said duty, and are hereby authorized to deduct and withhold from all payments made on account of any dividends or sums of money that may be due and payable as aforesaid the said duty of five per centum, and pay

the same to the Commissioner of Internal Revenue. Under this law it is clear that although the surplus from which the dividend is declared was acquired prior to the passage of the revenue law, yet if the same is divided after the law went into effect, it is taxable. The rule is that the tax must be withheld from the entire dividend whenever it becomes due and payable without regard to the time when the profits or earnings were acquired.

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. HUGH McCULLOCH, Secretary of the Treasury:

DEBT BEARING INTEREST IN COIN.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
January 28, 1847	Bonds	6 per cent.	$9,415,250 00	Payable after Dec. 31, 1867	$564,915 00	Jan. and July.
March 31, 1848	Bonds	6 per cent.	8,908,341 80	Payable after 20 years from July 1, 1848	534,500 50	Jan. and July.
June 14, 1858	Bonds	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859	1,000,000 00	Jan. and July.
June 22, 1860	Bonds	5 per cent.	7,022,000 00	Payable after 10 years from Jan. 1, 1861	351,100 00	Jan. and July.
Feb. 8, 1861	Bonds	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880	1,194,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	3,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861	Bonds exchanged for 7 3-10	6 per cent.	189,546,450 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,372,787 00	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862	30,886,830 00	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per cent.	91,789,000 00	Redeemable after 5 and payable 20 years from Nov. 1, 1864	5,507,340 00	May and Nov.
March 3, 1864	Bonds, 10-40s	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864	8,638,505 00	Mar. and Sept.
March 2, 1864	Bonds, Oregon War	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861.	60,960 00	Jan. and July.
March 3, 1863	Bonds	6 per cent.	75,000,000 00	Payable after June 30, 1881	4,500,000 00	Jan. and July.
Aggregate of Debt bearing Coin Interest			$1,108,662,641 89		$64,521,887 50	

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds Union Pacific R. R. Co.	6 per cent.	$1,258,000 00	Payable after Jan. 16, 1895	$75,480 00	Jan. 16 and July 16.
July 11, 1862	Temporary Loan	4 per cent.	646,936 56	Ten days' notice after thirty days.	25,877 46	
July 11, 1862	Temporary Loan	5 per cent.	23,890,267 90	Ten days' notice after thirty days.	1,194,963 39	
July 11, 1862	Temporary Loan	6 per cent.	74,570,640 59	Ten days' notice after thirty days.	4,474,238 43	
March 1, 1862	Certificates of Indebtedness	6 per cent.	106,706,000 00	One year from date	6,402,360 00	One year from date.
March 3, 1862	One and Two Years' Notes	5 per cent.	$241,000,000 00			One year from date.
Less withdrawn and destroyed or ready to be destroyed			171,045,770 00			
March 3, 1863	3 Years' Compound Interest Notes	6 per cent.	15,000,000 00			
June 20, 1864	3 Years' Compound Interest Notes	6 per cent.	197,121,470 00			
June 30, 1864	3 Years' Treasury Notes	7 3-10	234,400,000 00			
March 3, 1865	3 Years' Treasury Notes	7 3-10	65,600,000 00			
March 3, 1865	3 Years' Treasury Notes	7 3-10	800,000,000 00	Three years from date	21,900,000 00	Aug. 15 and Feb. 15.
March 3, 1865	3 Years' Treasury Notes	7 3-10	300,000,000 00	Three years from date	21,900,000 00	June 15 and Dec. 15.
March 3, 1865	3 Years' Treasury Notes	7 3-10	230,000,000 00	Three years from date	16,790,000 00	July 15 and Jan. 15.
Aggregate of Debt bearing Lawful Money Interest			$1,289,156,545 05	Aggregate Lawful Money Interest.	$74,740,630 78	

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.	
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. Notes	$60,000,000 00	
Less amo't withdrawn	50,527,397 00	
Amt. outstand'g.	472,603 00	
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. Notes	399,527,397 00	
		$400,000,000 00
Issued in redemption of Temporary Loan U. S. Notes	49,306,202 00	
Less amo't withdrawn	16,139,633 00	
		33,160,569 00
July 17, 1862, Frac. Cur.	9,674,208 66	
March 3, 1863, Frac. Cur.	16,075,823 85	
		25,750,032 51
		$458,910,601 51
Uncalled for 'pay' requisitions	14,661,000 00	
Miscel's War and Navy	1,075,000 00	
		15,736,000 00
		$474,646,601 51
Coin in Treasury	35,337,857 74	
Currency "	81,401,774 85	
		116,739,632 59
Aggregate of debt not bearing int.		$357,906,968 92

DEBT ON WHICH INTEREST HAS CEASED.

Authorizing Acts.	Character of Issue.	Amount Outstanding.
Sept. 9, 1850.	B'ds, Texas Indemn'y	$839,000 00
July 17, 1861.	Notes, Three Years	358,550 00
April 15, 1842	Bonds	208,808 45
Prior to 1857.	Treasury Notes	104,511 64
Dec. 23, 1857.	Treasury Notes	8,800 00
Dec. 17, 1850.	Treasury Notes	600 00
May 2, 1861.	Treasury Notes	5,650 00
July 11, 1862.	Tempor'y Loan Coin.	1,200 00
Ag. of debt on which int. has ceased.		$1,527,120 09

RECAPITULATION.

	Amt. Outstanding.	Interest.
Debt bearing interest in coin.	$1,108,662,641 80	$64,521,837 50
Debt bearing interest in lawful money	1,289,156,545 05	74,740,630 78
Debt on which int. has ceased	1,527,120 09	
Debt bearing no interest	357,906,968 92	
Totals	$2,757,253,275 86	$139,262,468 28

LEGAL TENDER NOTES IN CIRCULATION.

	Amount.
One and two years 5 per cent. notes	$39,954,230
United States notes, old issue	472,603
United States notes, new issue	432,687,966
Compound int. notes, Act of March 3, 1863	15,000,000
Compound int. notes, Act of June 30, 1864	197,121,470
Total	$685,236,269

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 31st of July, 1865.

HUGH McCULLOCH,
Secretary of the Treasury.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	10c
Acton Vale..... Ca	50,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	18½
Algomah ..... "	20,000	....	2	2½
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	3
American ..... Ca.	200,000	2½	....	5½
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	4½
Aztec ..... "	20,000	....	1	4
Balt. and N. C.....N. C	2.,000	5	....	35c
Bare Hill ..... "	....	....	....	205c
Bay State..... L. S.	20,000	....	3½	9½
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	50c
Black River ..... "	200,000	2½	....	10c
Bohemian..... L. S.	20,000	....	¾	10½
Bolton ..... Ca.	200,000	5	1½	1½
Boston ..... L. S.	20,000	....	5*	1½
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn..... L. S.	20,000	....	2	....
Brome ..... Ca	100,000	5	2	....
Cabot ..... L. S.	20,000	....	¼	....
Caledonia..... "	20,000	....	....	6
Cambridge..... "	20,000	....	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake..... L. S.	20,000	....	1½	....
Cascade..... "	20,000	....	....	....
Central ..... "	20,000	....	....	43½
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland..... Ca	100,000	5	....	....
Cliff..... L. S	20,000	....	....	....
Clifton..... "	20,000	....	1	....
Collin..... "	20,000	....	....	¼
Columbian..... "	20,000	....	4½	9
Consolidated..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	24½	19½
Copper Harbor..... "	20,000	....	1	....
Copper Hill..... "	200,000	1	....	21oc
Copperas Hill..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	1
Deep River..... N. C.	.....	5	....	10c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	3½
Dudley ..... L. S.	20,000	....	....	50c
Dunham..... Ca.	200,000	2	....	25c
Durham..... "	200,000	5	....	25c
Eagle River..... L. S.	20,000	....	3½	3
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka..... "	20,000	....	....	....
Everett ..... "	20,000	....	....	5*
Evergreen Bluff.. "	20,000	....	....	12
Flint Steel..... "	20,000	....	....	13
Forest City..... "	20,000	....	3	1
Forest Shepherd . "	20,000	....	6	11c
Franklin ..... L. S.	20,000	....	3½	33½
French Creek..... Pa.	100,000	5	....	65c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill..... "	20,000	....	5	35c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk..... Ca.	100,000	5	....	60c
Great Western..... L. S.	20,000	....	2	75c
Green Mountain..... Vt.	20,000	10	....	4½
Guilford ..... L. S.	20,000	....	5	50c.
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	7½
Hanover ..... "	20,000	....	....	1½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	5½
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	....	¼
Hudson ..... "	20,000	....	....	2
Hulbert..... "	20,000	....	....	2
Humboldt..... "	20,000	....	2	1½
Hungarian ..... "	20,000	....	1	1½
Huron ..... "	20,000	....	16	38½
Indiana ..... "	20,000	....	....	6
Inverness	200,000	2½	....	....
Isle Haute.....	40,000	....	....	....
Isle Royale ..... L. S.	30 000	5	16	8

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	6
Lafayette..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	50c
Logan ..... "	100,000	3	....	2
Lyster..... "	200,000	2	....	....
Madison..... L. S.	20,000	....	1	2
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	45c
Manhattan ..... "	20,000	....	2½	....
Marquette ..... "	20,000	....	....	3½
Maryland ..... Md.	.....	5	....	35c
Mass ..... L. S.	20,000	....	....	....
Massachusetts..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	4
Merrimac ..... "	20,000	....	....	4
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	2
Michigan..... "	20,000	....	....	....
Middlesex..... "	20,000	....	....	....
Mineral Hill	.....	....	....	105c
Minnesota..... L. S.	20,000	....	3½	6½
Missisquoi..... Ca.	150,000	2	....	1½
Montezuma ...N. Mex.	300,000	5	....	....
Morrison..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	6½	21
Native ..... "	20,000	....	3	62½c
Naumkeag ..... "	20,000	....	1	3
Nelson..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver).. "	20,000	....	....	....
New England ..... "	20,000	....	2	75c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	¼
N. Y. & Passaic...N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	1
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	25c
North Sutton..... Ca.	100,000	5	....	1
North Western....L. S.	20,000	....	7½	32
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	2
Ottawa ..... Ca.	200,000	1	....	22c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	....	2½	5
Pewabic ..... "	20,000	....	3½	33½
Phila. & Boston.. "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	12
Pittsburg & Boston "	20,000	....	5½	50
Pontiac ..... "	20,000	....	3½	1½
Prince of Wales ...Ca.	200,000	....	....	....
Providence..... L. S.	20,000	....	....	....
Quincy ..... "	20,000	....	10	54½
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	2
Roscoe ..... Ca	200,000	1	....	....
Rudisell	.....	....	....	75c
St. Clair..... L. S.	20,000	....	3	2½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.)L.S.	20,000	....	8½	1½
Salem..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	3	....
Sheldon ..... "	20,000	....	16	....
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley..... "	20,000	....	....	10c
Southampton..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side..... L. S.	20,000	....	5	105c
Springfield ..... Md.	.....	5	....	105c
Stadecona ..... Ca.	100,000	5	....	....
Star..... L. S.	20,000	....	7½	2½
Stark..... Vt.	100,000	2	....	....
Strafford.....	30,000	10	....	50c
Superior ..... L. S.	20,000	....	4	2
Sussex ..... "	20,000	....	....	....
Sutton..... Ca.	100,000	5	....	85
Toltec..... L. S.	20,000	....	20	2
Tremont ..... "	20,000	....	5*	1½
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria..... L. S.	20,000	....	1½	....
Vulcan..... "	20,000	....	....	....
Washington..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota... "	20,000	....	2½	1
Wickham ..... Ca.	200,000	5	....	25c
Wickopee..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	3½	1½
Wyandotte..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	....	3
East River.....	6,000	50	....	....
George's C'k C. & I.Md.	10,000	100	....	115
Harewood	20,000	5	....	....
Kahtadin..... Me.	3,000	100	....	....
Lake Superior.....L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant..... Pa.	10,000	50	....	....
Teal Lake..... L. S.	.....	....	....	2
Tyson	20,000	10	....	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	8½
Bucks County ..... Pa.	.....	....	....	4
Canada ..... Ca.	50,000	5	....	2½
Clute	.....	....	....	½
Crystal Lake.....	.....	....	....	....
Erie	.....	....	....	21
Gay's River.....	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone..... Pa.	.....	....	....	½
Lancaster..... "	.....	....	....	....
Macomb ..... N. Y.	100,000	5	....	1½
Mineral Point.....	100,000	5	....	½
Mount Hope ..... N. Y.	80,000	5	2½	....
National.....	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston..N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay.....N. F.	.....	....	....	½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	.....	....	....	40c
Union	100,000	5	....	67c.
Wallkill ..... N. Y.	.....	....	....	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	55
Ashburton ..... "	50,000	50	....	10
Atlantic & G. C ...Md.	.....	....	....	90c
Baltimore ..... "	.....	100	....	2
Bear Valley..... "	40,000	12½	....	13½
Beaver Meadow ...Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	5
Big Mountain ..... Pa.	.....	....	....	5
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler ..... "	.....	....	....	14½
Cape Briton..... N. S.	200,000	2½	....	....
Carbondale..... Pa.	.....	....	....	3
Central ..... "	.....	....	....	58
Clinton ..... "	.....	....	....	½
Coal Brook ..... "	4,000	50	....	....
Continental.....	10,000	50	....	73½
Cumberland (pref.)Md.	50,000	100	....	43½
Daniel Webster	5.000	100	....	....
East Mahanoy..... Pa.	.....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	21
Fulton..... "	60,000	5	....	6½
Gilbertson	5,000	100	....	55
George's Creek..... Pa.	10,000	....	....	102½
Grand Tunnel	4,000	100	....	50
Green Mountain... Pa.	.....	....	....	3½
Hampton & Balt...Md.	.....	....	....	91
Hazleton ..... Pa.	32,300	50	....	53
Henry Clay.....	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	6½
Locust Mountain .. "	.....	....	....	44
Lorberry ..... "	4,000	100	....	11
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan ..... "	.....	100	....	....
Middle Coal Fields.. "	.....	....	....	10½
Milford	2,500	50	....	....
Mill Creek..... Pa.	.....	....	....	....
Mulgrave ..... "	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek..... Pa.	.....	....	....	½
North. & Luzerne .. "	.....	....	....	....
Penn..... "	100,000	50	....	155
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot..... Pa.	4,000	50	....	....
Port Hood.....	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	3½
Powell ..... Pa.	.....	....	....	....
Preston..... "	.....	....	....	18
Princess Alex....N. S.	5,000	100	....	....
Ridgeway.....	.....	....	....	....
St. Clair ..... Pa.	5,000	100	....	10
Schuylkill Valley.. "	20,000	10	....	7½
Shawmut	6,000	50	....	....
Short Mountain ...Pa.	16,000	50	....	25½
Stafford.....	.....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	.....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	.....	....	....	4½
Tamaqua ..... "	.....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley..Pa.	22,760	50	....	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.)..... N. S.	100,000	3	....	....
Albion (G.)..... "	100,000	3	....	....
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	.....	....	....	....
Am. Pioneer.....A. T.	.....	....	....	....
Arizona (Silver) .. "	.....	....	....	....
Atlantic (G.)..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.)Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.)..... N. S.	200,000	2	....	....
Benton (G.)..... Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	105
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.)..... "	200,000	25	....	....
Burroughs (G.) ... "	100,000	10	....	....
Canadian (G.)..... Ca.	200,000	2	....	50c
Central (G.)..... Col.	50,000	20	....	17½
Chaudiere (G.) .... Ca.	100,000	5	....	90c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.)..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	1
Consol. Greg'y (G.)Col.	50,000	100	....	25
Copalinshe (G.)..... "	200,000	20	....	....
Corisannie (G.)..... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	1
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.)...Nev.	100,000	5	....	....
Empire (S.)..... "	.....	....	....	....
Empress (S.)..... "	.....	....	....	....
Eureka (G.)..... Cal.	.....	....	....	....
Excelsior (G.)..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)..... Col.	100,000	5	....	....
Gilbert River (G.)...Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field.....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River.....	100,000	3	....	....
Gould & Curry(G.&S.)N.	.....	....	....	....
Gunnell (G.)..... Col.	300 000	10	....	1½
Halifax (G.)..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	.....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	....	55c
Isabella (G.) ..... Col.	.....	....	....	....
Kennebec (G.)..... Ca.	100,000	5	....	....
Kent (G.)..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	.....	....	....	....
Lake Major..... N. S.	12,000	50	....	....
Libertad (G. & S.)Mex	.....	....	....	....
Manhattan (G.)..... Col.	100,000	10	....	....
Mariposa (G.)..... Cal.	100,000	100	....	12½
Massachusetts (G.)..Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ...N. S.	50,000	10	....	....
Montana (G.)..... Col.	100,000	5	¼	1½
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) ...Col.	250,000	5	....	....
Mt. Vista (G. & S.)Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50.000	10	....	....
New York (S.) ..... "	100,000	10	....	....
N. Y. & N. S. (G.) N.S.	100,000	5	....	10c
Nova Scotia (S.)... "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	.....	....	....	....
Palma (S.)..... "	.....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.)...L. Cal.	.....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.)..... Col.	50.000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ..Col	40,000	25	....	5
Quicksilver ..... Cal.	40,000	25	....	56½
Renfrew (G.) ..... Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)..... Col.	.....	....	....	10
Sacramento (S.)...Nev.	.....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)...Cal.	.....	....	....	....
Santa Rita.....Ariz. T.	.....	....	....	....
Scottie (S.)..... Ariz. T.	.....	....	....	....
Sherbrooke (G.) ..N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	.....	....	....	....
Silver Hill (S.) ...Nev.	.....	....	....	....
Sonora (S.)..... Ariz. T.	.....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.)..... Ca.	100,000	5	....	2½
Star (G.)..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50.000	10	....	....
Victoria (G.)..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	1.38	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6⅔	....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	.....	.....	.....	.....	.....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	....
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,907	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	....	25
30 Nov. '64	31.85	—	241	140	—	Metropolitan (Boston)	1,420,141	1,176,076	—	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	—	283	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	61
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	...
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	26
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	....
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	....
30 Nov. '64	11.00	—	50	8	—	Worcester	86,667	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	458	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	.....	19,791	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	65,256	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	550	550	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	....
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	8	—	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	19	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	283,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	5,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	36,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,956	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	40
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	450 150	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	8,929	—	....	16½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,000	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	10
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	150,000	100,000	50,000	—	.....	.....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,535	120,000	65,108	—	39,354	8,113	—	....	13
31 Oct. '64	19.46	—	421	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,853	27½	20	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra. F.)	176,610	169,312	15,500	—	79,670	21,297	6	....	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	45
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	62½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,060	21,055	—	....	15½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	5.25	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guaranteed	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1567	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	160,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	?	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered..	$9,415,250	6	Jan. & July.	1867	117½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	115
" " " ..... coupon		6	" "	1868	113½
Texas Indemnity, of Sep. 9, 1850 ....coupon..	842,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	102
" " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ..registered	364,155,650	6	" "	1881	107
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864, (10-40s) ....registered	172,770,100	5	Mar. & Sept.	1904	97½
" " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ....registered	90,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	456,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65.. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	126,536,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	50,856,380	5	" "	----	----
Three Year's Compound Interest notes of '63	16,000,000	6	at maturity.	1866	----
" " " " " of '64	160,143,620	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	24,667,104				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1865	----
" — " " (B'k of State).. "	610,000	6		1865	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	115½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds .....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	98
" — " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'89	85
" — " " (R. R.) ..... "	525,000	7	" "	'82-'92	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'68-'89	95
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325.500	5	Jan. & July.	1885	80
— " "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	86
" — " " special stock "	1,216,737	5	" "	----	----
— " " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1865	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " — "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'85-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	90
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----	d'm'd.	62½
— " " (R. R. etc)... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,898,533	6	----	----	----
" — " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g)..... coupon	816,000	5		1865	----
" — " (st'k'g conv.).. "	200,376	6		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,560	5		'89-'90	103
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	899,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,589	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	500,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	5	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1876	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ")	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
— "	247,000	6	June & Dec.	'68-'72	----
—	50,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan .....coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ..... "	600,000	5	" "	'77-'78	95
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1857	102
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	71½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds .....coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'66-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1876	112
" " — " " Comptroller's b'nds	28,898	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,220	6	----------	d'm'd.	----
" " — " " Railroad Loans.....	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	6½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	75
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,666	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	95½
" — " " (" ") ..... "	4,095,366	6	" "	1881	97
" — " " (" ") ..... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt).....	125,680	6	" "	1863	102
" — " " (war loan) .....coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,172	----	----	----	----
Pennsylvania—State Stock Loans.....	151,200	4½	April & Oct.	due.	----
" — " "	10,780,006	5	Jan. & July.	due.	90½
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	----	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1885	----
" — " "	2,277,785	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	89
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans.....	369,937	5	----------	----	----
" —Relief Notes in circulation...	97,360	----	----------	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1892	72
" — " " (interm. impr.) "	2,063,606	5	----------	Var.	57
" — " " (railroads) ..... "	12,799,000	6	----------	Var.	72
" — " " (capitol) ..... "	608,000	6	----------	1890	57
" — " " (Hermitage) . "	48,000	6	----------	1890	72
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'62-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'53-'93	89
" —State bonds (railroad) .....coupon	12,624,800	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,268	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	419,815	406,680	460,422	521,174	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	62,995	86,211	76,426	81,453	102,625	94,928	107,758	73,751	64,937	938,641
1861	61,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	86,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,501	146,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	200,000	224,257	312,166	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	316,944	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,403	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	112,947	117,086	146,268	161,503	138,795	135,895	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,506	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,200	311,180	232,287	------	------	------	------	------	------
Chicago and Northwestern:													
1863	222,208	202,321	221,709	240,051	280,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,385	371,461	466,930	565,145	477,743	519,306	655,364	708,714	705,496	545,943	5,898,072
1865	535,676	481,165	506,290	467,710	568,904	727,193	688,172	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,055	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,603	90,324	65,302	63,137	52,269	60,283	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,536	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	330,343	349,953	330,657	361,819	359,114	445,215	465,959	436,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	293,409	319,955	477,642	600,124	587,242	561,448	412,725	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	516,948	719,354	734,105	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,850	8,400,324
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	995,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	903,341	886,089	1,240,626	1,472,120	1,389,279	1,225,628	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,953	202,346	192,442	151,427	159,769	193,442	212,118	269,911	270,083	403,571	2,922,970
1863	458,953	425,047	396,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,556	3,726,449
1864	501,231	472,240	358,626	278,540	281,759	263,049	273,726	305,595	361,600	340,900	340,738	507,552	4,276,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,056	243,163	225,196	2,664,848
1861	321,844	279,268	229,534	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,037	181,084	191,648	206,246	209,252	261,079	352,786	414,543	410,336	372,563	359,493	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	424,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,004	490,061	531,906	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,657	46,452	51,229	55,257	43,544	512,218
1863	38 203	33,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,069	76,764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,805	90,972	93,078	93,548	96,908	96,453	1,038,165
1865	98,112	86,626	93,503	82,186	78,842	110,188	108,652	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,163,734
1863	87,130	76,132	44,925	88,177	105,987	111,260	71,587	69,353	1 6,417	205,055	135,343	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,153	74,283	70,740	106,859	146,943	224,838	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	156,495	152,172	1,754,819
1860	131,467	119,832	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,898
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	155,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,254	279,599	2,647,853
1863	248,784	230,506	257,227	268,613	254,935	241,236	189,145	238,012	298,106	375,567	331,260	348,048	3,302,541
1864	256,600	304,445	338,464	336,651	267,126	315 258	278,891	358,862	402,219	407,107	448,964	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,392	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,471	172,614	149,550	133,620	123,377	144,982	236,849	307,333	242,089	200,134	2 124,214
1862	230,159	159,655	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,531	2,650,702
1863	242,073	245,858	226,452	238,495	236,453	209,221	193,328	215,449	308,168	375,488	339,791	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,063	329,105	------	------	------	------	------	------
New York Central:													
1859	280,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,396	6,303,703
1860	387,123	402,530	561,076	585,141	651,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,623
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,636	902,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,599	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,553
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,196,435	1,167,818	1,089,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,522	283,648	265,619	245,977	2,735,596
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	366,956	321,208	249,032	3,313,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,903,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	385,725	414,707	448,994	463,873	466,557	454,828	4,088,837
1863	336,684	361,534	396,771	429,929	505,517	464,809	451,884	574,486	714,902	815,902	746,955	526,009	6,524,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	704,561	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	189,951	152,574	192,779	182,566	188,831	165,796	154,032	203,553	245,938	296,544	221,253	191,158	2,385,354
1861	217,262	202,071	285,735	270,675	216,501	204,778	180,429	248,031	270,086	362,790	302,948	3,031,787	
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,331	370 983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	508,814	469,200	487,642	5,132,994
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,847	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,723	886,511	738,107	601,238	650 211	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,284	93,766	67,721	85,359	95,969	118,887	129,166	136,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	218,238	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 755
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,404	133,722	112,527	162,858	137,085	94,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,626	1,403 147
1863	86,321	91,971	103,056	132,111	134,372	152,585	105,554	116,379	150,695	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	125,987	127,010	166,538	139,926	244,114	211,840	221,570	220,209	205,154	2,050,822
1865	144,084	139,171	155,763	144,001	138,738	194,525	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1892	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	99½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1856	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	98
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	99
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'76-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1850	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1804	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,275	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1565	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1565	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	95
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	500,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,000,000	7	" "	" "	1885	81
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1888	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1894	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	78
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.		1863	75
C. and T. Dividend (convert.)	12,225	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	56,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	92½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	293,000	8	Jan. & July.	New York.	1867	110
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	506,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,583					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,960					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	900,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,900	7	Feb. & Aug.	New York.	1902	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95¼
Elgin and State Line	199,000		Jan. & July.	" "	1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1928	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1905	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	93¼
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,500	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1932	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'65-'75	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	88½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. R. mort.	250,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,200,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	267,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,194,500	7	" "	" "	1877	85½
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	500,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		36½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	95,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '65 and '66)	350,000	6			var.	
Mortgage	450,000	8			1886	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'83 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1890	
N. Orl'ns, Opelous and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	555,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	504,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	105
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,644,000	7	April & Oct	" "	1880	98
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	98
Buffalo Branch	186,400	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,000,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1868	
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	87
Debt to city of Baltimore	850,000			"		
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7†	" "	" "	1861	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	260,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	105
2d Mortgage	2,621,000	6	April & Oct.	"	1875	102
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1904	105
Mortgage and ground rents	144,284					
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'78	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7				
1st Mortgage (1859-'70-'75)	565,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1890	
" 1849, "	2,956,600	6	April & Oct.	"	1870	93
" 1861, "	100,000	6	Jan. & July.	"	1871	93
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1845, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	554,000	6	" "	"	1886	107½
" 1856, "	80,000	7	" "	"	1886	
Bonds and mort. on Real Estate	508,570					
Phila., Wilmington and Baltimore:						
Mortgage Loan	312,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$550,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1802	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	997,500	7	" "	"	1863	20
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	
2d Mortgage	185,000	7			1866	
3d Mortgage	318,500	7			1875	
Six per cents	113,228	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,250,000	7	Jan. & July.	New York.	1865	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	500,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1879	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,138,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'63-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	97
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb '59	80.5	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207 026	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,205	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	.....
								ARKANSAS.													
8 Nov. '55	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	-					
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,666	122.4	281,451	408,810	154,387	—	.....
31 Aug '64	51.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.5	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,600	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	139,574	285,287	13,908	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 425	1,644,967	62.0	172,124	212,553		—	117½
30 Nov. '63	8.48	3.9	9.3	—	3	3		New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942			156.663	78,641	3½	.....
31 Dec. '64	56.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 982	66 0	211 836	270,672	54,299	5	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,933	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	.....
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,850	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	88.1	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	50.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	52	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	109
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	569,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	226.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	837,845	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273 518	7½	98
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,989	—	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	111
1 Apr. '63	242.0	—	—	29.0	86	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083 054	448,503	—	29½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212 654	3,359,391	1,891,709	6	105
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,968	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,093	2,201,481	1,279,405	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	125
1 Jun. '65	111.0	—	.....	—	15	14	292	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	459,874	210,930	—	35
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084.074	503,767	—	35
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219.100	51,772	2,283,745	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	25,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,892	158,541	—	72
31 Dec. '58	59.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,680	1,689,900	1,362,284	140,699	3,458,108	110 0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	100
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,538,743	132 0	.....	315.172	117,941	6	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,536	1,047,979	521,254	15	154
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	—	.....
31 Dec. '59	56.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	43,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	85
								KENTUCKY.													
31 Oct. '59	50.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	}	}	}	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '68	66.1	—	.....	—	13	5	160	Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120.069	3	96
30 Jun. '64	155.0	83.0	18.3	38.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,660	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,218	566.000	339,297	5,855,320	80.0	180,204	461,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	265.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	.....	2,665,000	1,150,717	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	125.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253,015	248,900	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	.....	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6.491.336	7 565,439	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	108
31 Mar. '68	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	1,289,466	1,881,113	7	66½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,399	236.0	.....	684,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,017	121,659	—	.....
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,933,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	40
31 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,695	—	.....
31 Dec. '62	152.0	—	5.6	.....	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb, '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb, '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4 [illegible] 286	116,833	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iro. Mountain*	[illegible] 193	245,168	—	1,971,127	3,501,000	67,361	5,994,277	90.1	232,631	258,230	65,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n i
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	—	—	151,533	444,638	205,554	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,204	*	—	1,287,779	—	271,143	2,990,998	109.5	135,953	172,113	91,457	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,800	3,068,491	139,954	4,259,303	109.2	186,240	325,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	460,722	236,767	6	96
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,500	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,062	10,781,833	620,555	33,673,644	286.8	1,933,769	4,481,559	3,084,653	6	117
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,282	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.6	1,099,348	3,051,669	1,985,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	185,545	360,753	1,830,000	640,000	12,326	2,996,846	70.9	473,213	850,999	182,610	6	93
30 Nov. '64	74.3	8.8	51.1	—	30	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	112½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,988,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	293,908	9	125½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	53.6	638,622	1,471,935	487,864	10	125
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,000	—	1,103,581	47.1	82,108	161,208	78,265	5½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,982	6	90
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,067,200	237,200	5,059,400	89.0	527,236	1,040,189	450,423	6	94
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,241	8	104
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,320	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	26.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	462,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	220,900	727	470,931	(Op	erated	to the C	ommon	wealth.)	110½
30 Nov. '64	6.1	—	.....	56.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,508	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	245,495	2,214,225	924,950	—	3,932,547	77.3	151,327	342,297	134,363	—	41½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,854	1,178,712	10	125
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	82.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141,091	93.5	.....	408,285	141,407	—	62
30 Nov. '63	53.0	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	695,400	—	2,909,852	53.6	238,025	382,183	130,645	2	.....
31 Mar. '63	24.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.3	.....	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	107
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	.....
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,554	3,443,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,799,980	1,140,788	35	123
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,084,243	1,036,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122½
31 Dec. '64	55.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	81,200	4,536,916	53.0	270,000	570,764	171,755	7	116
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,897,800	535,000	145,000	5,980,452	33.8	610,427	1,563,607	777,626	10	150
31 Dec. '64	21.8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,300	260,000	45,072	463,872	21.2	99,787	146,956	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2,108,300	—	—	1,408,300	800,000	—	2,008,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	.....
								NEW YORK.													
30 Sep. '64	16.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	26.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	355,059	—	919,163	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	6
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	.....	640,814	1,030,232	loss	108½
30 Sep. '64	88.3	—	18.5	—	35	36	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,868	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	5	88
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,687,298	8	113½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,238,174	5,646,077	712,945	24,366,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	93
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,885,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726, 43	176,640	—	35
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	38.9	88,498	218,974	112,066	8	.....
30 Sep. '64	25.2	—	2.5	—	10	26	142	Rensselaer and Saratoga	762,481	199,855	—	600,000	233,750	—	1,033,750	58.2	129 084	432,332	218,303	8	.....
30 Sep. '64	189.6	43.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	288.1	432,370	527,615	360,754	10	106
30 Sep. '64	40.9	6.7	8.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,524	51.3	114,725	257,035	91,000	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	182,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,659,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	575,446	261,925	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,953	55,572	—	.....
-- --	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
-- --	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	202,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,588	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,064	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,660	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	35	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	853,028	857,701	350,271	—	14
31 Mar. '65	60.5	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	122
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.5	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,438	191.2	1,032 368	2 499,348	1,235,162	15	126
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	22,340	1,036,055	1,762,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,786	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,694	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,486,317	552,800	—	71½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,310	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	102
31 Dec. '58	61.4	—	.....	53.0	8	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	36,315	1,692,300	248,800	—	2,128,069	ope	r. w. Lit.	Miami.	307,221	30	.....
31 Mar. '65	142.0	—	7.6	—	18	6	413	Dayton and Michigan	5,496,811	485 303	—	2,866.705	3,762,430	—	6,214,825	142.0	—	—	1,069,187	—	431,980
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	48	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	*	12,047,731	3,011,293	—	15,808,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.6	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,260 887	1,498,728	11,190	5,139,662	205.9	288,894	600.162	183,747	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	362,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,983	—	.....
31 Dec. '64	242.4	—	.....	—	45	19	989	Toledo & Wabash	10,080,918	*	—	3,427,060	6 653,268	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$		$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	96.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	.....
31 Oct. '64	66.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	.....
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*	——	956,900	375,600	——	1,335,500	74.0	176,968	394,952	193,901	8	12
31 Oct. '64	118.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,995	2,324,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	338,560	202,009	——	.....
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,768	189,007	10	.....
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,450	——	.....
31 Oct. '64	82.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,309,565	1,000,000	100,000	2,909,565	32.0	21,769	50,103	7,966	——	.....
31 Oct '64	48.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	——	20½
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	——	.....
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,718	Lehigh Valley	7,433,706	1,739,410	——	6,627,050	1,477,000	17,532	8,121,582	87.5	502,023	2,280,262	1,452,154	20	63
31 Oct. '64	23.2	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	)	7½	55½
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	24½
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,080	16,694,840	——	43,520,356	356.9	5,846,778	14,759 057	4 065,112	10	57
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norristn	1,139,079	262,399	——	1 358,100	815,500	——	1,673,100	24.0	253,739	473,147	207,892	8	56
31 Oct. '64	237.6	——	29 1	——	——	——	——	Phila. and (Sunbury) Erie	15,760,623	——	——	5.013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	——	22½
30 Nov. '64	152 0	46.8	206.5	——	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	——	27.716,253	509 5	3,328,220	9,239,341	4 308,150	15	13½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,404	——	245,595	999,200	250,000	——	1,249,200	28.2	175,447	524,006	477,658	10	145½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,657,300	692,000	——	9,349,300	197 0	839,238	3,205 560	1,365,200	10	65½
31 Dec. '64	59.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004	——	1 770,414	1,500,000	69,223	3,666,877	72.0	256,176	315,723	101.569	——	9½
31 Dec. '64	468.3	——	108.5	——	187	99	2,020	Pitsb'g, Ft. Wayne & Chicago	21,164,330	*	——	8,181,124	12,657,000	——	23,942,670	468.3	3,940,773	7 10.406	3,010,067	10	98
31 Dec. '64	28.0	——	6.2	——	5	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791.597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct '64	26.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,983	——	684,036	1 009,095	162.312	1,855,443	26.4	118,698	273,232	149,617	——	.....
31 Oct. '64	29.6	——	3.5	——	6	4	382	Tioga	802,253	165,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	247,000	——	.....	62.0	297,700	421,751	199,155	5	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	283,268	151,536	6	——
1 Jan. '59	143.2	21.3	.....	——	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	.....
28 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	104.0	.....	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,167	——	——
1859	99.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859	140.0	——	3.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	——	——
1859	271.6	76.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	.....	.....	.....	——	——
1859	160.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1860	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,905	——	317,447	632,500	52,360	.....	47.4	54,175	83,129	44,666	——	——
1859	54.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).			•									
— — '58	32.0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	976,000	369,000	.....	70.0	102,260	282,846	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,765	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	.....	.....	ope	r. by Vt.	Central	.....	8	100
30 Jun. '63	23.7	——	0.9	——	4	6	89	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Boat.	53,852	——	.....
								VIRGINIA.													
1 Aug. '59	41.8	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	——	——
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	245,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	274,966	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,352	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,107	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	162,753	79,586	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	28	Richmond and York River	704,840	20,554	——	657,512	85,000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,058	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	88,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,192	740,489	347,957	——	.....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	500,000	700,000	25.000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	199.9	——	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	.....
31 Dec. '64	191.9	42.5	28.3	——	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	.....	8,452,351	234.4	958,183	1,711,281	503,250	——	39½
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	6,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236.798	67,652	——	.....
31 Dec. '62	45.0	——	.....	——	16	17	214	Montreal and Champlain	2,453,959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	.....
31 July, '63	229.0	115.5	65.0	——	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,640,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,939	5,678,959	96.1	402,670	467,266	191,132	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,003	——	——
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,588	——	1,380,000	13,100	136,000	1,779,232	60 0	.....	132.555	56,670	——	.....
								NOVA SCOTIA.													
Dec. '62	61.5	20.5	.....	——	20	18	166	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,161	——	——
								NEW GRANADA.													
31 Dec '63	48.7	——	——	——	11	22	120	Panama	5,000,000	*	615,558	3,000,000	3,575,000	——	10,765,728	48.7	.....	5 027,438	1,228 924	18	2.0

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (prof.)	1 310,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,925	7	—	43
Chicago & Alton (preferred)	2,425,200	7	7	96
Chicago & Northwestern (pref.)	2,400,000	7	5½	64
Cocheeho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,256,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & William-port (preferred)	500,000	....	....	45
Erie (preferred)	8,535,700	7	7	84½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	92
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	392,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	954,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	....	....	....
" " " (2d pref.)	904,473	....	....	....
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,404,300	7	7	....
White Mountains (guaranteed)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	———	18...	....
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	....
Delaware & Raritan: *See* Camden & Amb RR.	....	....	....	....	....
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation 1st Mortgage	414,608	6	M. & S.	1870	92
Six per cent. Loan	2,452,271	6	A. & O.	1884	95
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris: 1st Mortgage	455,500	6	A. & O.	1876	100½
2d Mortgage	295,750	6	....	....	97
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	568,500	6	M. & N.	1876	78½
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1 Mortgage	650,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	—	....
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	4,282,950	6	59
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	55
" (preferred)	100	1,175,000	10	122
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,260	—	8½
Union	....	....	....	....
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	51

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 50 @ 47 —
Pig, American, No. 1	39 — @ 41 —
Bar, Swedes, assorted sizes (in gold)	— @ 92 50
Bar, Swedes, assorted sizes	155 — @165 —
Bar, English, Refined	105 — @110 —
Bar, English, common	95 — @100 —
Scroll, English	125 — @180 —
Bar, American, Common & Refined	115 — @120 —
Band, English	135 — @ — —
Horse Shoe	130 — @140 —
Rods, English	107 50 @180 —
Hoop, English	140 — @200 —
Nail Rod per lb.	9½ @ — 10½
Sheet, Russia per lb.	24 @ — 25
Sheet, English, Single, Double and Treble	6½ @ — 9½
Sheet, Am., Single Double and Treble	6½ @ — 9½
Rails, English (gold) per ton	58 — @ — —
Rails, American	80 — @ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)	— 12 @ — 14
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 20 @ — 22
American, Cast, Rolled	— 13 @ — 16
American Spring	— 12 @ — 14
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 30
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 30 @ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ 9 62½
Spanish	— 9 12½ @ 9 25
German Refined	— 9 12½ @ 9 25
English	— 9 12½ @ 9 25
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 28½ @ — —
Straits	— 27 @ — —
English	— 24½ @ — 24½
Plates, Charcoal I. C per box.	— — @ 14 —
Plates, I. C. Coke	— 10 50 @ 13 —
Terne, Coke	— — @ 10 25
Terne, Charcoal	— — @ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	5 25 @ 6 —
Clinch (cash)	6 25 @ 6 50
Horse Shoe, Forged (cash) per lb.	— 80 @ — —
Wrought English (cash)	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 32½ @ — 33
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 70 @ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 52 @ — 53
Naptha, Refined (60@63 gravity)	— 48 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th 3.	F 4.	Sat 5.	M 7.	Tu 8	W 9.
Atlantic M. S. S. Co	157	....	155	....	156½	156½
At. & Gt. W. (O) 1st m't	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	93	93	93	93
California 7s	....	....	....	....	....	....
Canton Co.	40	....	....	39½	39½	....
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	102½	....	....	101	....	98
" " pref.	....	....	....	104	100	96
" " 1 M.	....	....	....	95	....	95
" " S. F.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" " " 8 p.c.	....	....	....	....	109	....
Chic. & Northwest'n	27½	28	28½	27½	29½	29½
" " pref.	62	63½	63½	62½	64	65½
" " 1st M.	....	....	81	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	103½	103½	103½	103	103½	103½
" '1st M.' 70	....	....	....	....	....	100
Clev., Col. and Cin.	....	....	....	130	....	125
Clev. and Pittsburg	70	71½	70½	69½	71	70½
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	102	....	....	....
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref	41½	42	....	42½	44	43½
Del. & Hudson Canal	134	....	135	....	....	....
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	99½	91	90½	84½x	85½	87
" pref.	....	....	87	....	....	....
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	101	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	96	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	113½	113	113½	112	113½	....
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S. F.	102	....	....	....	....	102
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	126½	125½	126½	125½	....	126
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	37	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	12½	....	....	....	....	....
Michigan Central	....	....	108	....	....	....
" S F. 8 pc. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	66	67½	66½	65½	66½	66½
" " guar'd.	....	....	....	....	....	....
" " 1M. S. F.	....	....	....	....	....	96
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	38	....	....
" " 1st pref.	....	....	92	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L. G. bonds	....	....	....	....	....	....
Missouri 6s	70	71½	72	72	....	71½
" iss. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	....	....	....	....	....
New York Central	92	93½	....	93½	93½	93
" Real Estate	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	....	95	....	....	....	95
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" "1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
North Carolina 6s	75	....	76	75	....	....
Ohio & Miss. cer.	25	25½	....	24½	25½	....
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	105½	107½	107½	106½	106½	106½
Pitts. Ft. W. & Chicago	98	98	97½	97½	98½	98
" " 1M.	102½	....	....	....	....	103
" " 2M.	....	....	....	....	....	....
" " 3M.	....	88	....	....	....	....
Quicksilver Mining Co.	56	57½	....	56½	57	58½
St. L., Alton & T. H.	....	....	....	....	33	....
" " pref.	....	....	....	....	60	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	75	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	70	70½	....	72	....	71½
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	60	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.3.	F.4	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96⅜	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	97	97	97¼	97	97	97¼
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107¼	----	----	----	----	107
U. S. 6s, 1881, cou.	107	107	107¼	106⅜	107	106⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	117	----	117½	----	----	----
U. S. 6s, 1868, reg.	----	----	----	115	----	----
U. S. 6s, 1868, coup.	115	----	----	----	----	113¾
U. S. 6s, 1 year certif.	----	----	97⅜	----	----	97⅜
U. S. 6s, 5-20s, coupon	105⅜	106	106	106	106½	106
U. S. 6s, 5-20s, new	104⅜	104⅜	105	104⅜	104⅜	104⅜
U. S. 6s, " reg.	104⅜	----	----	----	104⅜	----
7.30 Notes, 1st series.	----	----	99⅜	----	----	----
" " 2d series.	99⅛	99⅛	99⅛	99⅛	99⅛	----
" " 3d series.	99	----	99⅜	----	----	99⅜
American Gold	144⅛	143⅛	143⅝	144⅛	144⅛	144⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	W.2	Th.3	F.4.	Sat.5.	M.7.	Tu.8.
Cattawissa	12½	12	----	----	----	----
" preferred	----	----	----	----	----	25½
Camden & Amboy	123	123	----	123	123	123
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	98	98	98⅜
Ches. & Del. Canal 6s '30	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	30½
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	58	----	----	----	----	59
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	95	----	----	----	----	95
Lehigh Valley R. R.	68	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	29	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	24½	24½
" " 6s	84½	84½	----	----	84½	84½
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	45	----	----
Pennsylvania R. R.	57⅜	----	57⅛	57⅛	57⅛	57⅛
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	102
Penn. State, 5s	----	----	----	90	90	90
" " 5s, coupon	----	----	----	92½	----	92
" " 5s, W. L.	100	----	----	----	----	----
Philadelphia City, 6s	----	----	89	----	----	----
" " new	92	91¼	91⅜	91⅛	91½	91¼
Philad., Germ. & Nor.	55	----	----	56	----	----
Phila. & Reading	52⅜	52⅜	----	53⅜	53	52⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	22	----	----	22¼
" " 6s	----	----	----	----	94	95
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	23	----	----	----	----	23⅛
" " pref.	31¼	----	31⅛	31⅜	31⅞	31⅜
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	2	----	----
" " 6s '83	----	----	----	----	20	----
West Br. Canal 6s '78	----	----	----	----	90	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	49	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875	99¼	----	----	----	----	----
" " 1886	99	99	99	----	----	----
" " 1870	99	----	----	----	----	----
" " 1890	----	----	101	----	----	101
Balt. and Ohio	----	----	117	----	----	----
" " b'ds, '92	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80, 98⅜	----	99	----	----	----	100⅛
" " " '85	----	----	----	----	----	----
Northern Central	----	----	46	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Lowell	----	----	93	----	----	----
Boston and Maine	----	----	----	----	----	112½
Boston and Providence	124	124	125½	----	----	----
Boston and Worcest.	121	----	----	----	124	125
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	94	----	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	103½	----	104	----	104	----
Manchester & Lawrce	----	----	----	----	----	107
Michigan Central	----	----	----	----	110	----
Northern, N. H.	50	----	----	----	----	----
Old Colony and Fall R.	----	----	----	106	105½	----
Ph., Wil. & Baltimore	66½	----	65½	65½	----	----
Portl'd, Saco & Ports.	96	----	95½	95½	----	16
Vermont & Canada	----	----	100½	100	----	----
Vermont & Mass.	----	----	41⅜	----	----	----
Western	125	----	125	125	----	126
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	50	50	49½	50	----
Middlesex "	63	----	----	----	----	61
Central Mining Co.	----	----	----	----	----	----
Franklin "	34½	33⅝	33⅞	33½	33½	----
Isle Royale "	----	8	8	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	7	----	----	6¼
Pewabic "	----	----	----	----	8½	----
Pittsburg "	----	----	52½x	----	50	----
Quincy "	----	----	54½	56	----	54½

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of July :

Maryland 5s	62	to	64
United States 6s, 1881	69½	"	69⅝
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	37	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	54½	"	54⅝
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	61½	"	61⅝
Do. do. $100 shares, $90 paid, dis.	45	"	42
Do. do. $100 shares, all paid	80½	"	81½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, August 12, 1865.

Stock Exchange and Money Market.

The easy condition of the Treasury, the large balances on hand at its sub-office in this city, and especially in coin, have set the fault-finders at work, and particularly the dealers in gold. Such presses as are in their interest are greatly discontented with the secretary, for being master of the situation. They feel insecure with their programme, and are alarmed lest their expected gains will never be realised. The country, however, rejoices at the present condition of things, and begins to see its way out of its financial troubles. Retrenchment being the order of the day, and the revennes being large not only, but cheerfully paid, it seems to be plain, that we are sure to make both ends meet with something over for the future. This is the conviction of all those who are studying the question.

The tight money market, so confidently predicted for some time past, has failed to make its appearance. It is quite impossible that it can occur as long as so much paper money is afloat, which for our part we should like very much to see diminished in quantity. As long as we do not know from day to day, what a paper dollar is worth, so long we shall have fluctuations in prices of commodities, uncertainty in business, and looseness of morals in trade. We cannot deprecate too much the laxity which it has caused among dealers, who make their greatest gains by the new power they exercise over consumers, and which they do not hesitate to exercise. Complaints and combinations against extortions may be ever so numerous, but they will amount to nothing while our currency is without stability and changes in value every day.

Our attention has been again drawn to the curious nature of our foreign commerce. It presents some anomalies which we cannot comprehend. Looking over our late files of Liverpool papers, we find the exports to this country of a most singularly inconsistent character. Thus we find among the exported articles from Liverpool to the United States during the week ending the 17th of July last 62 hhds of tobacco. Surely it is carrying coals to Newcastle to bring tobacco in this form to this country; 200 bbls of pork, 186 tons of rice and 20 bales of East India cotton, when this article of our own growth is actually in excess of the demand and declining in price. We might mention other articles, which are produced here in large quantities which make up large portions of these foreign imports, all it seems to us entirely unnecessary, and for which we are called on to pay in gold. We sometimes wonder on what principle foreign commerce of this sort is conducted, and who it is that are engaged in flooding the country with articles it is competent to produce for itself. Certain it is, that anything which can be shipped, the very refuse of the markets seems readily to find its way to New York, and the old World fully to understand our capacity to consume, and our ability to pay, no matter what opinions it may entertain of our institutions. Every true patriot must regret that it is in the power of any classes of men, merchants so called or any other, to direct the consumption of this country in this extraordinary manner, particularly when there is so little reciprocity in the dealings of those nations who are deepest in the American trade, and who cannot build steamers fast enough for the lines they are projecting to ply to our ports. On the other hand we are literally doing nothing in the way of competition. It is said that more than a thousand American ships have changed their flags, and we do not hear of their coming back again. We have not a single line of steam mail packets on the Atlantic, and are not likely to have any, until the Government fulfills its half promise to use some of our surplus vessels in that service, as we have long contended it should do. If we are to have commerce and intercourse with other nations, we are of the opinion that we should have some interest in the carrying trade itself, and common sense tells us that at least we should carry our own letters, and not pay a million dollars annually to foreign companies for that work. Is there not some power in the American press, some statesmanship in our

rulers, some sagacity in our commercial classes to grasp this subject and make it understood; or are we all so much engrossed in hunting for office, and in politics and their petty personal details that we cannot see anything beyond them. Really it would sometimes seem as if details were all that engross the public attention, or control the policy of the country. Can any man doubt that if some 20 or 30 of our fastest government steamers, were to be formed into mail lines all over the Ocean, that it would thus at once give us advantages we have entirely lost, or that a better and more useful service for a part of our navy could not be found than this we propose. Commerce all on our side, and to our disadvantage is not what we want, but reciprocity at least in its forms, conduct and advantages.

We notice the last weekly statement of the associated Banks, shows some considerable changes as affect themselves, but have no more influence on the general current of business, than a pebble has on the waters when thrown into the bay of New York. Their deposits have decreased between eight and nine millions, so much the worse for their profits, and their specie between one and one and a-half millions. This too is of but the slightest consequence.

Foreign exchange is dull, and the rates show that it is not sold at a profit. It appears as if there was some rivalry existing between the English and German dealers, the latter having frequently come into the market on late occasions, and underselling the former at a considerable reduction. That exchange is constantly being sold under par is evident. Par is $4.86; and to get this the premium at 9⅛ per cent., must be added to the $4.44 the usual formal valuation of the pound sterling.

Thus	$4.44.44
9⅛ per cent	42 22
	$4.86.66

The present rate being full 1 per cent. and upwards less than this, the sellers of exchange find their profit if any, in the interest made on the transaction, or the necessities of borrowers, who will take exchange often in preference to paying high interest in the street. This mode of raising money has long been practised by needy operators. The truth is the German houses here and abroad, interested in American transactions, have always shown a superior breadth of comprehension, have more cosmopolitan views, understand us better, and have more confidence in and better judgment with regard to American transactions and securities, than any other class of foreigners resident among us, and their faith in us has been profitable to them. They have made a great deal of money by their early investments in our national stocks, while the French and English Bankers yielding to their prejudices, have had to come in at the eleventh hour to be satisfied with the gleanings of the field. The day is not distant when our securities will have a preference over all others, in all the Bourses of Europe. They are growing stronger every day, and the occasional temporary decline they meet with in the London Market, is no indication whatever of their real or final value. We suppose when the Atlantic Telegraph get fairly to work, if it ever does, the speculators at either end will combine at once to use it for their advantage, and temporarily to depress prices that they may have larger profits in the end, which after all, is the principle lying at the bottom of all investments in this as in other kinds of securities.

The demand for gold for exportation is sensibly diminished. The following table shows the specie exports from the port of New York to foreign ports for fourteen years, from January 1, to August 4, 1865, and for the corresponding period in the other years:

1865	$18,647,998	1858	$15,775,719
1864	31,189,561	1857	28,216,619
1863	25,843,450	1856	20,533,584
1862	36,419,511	1855	19,968,728
1861	3,261,458	1854	20,200,041
1860	29,115,284	1853	12,584,824
1859	44,396,190	1852	15,595,508

So that it is evident there is great falling off in the export of the present year, as compared with any since 1861, during the same period of time. The alarmists must contrive some new tables if they wish to create further apprehension in the public mind.

The sellers of gold are much embarrassed by the very strong position of the Treasury, in respect to the precious metals. It is certainly in the power of the Government, so large is its surplus, to break down the market at any time it thinks proper to do so, and if it can reduce the premium in this way, it is doing a real benefit to the country. If it were possible to get down the premium on gold to 5 or 10 per cent., and keep it there, we need not have any further anxiety about legal tenders. They would be worn out in the use before it would become necessary to fund them. Their present value in gold we have before this estimated at nearly four hundred millions, and if it is advisable that such an amount should continue in active circulation, why we would have it, that's all. The premium has continued pretty steady during the last week, but it has been upheld at much cost and anxiety.

In railway securities there is a steadiness but not buoyancy. States are firm, and there is some inquiry for North Carolina, showing that there is an expectation of a return to solvency in the reconstructed States.

Orders for foreign account were executed for the steamers of Wednesday to the extent of a million and a-half, notwithstanding the last reported decline in the London Market, to which it is evident the American holders are very wisely becoming indifferent. In the export list of the week we find also about 6,000 bales of cotton, of the value of $1,400,000. The total value of the exports for the week was $3,894,479. The customs duties continue to be very large, and leave the Treasury a heavy surplus to be disposed of from time to time for currency for which it has a legitimate necessity.

The balance in the Sub-Treasury on Tuesday, was $60,053,810.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Onio and Mississippi 1st mort., 75; Milwaukee and St. Paul 1st mort., 76; Joliet and Chicago R. R., 90; New York State 6s, 1873, 98; Central Am. Transit Co., 20; Brunswick Land Co., 13; Western Union Tel., 73; 9th National Bank, 104, Ocean Bank, 90; Bank of America, 136; Am. Ex. Bank, 116; Mechanics Bank, 110; Metropolitan Bank, 114; Corn Exchange Bank, 106; 4th National Bank, 100½; Phœnix Bank, 103.

Philadelphia.—Westchester 7s, 100; Allegheny Co. coupon 6s, 72½; Pittsburg 5s, 71½; Fulton Coal, 6¼; Green Mt., 3⅛; Swatara, 2⅞; New Creek, ⅞; Big Mt., 5; Clinton, ⅝; Penn. Township Bank, 45; Adamantine Oil, 3; Bull Creek, 1⅛; Big Tank 1¼; Curtin, 2¾; Caldwell, 2½; Corn Planter, 1¾; Dalzell, 4⅛; Duncard, ⅝; Densmore, 1½; Egbert, 1½; Excelsior, ⅝; Hyde Farm, 1¼; Jersey Well, 1½; Keystone, 1¼; Maple Shade, 7¾; McClintock, 2; McIlheny, 1⅞; Mineral, ¾; Mingo, 2⅜; Royal, ¾; St. Nicholas, 1½; Sugar Dale, 2; Story Farm, ⅝; Slippery Rock, 1¾; Tarr Home, 4¼; Walnut Island, 1⅛; Wm. Penn, 1¾. The latest quotations are: City 6s, 88½@89; do., new, 90@90¼; State 5s, 90@91; do., coupon, 92@92¼; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 65½; Reading, 53@53⅜; do., 6s, 1870, 92½@94; do., bonds, 92@94; do., con., 107½; Camden and Amboy, 123@123¼; Penn R. R., 57@57; do., 1st mort., 104@107; do., 2d mort., 101¼@102; Little Schuylkill R. R., 29@31¾; Morris Canal, 75@81; do., pref., 116@120; do., bonds, 90@90; Wyoming Valley Canal, 53½@54; do., 6s, 90@91; Susquehanna Canal, 8½@10; do., 6s, 45@56; Sch. Nav., 23¼@23½; do., pref., 31½@31¾; do., 6s, 1882, 78@80; Union Canal bonds, 20@20½; Delaware Div. Canal, 30@30¾; do., bonds, 90@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s 1873, 99@100; do., Chattle 5s, 70@78; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 58@58¾; North Pennsylvania, 24@24½; do., 6s, 84¼@85¼; do., 10s, 108@108; Philadelphia and Erie, 22@23; do., 6s, 93@95; Minehill, 55@55½; Catawissa, 12@12¼; do., pref., 25@25¾; Lehigh Valley, 63½@65; do., bonds, 94@93¾; Fifth and Sixth streets, (horse,) 50@55; Second and Third, 76@77; Race and Vine, 10⅛@10½; West Philadelphia, 62@64; Spruce and Pine, 21@24; Green and Coates, 30@34; Chestnut and Walnut, 49@49⅛; Arch, 16@17; Thirteenth and Fifteenth, 18@19; Girard College, 26@26½; Tenth and Eleventh, 45@48½; Norristown, 56@56⅛.

Boston.—Eastern R. R. 6s, 1874, 94; Northern (Ogdensburg) 2d mort., 35½; Rutland and Burlington 2d mort., 20; Vermont Central 1st mort., 75; do., 2d mort., 25¼; N. Y. and Boston Air Line, 6s, 40; Western R. R. 6s, 1875, 97; Ogdensburg and Lake Champlain R. R., 35; Conn. and Pas. Riv. R. R., 72¼; Dighton and Somerset R. R., 95⅛; Massachusetts 5s, 1894, 95½; Boston 5s, 1877@1883, 98; Boston Water Power Co., 28¼; Lake Superior Land Co., 48⅛; Franklin Coal, 21; Mammoth Vein Coal, 12⅜; Macomb Lead, 2⅛; Boston, Gas, 735; Cambridge Gas, 95; Salem Gas, 111; Atlas Bank, 103; Suffolk Bank, 115; 3d National Bank, 97½; Boston Bank, 98¼; Merchants Bank, 110⅛; Bunker Hill Bank, 100¾; Exchange Bank, 127; City Bank, 101; Albany and Boston Mining Co., 18½; Bay State 9¼; Brandon, 65; Copper Falls, 19¼; Dudley, 50c.; Humbolt, 1¾; Huron, 38½; Mesnard, 2; Phœnix, 12; Pontiac, 1½; Star, 2⅛; St. Clair, 2.

Baltimore.—Y. and C. R. R. bonds, 1877, 95; Maryland Copper, 0.35; Mineral Hill, 2.05; Copper Hill, 2.10; Atlantic Coal, 1.05; Santa Clara,

19; Canton Co., 39¼; Penn. Oil, 0.70; Balt. Chrome, 1.00; Marine Bank, 34½; Farmers and Merchants Bank, 45; Bank of Baltimore, 103; Union Bank, 74. The latest quotations are: Balt. and Ohio, 118@117¾; do., 6s, 1867, 98@100½; do., 1875, 98¾@100; do., 1880, 99½@100; do., 1885, 100½@100¾; Northern Central, 45@46; do., bonds, 1885, 86@87½; N. W. Va. 1st mort., 96@97; do., 2d mort., 95@98; do., 3d mort., 30@35; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 83@85; Central Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 96@96½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 99@100; do., 1875, 99¾@100; do., 1886, 100½@101; do., 1890, 101¼@102; do., coupon, 100@101; do., 5s, 1838–'70, 84@85; City Passenger R. R., 18½@20; Canton Co. 39@41½; Gardner, 0.75@0.85; Gas Coal, 1.00@1.75; Maryland, 0.40@0.50; North State, 0.25@0.25; Springfield, 1.00@1.05; George's Creek, 110@120; Santa Clara, 19½@20; Balt. Chrome, 0.90@1.10; Bare Hill, 2.10@2.25; Atlantic Coal, 1.05@1.15; Mineral Hill, 1.50@2.00; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.00@4.00.

Eighth National Bank.

This institution, most conveniently located at 650 Broadway, notwithstanding the recent burglarous attempt on its assets, continues to pursue its successful career both as the friend of business men and the fiscal agent of the Government. Among its Directors we recognize the most successful and prosperous merchants of the city, and worthy of all confidence. The securities of this Bank are kept in one of Herring & Co.'s Best Burglar-proof Safes, placed within a Fire and Burglar-proof Vault of Valentine & Butler's celebrated manufacture, supported on a foundation of solid masonry. These, with the additional safeguard of a night watchman secure the Bank against loss by either fire or burglary.

U. S. Military Railroads.

The Assistant Quartermaster gives notice that there will be sold at Public Auction, to the highest bidder, the following Rolling Stock:

On Tuesday, Sept. 19, at the Portland Co.'s Shop, in Portland, Me., six (6) Locomotive Engines.

On Thursday, Sept. 21, at Hinkley & Williams' Shop, in Boston, Mass., four (4) Locomotive Engines.

On Monday, Sept. 25, at Kennett square, near Philadelphia, Pa., fifty (50) Box Freight Cars four feet and eight and a half inches gauge.

On Wednesday, Sept. 27, at Wilmington, Del., eighty four (84) Box Freight Cars, five foot gauge.

The above stock is all new, and of the very best quality.

The engines are five feet gauge, five feet drivers, and the cylinders sixteen by twenty-four inches. They can be changed to narrow gauge at a trifling expense.

Sales to commence at 10 A. M.

Terms—Cash in Government funds.

☞ Engineers are at work surveying and locating the West Virginia railroad, between Charleston and Ceredo, and it is proposed to commence work upon it in a few weeks. This road will be of immense advantage to that portion of the State, particularly the Kanawha Valley, and will, without doubt, become a good paying concern.

Imperial Mexican Railway.

Official information is given of the opening of this line for passenger and goods traffic from Vera Cruz to the Pass of Macho, where the ascent from the hills of Caliente to the healthy districts of the interior of the country commences. The directors, alive to the importance of bringing the unkertaking under the knowledge and into the favor of European travelers, announce that a special train will be despatched from Vera Cruz on each arrival of the steam-packet from Europe, so as to enable the passengers to reach the interior with the least possible delay. This is a prudent arrangement; and, although the special train may not probably pay its own expenses for some time to come, it will not fail to add materially to the well-being of the enterprise whenever it is opened throughout to Mexico.

We subjoin the chief stipulations of the concession under which this noble enterprise (300 miles in length) is being carried out:

"1. The exclusive privilege in perpetuity of the main line from Vera Cruz to Mexico, with a branch to Puebla.

"2. The exclusive right of constructing any branch lines desired within sixty miles from the main line.

"3. A State subvention of $6,000,000, in bonds charged on an additional 20 per cent. over and above the ordinary customs dues of the ports, which has been legally appropriated to the public works (Mejoras materiales) by ordinance 31st Jan., 1856, Art. 11., the said bonds being receivable as cash by the custom-houses to the extent of 20 per cent. of the duties, and being repayable by half-yearly redemptions at par during twenty-five years, with 5 per cent. interest.

"4. State subscription for shares to the amount of 15 per cent. of the ordinary customs receipts for five years, estimated to produce 800,000*l.* secured on the said customs dues. The shares, receivable at par at the custom-houses, and intended for the endowment of hospitals in Mexico, are inalienable by the State. The payment of both the said proportions of 20 additional and 15 per cent. of the ordinary customs dues in these bonds and shares respectively is made obligatory on importers for the period stated.

"5. Immunity from all rates and taxes during fifty years.

"6. Importation free of duty of all materials, machinery, and coals, both for the construction of the railway and for its use for thirty years.

"7. Exportation, duty-free, of specie to the same amount of value.

"8. Free grant of all Government lands required for the line, and of all mineral properties discovered in the construction.

"9. The privilege accorded to the company to fix its own tariffs of charges and rates, both for goods and passengers, without any limitation."

The remainder of the works, it should be added are being conducted under the superintendence of Mr. Jas. Samuel of Gt. George-st., London, and Mr. Talcott of the United States, the latter remaining in Mexico to personally superintend the details.

☞ An adjourned special meeting of the Boston, Hartford and Erie Railroad Company was held in Boston the 3d inst. President George M. Bartholemew presiding. Mr. Lyman Nichols as Chairman of the committee, submitted a report recommending that the company complete the line from Boston to Mechanicsville and Southbridge, and stating that the floating debt of the company, including the furnishing and equipments of the road, is $1,055,510. The report was adopted.

Welland Railway.

The receipts of this road for the year 1864 were £13,964 and the working expenses £12,766, which would have left a profit of £3,198, except for the depreciation the of currency. The number of the passengers carried during the year was 37,567, showing an increase of 6,211 as compared with those carried in the year 1863. The whole of the profit on working the traffic had been absorbed by the loss from depreciation in the currency. The rate of exchange was now much more favorable, and there was every reason to anticipate a busy season in the grain trade for the year 1865. The capital account showed that £359,564 had been expended.

Lexington and West Cambridge R. R.

The earnings of this road for the year ending July 31, 1865, were $1,072 26; ordinary expenditures $23,614 11; extraordinary expenditures, $11,232 65, making a total of $34,876 76. Aside from extraordinary expenditures, the net earnings of the company were $7,428 15. The following named gentlemen were chosen Directors for the ensuing year: Messrs. R D. Blinn, W. Tower, Samuel Butterfield, D. W. Muzzey and Wm. E Parmenter, and they were authorized to lease or sell the road if they should see fit—the same power as voted at former annual meetings. Subsequently. Mr. Blinn was elected President by the Directors,

Portage and Lake Superior Ship Canal.

The Portage Lake *Mining Gazette*, of July 20th. says that the construction of this long-talked of and important canal is a certainty, and that in three more weeks the work will have been commenced. As all are aware, next to the construction of a railway along the great mineral range, this is the most important work which has been projected in the Lake Superior country.

☞ The Cincinnati, Peru and Chicago Railway was sold on the 2d instant under a foreclosure of the first mortgage. The sale was made at Laporte, Indiana, by the United States Marshal, and the road was purchased by Wm. W. Niles, of this city, for himself and other bondholders. The road is now running for thirty miles, and it is intended to complete it to the Peru, and thus form a continuous line from Cincinnati to Chicago.

☞ The city railroad company of New Orleans have now about thirty-two miles of track in operation, upwards of a hundred cars, and some five hundred mules in use.

☞ The Hudson River Railroad Company has extended the track of its city road through Warren street to Broadway. The cars are now running on the extension.

☞ Arrangements are being made with the Louisville and Nashville Railroad Company to put the Memphis, Clarksville and Louisville road in operation. Orders have been received for the Nashville and Chattanooga and the Nashville and Northwestern Railroads.

☞ Another section of the Dubuque and Sioux City Railroad has been completed, and cars have commenced running to Parkersburg. The work on the road is rapidly progressing.

☞ The Mobile and Ohio railroad is completed from Columbus, Ky., to Trenton Tenn. Cars will be running through to Mobile in a few weeks.

☞ Work on the Chenango Canal extension has been commenced at Willow Point and also near Union.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending July 29, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$48,181 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	65,253 00
Total	$117,470 00
Corresponding week, 1864	105,795 00
Increase	$11,675 00

The earnings of the Marietta and Cincinnati Railroad for the fourth week in July, 1865, were:

	1865.	1864.
Passengers	$19,673 20	$18,043 51
Freight	15,230 00	12,812 27
Mail, express & telegraph	1,435 47	808 63
Total	$36,338 67	$31,664 41
Total this month to date	108,651 92	89,533 52
Total for the fiscal year commencing Jan. 1	$653,108 18	$555,802 90

The traffic of the Great Western Railroad for the week ending August 4, 1865, was as follows:

Passengers	$33,957 25
Freight and live stock	21,540 50
Mails and sundries	2,376 98
Total	$57,874 73
Corresponding week of 1864	48,821 87
Increase	$9,052 85

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 31, were:

	1865.	1864.
Passengers	$4,311 02	$3,014 28
Freight	12,428 53	8,621 09
Express	260 22	104 16
Mail	296 58	296 58
Total	$17,296 35	$12,036 11

Receipts from January 1 to July 31:

1865	$361,528 94
864	318,602 07
Increase	$42,926 87

The earnings of the Chicago and Northwestern Railway for the fourth week in July, 1865, were $209,604 75
Corresponding week of previous year. 131,545 89

Increase 59.30 per cent $78,058 86

St. Stephen's Branch R. R.

A meeting was held at St. Stephen's, N. B., on he 17th ult., of all persons holding real estate in the lower district of the Parish, for the purpose of taking a vote on the assessment of property in accordance with the Act of Assembly passed June 8, relative to the issue of debentures by the St. Stephen's Branch Railway Company. The yeas represented $156,030, and the nays $58,340. The Act under which this meeting was held, provides that "if it shall appear to the presiding Justices that the affirmative votes represent two-thirds in value of the real Estate, they shall report the same to the Lieutenant Governor, who will cause it to be gazetted, whereupon the Act shall be ipso facto in full operation and effect." The Yea votes having represented $40,000 over and above the Nays, the announcement was of course received with much applause and three cheers were given for the Branch Railroad.

☞ The Postmaster-General has ordered the renewal of mail service on the Mobile and Ohio Railroad, from Mobile Ala., to Columbus Ky., including Macon, and other points.

Journal of Railroad Law.

AUTHORITY OF PRESIDENT TO CONTRACT FOR COMPANY.—RATIFICATION BY COMPANY.

The President of the Tioga Railroad Company was allowed for 3 years to purchase locomotives for the Company, giving bills for them in his own name as president of the Company, to run the locomotives upon the road which he managed in his discretion. Afterwards the Directors resumed the charge of the road and of the locomotives for some years, though they do not settle nor question the accounts rendered by the president of these transactions. One of these bills not being paid, action was brought against the company upon it. One of the questions among others to be decided was whether the acquiescence was such a ratification of the president's acts as to be evidence of his original authority to bind the corporation by bills given for locomotives. The Supreme Court of the state held that it was, and on appeal affirmed the judgment which was obtained.

The opinion of the later Court was prepared by SELDON J. The referee has found, as a fact that the draft upon which the first action was brought was executed by the defendant, and that finding includes an affirmation of the authority of Wilson, in the president of the company, to make the draft in its behalf. If there was any evidence proper to be considered by the Referee tending to sustain this finding, sufficient to justify the denial of the defendent's motion to dismiss the complaint, the finding cannot be disturbed on appeal to this court. I think there was not only some evidence to justify the conclusion of the referee, but do not see how he could have arrived at a different result.

It was within the power of the board of managers to clothe the president with authority to make the purchase of the locomotive, and to give the obligation of the company in payment for it. The language of the Charter is "the president and Managers shall conduct the business of said company," and there is nothing in the Charter, or any of its supplements, to restrain this extensive power, so far as relates to the present question. The purchase of locomotives was a part of the ligitimate business of the company, and it cannot be questioned that the president and manager could appoint an agent with full powers to make such purchases, whether the agent was one of their number or a stranger (Aug. & Ames on Corp. ch. 8 § 1 chap. 9 § 2.) and to execute bills or notes of the corporation in payment of bebts thus incurred. (Curtis *vs.* Leavitt 15. N. Y. 9, 66, 67.) "All acts within the powers of a corporation may be performed by any of its own selection." (Barnes *vs.* Ontario Bank 19. N. P. 158.) Mr. Wilson was clearly invested with power to make the bill. He was president of the company, not only de facto but de jure. He was properly elected in January 1839, and without any special provision in the Charter to that effect would have held over until another president was elected (change, 625; 10, Mod. 146; 9, Johns, 168) and the fourth section of the chapter expressly provides, that the officers elected by the stockholders, among, which is the president, "shall continue in office for one year, and until others are chosen." He had not removed to New York when he made the bill, and it is therefore unnecessary to consider what effect such removal had upon his powers or temure of office. By virtue of his office, if nothing further appeared in regard to his powers, I think he would not have been authorized to purchase the locomotive, or to execute the bill. These were duties which belonged to the board of managers, and could only be conferred upon the other officers or agents with their consent. (McCullough *vs.* Moss, 5 Denis, 575; Hoyt *vs*, Thompson, 1, Seld. 320.) The managers prior to the 2nd of April, 1838, appointed an executive committee, and by a resolution of that date invested the committee, so far as their act could do it, during the intervals between the meetings of the board with the full powers of the board to act for, and to bind the company.

That committee, in October 1839, authorized the president to purchase a locomotive and tender, and to give the notes of the company for them and also "to act in all the ordinary business of the company as fully as the committee" might do. It does not appear that these powers were ever recalled; and if neither the board of managers nor the committee were acting beyond the scope of their own authority, the president had the express warrant of the corporation for everything which he did. The managers might undoubtedly clothe a committee, in the interval between the sittings of the board with all their own authority to conduct the ordinary business of the company (Hoyt *vs.* Thompson's Executor 19, N. Y. 207, 216:) but it does not follow that the committee could delegate that power to one of their number; I doubt their authority to do so, as they had no express power of substitution; but it is unnecessary to pass upon that question, as there is another ground on which the power of the president to bind the company must be sustained. The board of managers, designedly as it must be presumed, relinquished to the president for a period of three years (embracing the time of all the transactions involved in the present actions) the exclusive management of the business of the corporation; allowing him at his own discretion, to employ and pay the workmen constructing the road; to purchase and lay the iron constituting the track; to borrow money in large and small sums, giving the notes or bills of the corporation therefor, as well as other securities; to purchase locomotives and cars, and to put them in use on the road, paying for them in like bills and notes; and when at the end of the three years, the managers again resumed the discharge of their appropriate duties, they took possession of the road and all the property thus procured by the president and continued to use such property for several years without question as to the manner in which it had been obtained. Under such circumstances, the acts of the assumed agent cannot be repudiated. The powers of the agent of a corporation are such as he is allowed by the directors or managers of the corporation to exercise within the limits of the Charter; and the silent acquiescence of the directors or managers may be as effectual to clothe the agent with power as an express letter of attorney. Judge Story says in Bank of United States *vs.* Dandridge (12, Wheat, 64,) "if officers of a corporation openly exercise a power which presupposes a delegated authority for the purpose and other corporate acts show that the corporation must have contemplated the legal existance of such authority, the acts of such officers shall be deemed rightful, and the delegated authority

will be presumed. This doctrine has often been confirmed (Melledge *vs.* The Boston Iron Co. 5 Cash 175: Bridenbecker *vs.* Lowell 32 Barb. 18 Perkins *vs.* Washington, Ins. Co., 4 Cow. 645, 659, 661, Hoyt *vs.* Thompson's executor, 17, N. Y. 208, 219; Aug. & Ames on corp., 3d. ed. 269;) and applied to the present case, shows that the authority of Wilson cannot now be denied.

But it is insisted that the bill purports on its face to be the bill of Wilson, and not of the defendant and does not therefore bind the defendant. The evidence shows that it was drawn for the debt of the company, by an agent authorized to draw it, and according to well settled rules the company is bound by it, if upon the whole instrument it can be collected that such was the intention. (Story on Agency, § 154: Rathbone *vs.* Budlong, 15 Johns, Many *vs.* Beekman Iron Co., Page 189, Safford *vs.* Wyckoff, 1 Hill, 11, S. C. 4, id. 442; Fuller *vs.* Hooper, 3 Gray, 334.) There was clearly sufficient upon the face of the bill to indicate an intention to bind the company. In this respect the case cannot be distinguished from those of Safford *vs.* Wyckoff, and Fuller *vs.* Hooper (supra). The defendant's counsel claims that the contract for building the locomotive was not binding on the company, and for that reason the president had no right to execute the bill on behalf of the company. Two grounds are relied upon to sustain the position: 1, That the contract was on its face the private contract of Wilson and Bostwick; and 2 that defendant had no power to make the contract jointly with the New York company, and that it could not therefore bind them. The first ground is answered by what is said in regard to to the bill. The evidence is equally as clear on the face of the contract as it is on the face of the bill, that it was made for the corporation. In regard to the other ground, I think the companies, if there were nothing special on the subject in their charters would have been authorized to make the arrangement which existed between them for a joint ownership of locomotives to run over both their roads. (4, Seld. 37, 14, Barb. 471, 24, id. 382; 29, id. 56, 57; 6, Gray 539. Redfield on Railways. pp. 281, 287 § § 135, 136,) but whether that could be so or not the supplement of the defendant's charter passed in 1835, providing for the connection of their road with the Chemung Canal or slackwater navigation would justify them in making that arrangement.

The defendant's counsel excepted to rulings of the referee, allowing the president of the company to testify that on various occasions both before and after the date of the bill in question he made drafts and promissory notes in the name of the company; that they were honored and that the amounts entered into the accounts of the company. I think the evidence admissable. The cases above referred to show that the limits of an agent's authority may be determined by the power which he is allowed to exercise, and that silent acquiescence of the principal may be equivalent to express assent. In other words that the authority may be shown by circumstances. The recognition by a corporation of acts on the part of the agent similar in character to those which may be in dispute tend strongly to establish the agent's authority. 15, Johns 541, Hill 501; 4 seld., 160.) It does not appear the board of managers had any direct agency in the payment of the bills or notes made by the president, and it is a fair presumption, from the manner in which all the business was done, that the payments were made by the president, without any communication at the time of the other officers or the managers of the company, and if nothing further appeared, such payment would have been circumstances of no importance; but the subsequent rendering of accounts to the Board of Managers containing entries of such payment unobjected to on the part of the board, affords a strong presumption of the ratification of these acts. At all events such evidence could not be rejected and even if its bearing should be regarded as slight or remote. It is insisted that evidence of the making of bills and notes subsequent to the date of the bill in suit, was specially objectionable; but I think the authority to make the bill might be shown by the approval of similar acts after as well as before the billl was drawn. The proof relates to a continuous series of acts embracing the time of the act in controversy, and was all of it competent as bearing on the authority to perform that act. The objection goes to the weight and not to the admissibility of the evidence; later acts might be less decisive than prior ones, but evidence of them could not properly be excluded.

Exceptions were also taken to testimony showing that the presidency of Mr. Wilson, his making of loans, purchasing property and giving negotiable paper for the company were the subjects of conversation at the meeting of the board of managers in February 1841. What took place before the Board of Managers when engaged in the businness of the company in regard to the doings of the president was undoubtedly admissible, as notice to the corporation of the powers which the officer was exercising. Notice to the Board was notice to the corporation (19 N. Y. 216.) It is however insisted that the evidence excepted to related to conversation, with individual members of the board which doubtless would have been inadmissible; but the case does not admit of that interpretation, especially as it appears that the referee had before the testimony was offered refused to hear evidence of such conversation.

These are all the objections which are made to the judgment upon the bill of exchange, and I think none of these are such as to require its reversal.

Interest and Dividends.

The Chicago and Alton Railroad Company will pay September 1, a dividend of 3½ per cent. on their preferred and common stock.

The Oswego and Syracuse Railroad Company their twenty-fourth semi-annual dividend of four per cent., free of tax, payable 21st inst.

A dividend of 3 per cent. on the stock of the Delaware Division Canal Company, clear of State and National tax, has been declared, payable on the 15th inst.

☞ The Ithaca and Tonawanda Railroad Company has been organized by the appointment of Ezra Cornell as President, William Andrews as Vice-President, L. L. Freeman as Secretary, and A. B. Cornell as Treasurer.

☞ The Fond du Lac *Commonwealth* urges the completion of the Sheboygan Railroad to Fond du Lac, to give an outlet to the products of the city.

Chicago and Northwestern Railroad.

The United States Circuit Court, Judges Davis and Treat, has refused the injunction prayed for by a portion of the stockholders in the Galena and Chicago Railway Company, to restrain the consolidation of that road with the Northwestern Railway Company and for the appointment of a receiver, &c. The Court, in refusing the injunction, declined to decide upon the merits of the case; but, nevertheless, the decision is a virtual refusal to set aside the consolidation. One of the strongest points made in the argument was, that the consolidation, which was made over a year ago, was of so gigantic a character, that to overturn and destroy it at this day was to disturb a system of railways and overthrow a series of financial and commercial operations affecting the property and business of thousands of people who, in no way connected with the consolidation itself, have in good faith acted upon its existence. The Court evidently felt the force of this consideration, and therefore refused an injunction, or any other proceedings calculated, however remotely, to disturb the immense interests involved and the vast works in operation by the consolidated companies. They virtually, if not in fact, decided, that the consolidation was to stand, but that the non-consenting stockholders should be made whole as to the value of their property on the day the consolidation took place. This reduces the question at issue to a mere pecuniary one, viz: How much the stockholders of the Galena road are equitably entitled to for their interest? The terms of the consolidation offered them a certain sum; they claimed a greater; the difference between the two valuations is possibly somewhere between fifty and eighty thousand dollars. The great point, however, in which the public are interested, is that decided by the Court—that the consolidation will not be disturbed or set aside. The amount which the non-consenting stockholders may justly claim is a matter affecting only themselves and the corporation; the public may dismiss their fears that the consolidation, which in its vast scheme includes so inextricably so many interests, will be broken. That point determined, the other questions involved are of mere personal interest.—*Chicago Republican.*

☞ Upon the East Tennessee and Virginia Railroad, regular passenger trains are now running from Knoxville to Jonesborough. Special trains convey passengers and freight to Carter's Depot, 12 miles further, which is the present terminus of the road.

☞ The Mad River Railroad people have closed their bargain with the Dayton Short Line (tunnel) by purchasing the right of way as far as Sharon, 12 miles from the city, including the uncollected subscription for $150,000. They pay $100,000 in the bonds and coupons of the company and $50,000 in cash. They get an uncollected subscription list of very nearly $100,000.

☞ The Adams Express Company have commenced running their expresses to Richmond, by the way of the Orange and Alexandria and Virginia Central railroads, on which roads they have appointed agents and reopened such of their old offices as were not destroyed during the war.

☞ The report of the Cleveland and Pittsburg Railroad Company for the year ending April 30, 1865, states the gross earnings at $2,104,098, and the expenses of all kinds at $1,269,318—leaving for interest and dividends $834,780. Held May 1 of undivided profits $440,883. The property is represented by share capital $4,690,600, and bonds $2,290,800.

☞ The six months' product of the Pewabic copper mine was 457 tons, and the product of the district 2,123 tons 650 lb., or nearly 400 tons more than for the same period last year.

Pittsburg and Connellsville Railroad.

The progress of this work has, for a number of years, been a subject of a great deal of interest to this portion of our State, and the people have been looking forward to its construction with many fond hopes. By the action of the Pennsylvania Central Railroad Company many impediments have been thrown in its way, and strenuous efforts have been made to divert the road from its original destination, and make it a tributary to that road. The Pennsylvania Legislature assisted the Pennsylvania Central Railroad by its action, and for a while they had it all their own, but now the tables have turned and Mr. Hughart, the gentlemanly and competent President of the Pittsburg and Connellsville Railroad Company, assures us that they expect to be at work this summer, unless prevented by a renewal of that harassing course of litigation which the Pennsylvania Central has so long practised toward them. They have recently had a decree in their favor from the United States Circuit Court, but it is not final, giving, in fact, the other party thirty days to answer and renew the contest. The decree, however, was so favorable in its tenor as to preclude the Pennsylvania Central from any hope of success against them upon the final trial. The Baltimore and Ohio Railroad is necessarily deeply interested in the completion of the road to this city, and are giving every aid in their power to insure its success. No doubts whatever are entertained in regard to its early construction to this point, and the Baltimore and Ohio Railroad Company are already preparing for the increase of business which it will throw into their hands. They are now surveying a route from Point of Rocks to Washington city, and will soon open up a short line to Washington, so that upon the completion of the two roads, this will be the most direct line from the National Capital to the west and Southwest.

In a very short time, perhaps next week, we will endeavor to give all items of interest connected with the present condition, prospects, &c., of the road, with some of its past history, all of which will be official.—*Cumberland Civilian.*

☞ The entire anthracite coal production this year from all sources, as far as reported, is 6,661,988 tons against 5,761,262 tons to corresponding time last year, showing a loss of 1,099,264 tons. Last year the government demand was active and most of the iron works of the country were in full blast. The demand on the part of the government is materially lessened, and many of our iron works, those great consumers of coal, have been pretty much at a stand still. The price of coal having fallen fully fifty per cent in price as compared with last year, the iron works are resuming operations and the price of coal is advancing. The prospect of the coal trade is decidedly good for the remainder of the year. We would advise all who can afford it to lay in their supplies of coal as rapidly as possible, as there is an upward tendency in the prices of both coal and freights to the East.—*Pottsville Miner's Journal, Aug. 5.*

☞ The late census shows that of Wisconsin cities, Fond du Lac ranks next in size to Milwaukee. Oshkosh next, then Madison and Janesville.

☞ The gross earnings of the Western Union Telegraph Company, from all sources for the six months ending June 30, 1865, were $1,497,686, against $967,041 for the corresponding period in 1864—an increase of $530,664.

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Notice to Contractors.

THE BOARD OF PUBLIC WORKS of the City of Chicago will receive sealed proposals until and during the first day of September next, for the Excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock No. 2, a distance of about 26 miles.

Maps, Profiles, Specifications, &c., will be exhibited at the Office of the Board of Public Works in Chicago, on and after Wednesday, the 23d of August, until the day of letting. There will be some 2,000,000 cubic yards of earth excavation some of it quite hard, and embracing considerable detached rock, and about 500,000 cubic yards of Stratified Limestone.

It is believed that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring. The whole of the work must be done on or before the end of the third such season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work and drilling machines, pumping machinery and cranes for the rock.

The Board reserve the right to reject any or all bids, and no bid will be accepted unless the party proposing gives evidence satisfactory to the Board of Public Works that he is competent, reliable and responsible.

The bids will be directed to the Board of Public Works indorsed "Proposal for Excavating Illinois and Michigan Canal," and accompanied with the usual $200 bond, blanks for which will be furnished at this office.

Satisfactory security for the faithful performance of the work will be required of any party whose bid may be accepted.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WM. GOODING,
R. B. MASON,
Board of Public Works.

31-32

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THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, July 21, 1865.

TWENTY-FOURTH SEMI-ANNUAL DIVIDEND. The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morning of THURSDAY, the 24th day of August next. JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, July 26, 1865.

DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

30-4t HORATIO N. OTIS, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 19, 1865.

(From the Quebec Chronicle.)

St. Margaret Copper Mining Company.

The mineral wealth of Canada would offer us an endless theme upon which to dilate, did the time and space at our disposal permit of our entering into the details concerning what is known to exist, but which we regret to say yet remains undeveloped. With the limited room at our disposal the most we can possibly do is to speak of the great mining district of Canada East in such general terms as cannot give the most distant idea of the richness of those auriferious and cuprifereous regions which form the water shed of the Chaudiere. It is a lamentable fact, but one which, in plain truth, we are bound to acknowledge, that not only the productive capabilities of the mines—if we may so call a ten or twenty foot hole with the ore brought up in a bucket with a rope to its handle—is wholly unknown, but such as have been dealt with have in ninety-nine cases out of a hundred been thoroughly abused; and the consequence at this hour is that millions of dollars' worth of ore lies within a few fathoms of the surface undisturbed by the pick of the miner, and without any *bona fide* effort being made to realize its value. Canada in herself is not, perhaps, in a condition to invest a large amount of capital in mining; unfortunately joint-stock companies are not in vogue amongst us, and the few men we have, who may be called capitalists, are prone rather to speculate in shares which have an established reputation upon the market, than the more lucrative, but less certain, profit of mining. Thus it comes to pass that when a valuable mining location is dealt with at all the five or six persons who have clubbed together to buy the land of the original proprietor hold only to job their interests, and it not unfrequently happens that after a little time the majority get tired of holding, or wanting their money for something else, sell out to a fellow-share-holder who eventually becomes the sole proprietor. We know of a dozen instances where this or something like it has occurred; and the almost certain result of that state of things is the destruction of all chances of the development of the property. Men who hold to sell at large profits are not those likely to become miners; and no matter how rich the holding, it is not the province or the disposition of such holders to work the mine themselves or to let others work it. Their policy is that of a dog in the manger, unless molified by exorbitant profits.

We give below, a report on the St. Margaret Copper and Gold Mines, which, as we understand, are now in the hands of an efficient and *bona fide* company, having its headquarters in New York. The mine belonging to this company is, as the report states, within a few miles of the well-known Harvey-Hill mine, which, though its acknowledged richness is proverbial, is now idle from a cause which falls within the category to which we have alluded. There is, indeed, little doubt that all the mines in this region are of a richness that is far from being duly estimated. The sad lack of capital and the still more-to-be-deplored want of mining enterprise amongst the people of Canada places our mineral lands in a most unfairly depreciating position. Could we once gain the confidence of the capitalists of England in the matter of the immense mineral wealth lying around the Chaudiere and its tributaries, the properties would have a value given them which, in comparison with that prevailing, would be fabulous. But whilst they are held as mere matters of stock or share jobbing, the country suffers and its resources remain undeveloped. We, therefore, hope that the St. Margaret Company will go heartily to work. Twenty-five thousand dollars, they say, is all that is required to enable them to proceed vigorously in the realization of their buried wealth. This is but a small sum for such a purpose, and we cannot conceive that if the company are serious in their intention to prosecute their undertaking that they will find any difficulty in placing their property well before the market. We know nothing of the particulars to which the report refers, but this we do know, that the district in which the St. Margaret mine lies contains some of the most promising locations on this continent. We confess to a very deep solicitude in obtaining for the resources of this region the fullest development, feeling a conscientious conviction that, at no distant time, it will verify all that has been predicted of it as a region abounding in mineral wealth, which only requires capital and enterprise to establish its reputation as one of the richest mineral regions of North America.

REPORT ON THE ST. MARGARET COPPER AND GOLD MINES.

To the Directors of the St. Margaret Mining Company of the City of New York.

GENTLEMEN:—In compliance with your instructions, we have visited the mines belonging to your Company, and beg most respectfully to submit to you the following report of our personal examination. We left Quebec about 3 o'clock P. M. on Monday the 24th, in a private carriage, crossing the St. Lawrence river by ferry to Point Levi, and from there proceeded over a well constructed road, a large portion of which is macadamized; the drive was a delightful one, passing many points of special interest to the tourist visiting this section of the country, arriving at St. Mary's in the Chaudiere valley, the scenery of which is sublime and unsurpassed. At this point we crossed the beautiful Chaudiere River, affording one of the most romantic and picturesque views in the world. To this place a telegraph is in course of construction, by a New York company, which will enable us to communicate with New York from the mining districts of Canada East. The company is known as the Delery Gold Mining Company of New York, who have recently purchased of Mr. Delery, a Seignior, an old resident of this place, a tract of land for which they pay $500,000 in gold, for immediate development, where there is said to be immense deposits of gold and copper. Proceeding on our journey, we shortly arrived at the St. Margaret mines, a location unsurpassed for min-

ing operations. After resting a while at the house of Captain R. Bennets, (which is one of the houses belonging to the Company,) where we were hospitably entertained, we at once visited, accompanied by him, the mines of this Company, and found upon examination, everything in excellent condition, reflecting great credit upon the ability and energy displayed by Captain Bennets in the prosecution of the works of the Company. At the assay office we were shown the ores now being taken out of the different shafts, and the gold quarts reef recently opened, specimens of which we sent to New York for inspection, being far superior to any we have ever seen in New York, belonging to this mine, and much richer in quality. Shaft No. 1 down 70 to 75 feet, the vein of which is 3 feet 8½ inches wide, the kind of ore at this depth is known as the Peacock, yielding as the Captain informed us, 80 per cent of pure copper. Shaft No. 2 is down from 50 to 60 feet, the vein of which is 3 feet 6½ inches wide, it has been decided to connect this shaft by a tunnel with No. 1 shaft, greatly facilitating the works; the kind of ore from this shaft is like No. 1 both in quality and percentage. Shaft No. 3 down from 25 to 30 feet, is nearly the same as now produced at the Great Harvey Hill Copper Mine in the same range of mountains, in a direct line within a few miles, and produces slate and copper from a stratified bed. We find there are six distinct lodges or veins of copper, tracings of which can be seen from the surface giving unmistakable evidence of the enormous deposits of copper, which, when properly developed, must yield a large revenue to this company. The gold quartz reef recently discovered at three different points we consider of the highest importance and of great value to the company, being a part of the quartz reef now producing gold in close proximity. No time will be lost in developing this important interest of the company. But there is nothing we have said that affords us greater pleasure than in mentioning the fact of the great supply of water, which we have, and which is so essential in mining operations of such magnitude as the St. Margaret Copper Mines can be made, the stream being a branch of a river crossing this property, which makes it invaluable to the company; also wood in abundance to supply the company for 50 years if necessary. Our facilities of communication with the mines is by the Grand Trunk R. R. from Quebec, which has a station about 15 miles from the mine, the balance is over a good road, enabling us to deliver the ore at a small expense, using our own teams for that purpose. After visiting the most successful copper mines in Canada East, upon which has been expended some (£30,000) thirty thousand pounds sterling, for the purpose of developing and perfecting machinery necessary to prosecute successfully its works, we are happy to inform the company that only ($25,000) twenty-five thousand dollars will be required by us to fully develope upon the most scientific principles and extensive scale, the St. Margaret Mines which will make it equal to the best paying mines now in operation, and enable the company to pay large and regular dividends at an early day. We therefore recommend an immediate appropriation of the sum required for a vigerous prosecution of the works. We have secured the valuable services of Captain Williams, of the Harvey Hill Mines, as consulting engineer, who is a well-known and experienced miner. We have also made an arrangement with a first-class hardware merchant to supply the mines with everything required for the use of the additional increase of miners we have employed. In conclusion, we must congratulate the company on having secured in fee simple, and paid for such a valuable mine, the results of which cannot fail to be highly productive and yield large returns upon the investment. All of which is respectfully submitted for your consideration.

By yours respectfully,

ALBERT H. NICOLAY, President.

HENRY KING,
General Superintendent.

Quebec, July 29th, 1865.

Little Miami and Columbus and Xenia R. R.

The gross earnings for the year ending November 30, 1864, of the Little Miami and Columbus and Xenia, including the Dayton, Xenia and Belpre, were as follows:

From passengers		$1,337,982 12
" freight		1,031,965 09
" mail and express		121,027 97
" rent of track and depots		63,337 46
		$2,554,312 62
Less amount paid to other companies under contracts for division of earnings, viz:		
Cin., Hamilton and Dayton Railroad Co	$107,695 95	
Cleveland, Columbus and Cincinnati R. R. Co	6,596 07	
Columbus and Indianapolis Central R. R.	9,466 57	
		123,758 59
Earnings after division		$2,430,554 03
Add amount received from C., H. & D. R. R. Co., being proportion of their mileage earnings for the year ending March 31, 1864		2,732 58
Total		$2,433,286 61
Working expenses, viz:		
Repairs of road	$296,899 94	
" bridges	17,264 97	
" depots, etc	20,481 48	
" locomotives	124,334 09	
" cars	145,676 23	
Passenger expenses	141,808 12	
Freight expenses	250,771 21	
Fuel	168,030 67	
Oil, tallow and waste	29,700 60	
Rents	5,241 32	
General expenses	65,410 78	
Loss and damage	43,420 39	
		1,309,039 80
Earnings less expenses		$1,124,246 81
Interest	$96,047 11	
Taxes	89,083 55	
Dayton and Xenia lease	10,153 87	
S., Mt. V. and P. interest	7,000 00	
		202,284 53
Net earnings		$921,962 28
Old surplus transferred back from the individual to the joint companies		869,366 68
Profits on sales of stocks and bonds		42,702 60
Interest and dividends on investments		18,591 25
		$1,852,622 81
Worthless accounts charged up		$25,653 45
Loss on Dayton and Western lease for year ending March 31, 1864		2,864 97
Stock dividend of 20 per cent. and U. S. Tax, declared Jan., 1864		817,605 47
Cash dividend of 5 per cent. and U. S. tax, declared May, 1864		248,558 57
Cash dividend of 5 per cent. and U. S. tax, Nov., 1864		253,791 39
Undivided surplus, Nov. 30, 1864		504,148 96
		$1,852,622 81

Heretofore the surplus of the joint company has been transferred to the individual companies at the close of each year. So much of that surplus as has not been used by the individual companies for account of the joint company, has been transferred back to the joint company, and will hereafter be retained on the joint books, subject to such disposition as may be made of it by the two boards of directors under the articles of agreement.

The earnings have required the full capacity of the whole equipment of the companies; and the necessities of business and the interest of the companies have demanded for some months, during the year, a concentration of nearly the whole equipment upon the line between Columbus and Cincinnati, thus diminishing the traffic upon the Dayton and Western Railroad, and thereby creating a more than corresponding increase to the earnings of the line between Columbus and Cincinnati.

The apparent deficit, therefore, of earnings to rent and expenses of the Dayton and Western, amounting to $19,361 83, is to be attributed to the exigencies of business upon the L. M. and C. and X. R. R.

Notwithstanding the greatly increased expense of labor and materials, and the unusual wear of track and machinery, it has been deemed the true interest of the company, and due to the public, to keep up and maintain the road bed, track and equipment in good order. They have been well maintained. 2,320 tons of new rails, 29,000 new ties, and 18,600 chairs and joint fastenings have been put down, and 2,900 iron rails repaired. The equipment, which is in good order, consists of 43 engines, 613 freight cars, 40 passenger cars, and 19 baggage, mail and express cars. Four of these engines, eight of the passenger cars, two of the baggage cars and fifty-nine of th e box cars, were built during the year.

The operating and management of the road has been embarrassed in various ways, by the demands of the government service for the military railroads and gunboats.

The street railroad connection at Cincinnati is being completed. The facilities for the receipt and delivery of warehoused freights along the line of the connection will add greatly to the accommodation of shippers and consignees, materially diminish the expense of handling, and naturally invite the establishment of warehouses, and transportation therefrom upon the lines of the companies. Practically it will be an extension of freight depot facilities penetrating into the city, and inducting private interest and enterprise to foster and accommodate the business of the roads.

In accordance with the requirements of the boards of directors and stockholders of the companies, proceedings have been had, by which the two companies will become the purchasers of the line between Xenia and Dayton and of the right of way and other property of the Dayton, Xenia and Belpre Railroad Company.

The perpetual lease of the Dayton and Western and Richmond and Miami, from Dayton to Richmond, approved by the stockholders, has been executed. The line direct from Columbus to Chicago *via* Richmond will be opened in a few weeks; and this, together with the direct line from Pittsburg to Columbus which will probably be open in July, will give to your lines an increased traffic, counterbalancing, probably, any diversion which may be anticipated, by the opening of the Atlantic and Great Western through to Cincinnati.

The measures in progress at the date of the last report of the boards, to open a line from Richmond to Indianapolis, were superseded by an arrangement and contract with the Columbus and Indianapolis Central Railway Company, which purports to take effect in May, 1864, but has not yet been formally executed, on account of modifications and additions requiring the approval of the stockholders of the Columbus and Indianapolis Company, which will doubtless be obtained.

The demands of the government for transportation of troops and munitions of war have been promptly met, frequently requiring the whole equipment of the roads, and interrupting our local business. It is due to the officers and employees of the companies that the Boards should state the fact that the military service has been performed with a promptness and energy which has elicited the commendation to the Chief of rail transportation of the United States.

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock and shop machinery	$804,951 22
Bills receivable	25,912 98
Due from agents	157,214 47
" transportation companies	118,439 10
" U. S. for mail transportat'n	12,927 09
" " military "	127,823 38
" State of Ohio	10,125 28
" Col. & Xen. R. R. Co. Individual accounts	94,075 00
" Individuals	233,011 33
Cash in hands of Treasurer	298,143 93
" assistant Treasurer	43,886 06
" Paymaster	20,689 88
Materials in shops, supply room, &c.	360,990 73
Col. and Xen. R. R. bonds	2,500 00
Pittsburg and Steub. R. R. bonds	200,000 00
Dayton, Xenia & Belpre R. R. bonds.	373,896 95
" " " " stock.	8,692 50
Street connection bonds	50,000 00
Other bonds and stock	12,250 00
Dayton and Western expense	111,583 96
	$3,067,113 86

LIABILITIES.

Bills payable	$40,000 00
Due to agents	84 98
" transportation companies	348,824 04
" individuals	199,596 43
Unpaid dividends	6,380 08
Dividend payable in December	353,791 39
Dayton and Western earnings	92,222 13
L. M. R. R. Co. ind'l account	6,668 50
" partnership acc.	1,076,931 57
C. and X. R. R. Co	538,465 78
Joint surplus	504,148 96
	$3,067,113 86

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,861,916 26
Real estate and depots	727,727 92
Col. and Xenia R. R. stock	425,650 00
Hillsboro & Cin. "	9,262 83
Other stocks	2,290 00
Individual accounts	1,178 37
L. M. and C. & X. R. R. Ind'l acc.	6,668 50
" " partnership acc.	1,076,931 57
	$5,111,625 45

LIABILITIES.

Capital stock	$3,572,436 35
Loan from City of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds, due May 2, 1883	1,300,000 00
Unclaimed dividends	4,450 91
Profit and loss	134,738 19
	$5,111,625 45

The cost of road and equipment, to November 30, 1863, was	$4,107,139 18
Increase in construction account	3,167 70
Increase in real estate and depot acc.	12,150 24
	$4,122,457 12
Less error in bridge account last yr.	6,881 37
	$4,115,575 75
Little Miami R. R. Co's. proportion of increase in Joint Co's. equipm't, viz.: ⅔ of $16,053 87	10,702 58
Total	$4,126,278 33

The account with the stockholders is as follows:

Surplus Dec. 1, 1863	$709,016 42
Amount transferred back to L. M. & C. & X. R. R. Co., being the balance of Surplus heretofore received from the Joint Co., and not used for the benefit of the Joint Co.	574,278 23
Surplus Dec. 1, 1864	$134,738 19

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction account		$1,426,392 55
L. M. & C. & X. R. R. Co. Partnership account		538,465 78
Central Ohio R. R. stock		33,314 68
C. Fay, Treasurer		43,886 06
C. and X. stock		17,050 00
Real estate		19,531 46
Bills receivable		18,890 35
Individual accounts		26,558 41
Telegraph stock		2,000 00
Dayton, Xenia & Belpre R. R. stock		1,000 00
Springfield and Columbus " "		1,000 00
		$2,128,089 29

LIABILITIES.

Capital stock		$1,692,300 00
Surplus		11,940 26
Mortgage bonds		248,000 00
L. M. & C. X. R. R. Co. cash acc.		43,886 06
" " " current acc.*		94,075 00
Dividend bonds, due Jan. 1, 1866		36,800 00
Interest acc.		53 00
Unclaimed dividends		944 97
Fractional stock		90 00
		$2,128,089 29
The cost of road and equipment to Nov. 30, 1863, was		$1,423,236 42
Increase in construction account during past year		24,312 59
		$1,447,549 01
Less real estate sold		1,625 00
		$1,445,924 01
C. & X. pro. of Joint Co. rolling stock, ⅓ of $804,951 22		268,317 07
		$1,714,241 08

The account with the stockholders is as follows:

Surplus, November 30, 1863		$326,042 75
Amount transferred to surplus of Joint Co.	$295,088 45	
Profit and loss acc.—Loss on Cen. Ohio R.R. stock	19,014 04	
		314,102 49
Surplus Nov. 30, 1864		$11,940 26

The equipment of the road consists of 43 locomotives; 40 passenger, 19 baggage, mail and express, 428 box, 21 box stock, 35 rack stock, 107 platform, 12 lime, and 10 gravel cars.

The number of miles run by locomotives has been: with passenger trains, 482,293; with freight trains, 588,111; with wood and construction trains, 47,432—total, 1,117,836; an increase over the previous year of 115,189.

The following statement exhibits a comparison of mileage and cost of repairs for eight years:

	Miles run.	Cost of Repairs.	Cost per M.
1857	666,546	$65,479 46	9.82 cents.
1858	637,835	59,031 92	9.25 "
1859	732,934	54,507 41	7.43 "
1860	796,187	60,778 92	7.64 "
1861	814,908	55,469 20	6.80 "
1862	846,882	67,395 35	7.95 "
1863	1,002,647	96,713 78	9.64 "
1864	1,117,836	120,426 58	10.77 "

The following is a comparative statement of the mileage and cost of repairs of passenger cars for the past and preceding years:

	Miles run.	Cost of Repairs.	Cost per M.
1863	1,959,501	$35,683 02	1.8 cents.
1864	2,641,189	63,854 49	2.4 "
Increase ..	681,688	$28,171 47	0.6 "

* The C. and Xenia Co. in paying stock dividend in January last, paid this much less than her proportion of Stock, as no dividend was declared on the stock owned by the L. M. and the Col. and Xenia Companies.

The mileage and cost of freight cars during the same time have been:

	Miles run.	Cost of Repairs.	Cost per M.
1863	6,729,166	$80,617 69	1.19 cents.
1864	6,765,660	79,799 37	1.17 "
Increase ..	35,494 Dec.	$818 32 Dec.	0.02 "

The actual working expenses of the road, 51.6 per cent. of the earnings, are an increase of 2 per cent. over those of last year.

The cost of repairs of road per mile run by locomotives and cars was 2.8 cents. In 1863 it was 2.35. In 1862, 2.01.

The cost of renewal and repair of iron rail, renewal of cross-ties and chairs, opening of ditches, renewal and repair of culverts, cattle guards and other masonry, repairing fences, surfacing track, etc., has been $300,176 13; against for last year $241,684 77—an increase of $58,491 36.

The following materials have been used in renewals during the year: 2,320 tons new rails; 18,598 new chairs and joint fastenings; 146,850 lbs. spike; 29,137 cross-ties; 2,900 iron rails repaired—the total cost of which has been, $153,294 42.

The increase in cost of repairs of bridges has been $13,932 49; in repairs and renewals of locomotives, $23,712 80.

There have been carried on the road during the year 773,024 passengers, exclusive of commutors; of whom 261,236 were through passengers, and 511,788 were local. Number of passengers carried one mile, 45,641,820, of whom 26,758,432 were through, and 18,883,388 local.

The tonnage carried during the year amounts to 176,289 through, and 190,081 way.

The earnings and expenses of the Dayton and Western Railroad, leased and operated by this company, are not included in this report.

The officers and directors of the Little Miami Railroad Company for 1865 are as follows:

President.—W. H. CLEMENT.

Directors.—Jos. C. Butler, Jos. Torrence, Nathaniel Wright, James Hicks, Jr., Larz. Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, Jos. R. Swan.

Secretary.—CHAS. H. KILGOUR.

Treasurer.—S. E. WRIGHT.

Auditor.—D. G. A. DAVENPORT.

Superintendent.—E. W. WOODWARD.

The officers and directors of the Columbus and Xenia Railroad Company for 1865, are as follows:

President.—Jos. R. SWAN.

Vice-President.—W. H. CLEMENT.

Directors.—Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, C. H. Kilgour, Henry Hanna, Abraham Hivling, Simon Gebhart.

Superintendent.—E. W. WOODWARD.

Secretary and Treasurer.—CYRUS FAY.

☞ The Directors of the Iowa Central Railroad Company have decided to make immediate surveys from Cedar Falls to the Missouri State line; to open stock and subscription books in each county through which the road is to pass; and to commence work as soon as the requisite amount of stock to insure the grading shall have been subscribed. The road is to pass through Albia, Eddyville, Oskaloosa, Toledo and Cedar Falls.

Railroads of Massachusetts.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th November, 1864.

(Prepared by Oliver Warner, Secretary of the Commonwealth.)

Railroads. 1864.	Capital Account. Share Capital. $	Funded Debt. $	Floating Debt. $	Total Capital. $	Cost of road and Equipm't. $	Miles of Road. M.	Gross Earnings. Passenger. $	Freight. $	Mails, etc. $	Total. $	Operating and Repairs. $	Earnings less Expenses. $	Dividends. Am't. $	Rate. p. c.
Agricultural Branch	202,088	8,400	.....	210,488	351,595	15.03	(Operated by Boston and Worcester.)						3,600	6
Amherst, Belchertown and Palmer.	(Sold to New London Northern R. R. Company, March 1, 1864.)												.....	..
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Housatonic.)					42,000	42,000	7
‡ Boston, Hartford and Erie	8,500,000	3,806,000	169,394	12,475,394	10,221,739	....	.....	.....	.....	.....	.....	.....	.....	..
* Boston and Lowell	1,830,000	640,000	12,325	2,482,325	2,635,593	28.61	303,440	324,321	23,238	650,999	468,389	182,610	§113,195	6
† Boston and Maine	4,076,974	.....	.....	4,076,974	4,360,145	83.05	784,335	395,170	93,096	1,272,601	829,269	443,332	§342,178	8
† Boston and Providence	3,160,000	27,720	.....	3,187,720	3,160,000	54.00	570,306	503,823	43,211	1,117,340	723,431	393,909	284,400	9
† Boston and Worcester	4,500,000	.....	229,060	4,729,060	4,500,000	68.63	(Operated by Western Co.)			1,409,685	984,520	425,165	§478,684	10
Cape Cod	681,666	102,900	.....	784,566	1,031,625	47.05	121,736	33,427	6,040	161,203	82,938	78,265	37,276	6⅔
Cape Cod Central	60,000	.....	.....	60,000	.....	....	(Under construction.)						.....	..
Cheshire	2,085,925	679,500	.....	2,765,425	2,783,488	53.65	156,752	366,821	16,170	539,743	383,846	155,897	§77,368	3½
Connecticut River	1,591,100	250,000	.....	1,841,100	1,801,944	52.35	253,106	306,486	12,728	472,320	306,389	165,931	§98,418	6
Danvers	66,780	145,000	33,297	178,297	243,736	9.20	(Operated by B. and M. Co.)						.....	..
Dighton and Somerset	170,000	.....	.....	170,000	174,662	....	(Under construction.)						.....	..
Dorchester and Milton	73,340	42,807	15,641	131,788	136,372	3.26	(Operated by Old Colony and Newport Co.)						.....	..
† Eastern	3,155,000	1,667,200	237,200	5,059,400	4,295,944	74.62	777,427	198,742	87,572	1,063,741	579,765	483,976	§220,626	6
Easton Branch	49,325	.....	.....	49,325	55,894	3.78	5,160	3,350	.....	8,500	4,073	4,437	3,500	7
Essex	299,107	280,261	180,021	759,389	747,008	21.19	30,691	40,831	8,852	80,374	62,397	17,977	.....	..
Fairhaven Branch	(Included in New Bedford and Taunton.)				243,809	15.11	69,653	32,760	6,287	108,700	88,662	20,038	.....	..
Fall River, Warren and Providence.	147,560	.....	105,803	253,363	285,783	5.79	(Not in operation at date.)						.....	..
† Fitchburg	3,540,000	.....	.....	3,540,000	3,540,000	93.50	339,088	489,609	39,654	868,351	559,010	309,341	§398,105	8
Fitchburg and Worcester	266,127	8,800	397	275,324	275,000	13.99	25,698	31,516	4,451	61,665	40,267	21,398	14,826	6
Hartford and New Haven	2,824,000	927,000	.....	3,751,000	3,158,644	72.80	787,626	457,110	46,970	1,292,306	719,708	572,598	§400,037	12
Horn Pond	2,000	.....	13,238	15,238	13,075	0.66	(Operated by Boston and Lowell.)						.....	..
Lexington and West Cambridge	241,200	.....	.....	241,200	251,257	6.64	21,300	4,509	800	26,609	26,443	166	.....	..
Lowell and Lawrence	200,000	75,000	3,373	278,373	363,158	12.35	(Operated by B. and L. Co.)			21,780	3,202	18,578	10,000	5
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(Operated under lessees—no report.)						.....	..
Middleboro' and Taunton	149,092	.....	6,000	155,092	152,778	8.54	17,961	20,497	600	39,058	33,741	5,317	.....	..
Nashua and Lowell	600,000	.....	50,465	650,465	654,603	14.57	136,328	145,709	9,580	291,617	228,599	63,018	48,000	8
New Bedford and Taunton	500,000	219,500	.....	719,500	506,545	21.59	127,666	85,344	7,800	220,820	177,292	43,528	35,000	7
Newburyport	220,340	234,900	140,902	596,142	597,386	26.98	(Operated by Boston and Maine Co.)						.....	..
New Haven and Northampton	1,010,000	650,000	.....	1,660,000	2,305,204	93.75	(Operated in part by N. Y. and N. Haven Co.						40,400	4
New London Northern	715,458	61,000	34,675	811,133	811,133	86.00	129,095	104,824	29,699	263,618	219,933	43,685	47,426	7½
New York and Boston	788,047	1,072,900	187,589	2,048,536	1,912,985	33.00	51,825	22,917	8,750	83,492	89,024	.....	.....	..
Norfolk County	(Included in B. H. & E. R. R.)					25.96	41,015	25,751	11,338	78,108	63,139	14,969	12,452	3
† Norwich and Worcester	2,338,600	607,000	10,962	2,956,562	2,613,694	66.40	254,439	359,351	17,938	631,728	389,256	242,472	§166,558	7½
Old Colony and Newport	3,609,600	452,000	451,350	4,512,950	4,258,379	107.25	622,025	315,319	26,687	984,031	494,098	489,933	300,676	8
Pittsfield and North Adams	450,000	.....	.....	450,000	443,677	18.65	31,700	48,645	2,783	83,128	49,033	34,105	27,000	6
Providence and Worcester	1,700,000	.....	.....	1,700,000	1,622,490	44.42	204,695	252,946	13,337	470,978	311,860	159,118	134,000	8
Rockport	88,300	.....	3,110	91,410	91,007	3.60	9,949	2,355	200	12,504	4,024	8,480	7,064	8
Salem and Lowell	343,305	226,900	727	570,932	464,013	16.88	(Operated by Boston and Lowell.)			17,500	907	16,593	3,649	1½
South Reading Branch	209,533	.....	.....	209,533	299,468	8.36	10,740	1,867	22	12,629	20,213	.....	.....	..
South Shore	259,685	150,000	.....	309,685	501,593	11.50	81,804	6,147	1,228	89,179	76,569	12,610	.....	..
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Operated by Housatonic.)			31,409	.....	31,409	24,866	7
Stoneham Branch	33,255	31,618	23,120	87,993	74,368	2.37	(Operated by Boston and Lowell.)			900	13,632	.....	.....	..
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	(Operated by Nashua and Lowell.)			17,762	3,294	14,488	15,714	5,65
Stoughton Branch	85,400	.....	.....	85,400	101,720	4.04	11,041	7,653	503	19,197	14,562	4,635	6,832	8
Taunton Branch	250,000	.....	.....	250,000	250,000	11.78	120,717	83,826	2,159	206,702	179,642	27,060	20,000	8
Troy and Greenfield	923,942	979,308	.....	1,903,250	1,754,370	6.00	(Figures taken from report for 1863.—Road surrendered to State.)							
Vermont and Massachusetts	2,214,225	924,960	.....	3,139,185	3,265,259	77.33	122,381	164,764	55,152	342,297	207,934	134,363	.....	..
* Western	5,150,000	6,267,500	.....	11,417,500	11,271,656	173.65	1,143,318	1,739,796	113,739	2,996,853	1,818,141	1,178,712	515,000	10
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Operated by Housatonic.)			1,912	91	1,821	1,782	4½
Worcester and Nashua	1,141,000	76,000	51,390	1,268,390	1,204,897	45.69	148,452	181,470	8,363	338,285	200,680	137,605	83,721	7⅓

* Double track railroads. † A large portion double-track.

‡ No part of this road is yet operated by the new company, the Norfolk County R. R. and the Hartford, Providence and Fishkill R. R. sections, are still in the hands of the Trustees, who report to the legislatures of Massachusetts and Connecticut directly. § Including U. S. tax on dividends.

City Passenger Railroads of Massachusetts.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th November, 1864.

(Prepared by OLIVER WARNER, Secretary of the Commonwealth.)

Railroads. 1864.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Boston and Chelsea	110,000	.....	.....	110,000	110,000	3.36	.....	8,800	.....	8,800	1,390	7,410	7,260	6.6
Broadway	250,000	.....	26,482	276,482	101,248	4.52	127,849	.....	1,766	129,615	114,072	15,543	19,490	8
Cambridge	727,800	150,000	94	877,894	734,671	27.43	.....	79,002	.....	79,002	.....	79,002	65,502	9
Delaware and West Roxbury	41,000	.....	20,000	61,000	.....	.....	(Not yet completed—length and 7½ miles, single track.)							
Dorchester and Roxbury	12,000	.....	6,660	18,660	18,742	1.41	.....	1,119	.....	1,119	.....	1,119	.....	..
Lowell	40,129	.....	3,590	43,719	32,964	2.80	10,882	.....	180	11,062	10,297	765	720	6
Lynn and Boston	200,000	50,000	18,166	268,166	159,574	11.75	126,561	.....	1,365	129,926	117,730	12,196	12,420	8
Malden and Melrose	200,000	73,100	66,223	339,323	60,246	3.41	20,808	.....	.....	20,808	.....	.....	.....	..
Medford and Charlestown	23,000	11,000	.....	34,000	35,000	2.97	18,628	2,040	.....	20,668	.....	.....	.....	..
Metropolitan	1,176,075	.....	218,487	1,394,562	872,931	31.85	556,496	6,302	17,345	580,043	530,062	49,981	52,479	6
Middlesex	400,000	31,000	104,617	535,617	362,304	6.84	165,557	2,862	1,815	170,234	177,586	.....	12,000	3
Quincy	71,600	55,533	31,533	158,666	75,775	6.69	27,477	.....	1,033	28,510	27,142	1,368	.....	..
Salem and South Danvers	150,000	.....	25,800	175,800	173,980	6.75	35,881	.....	1,136	37,017	38,328	.....	.....	..
Somerville	50,000	.....	.....	50,000	50,000	2.68	.....	3,500	.....	2,500	.....	2,500	2,500	5
Stoneham street	32,900	.....	.....	32,900	31,000	2.50	7,354	.....	.....	7,354	7,495	.....	.....	..
Suburban	5,000	.....	.....	5,000	95,500	6.74	368	.....	.....	.....	.....	.....	.....	..
Suffolk	(Sold to Metropolitan Aug. 1, 1864.)			.....	190,000	6.00	28,153	5,513	532	34,198	32,937	1,261	.....	..
Union (transportation)	160,000	20,000	144,316	324,316	241,441	....	268,775	.....	9,664	278,429	316,243	.....	.....	..
West Cambridge	13,600	.....	.....	13,600	13,600	1.58	.....	816	.....	816	.....	816	816	6
Winnisimmett	60,000	.....	939	60,939	62,155	2.25	21,389	.....	.....	21,389	.....	.....	.....	..
Western	75,800	.....	53,668	129,468	67,203	11.60	24,019	.....	1,434	25,453	35,797	.....	.....	..

British Imports and Exports.---Our own Duty.

The commercial activity of the British Empire is enormous. The ninth report of the commissioners of customs shows an increase in 1864, of the most surprising character. The imports in that year, were 26 millions more than in 1863. Since 1859 goods of the value of £100,000,000 have been added to the aggregates of former years, during the same period or a mean of twenty millions a year, and for the same number of years to come, no falling off is anticipated. The return for the last six years is as follows:

1859	£179,182,335	1862	£225,716,976
1860	210,530,873	1863	248,919,020
1861	217,485,024	1864	274,863,924

The rates between the foreign and colonial imports is as 17 millions to 9, the return of the former being in 1864 £181,137,158, against £164,235,273 in 1863, and of the latter £92,726,766 in 1864, against £84,683,747 in 1863.

With foreign countries the largest increase is in the arrivals from Egypt, and the small country of Holland, in the latter case having increased from 8 to 11 millions, and in the former from 16 to 19 millions. The Dutch trade has enlarged principally from the alteration in the sugar duties, on Dutch refined sugar, and the Egyptian from the increased growth of cotton. The Russian imports have swelled two millions, and the foreign West Indies by the same amount. The increase in the imports from the Hanse towns, Belgium, Spain and Mexico has been a milion each. There has also been a slight increase in the receipts from Norway, Denmark, and Japan, and a falling off in those from Portugal, Italy and China.

The American imports have largely diminished, at least a million and a-half beyond those in 1863 as compared with 1862.

The trade with France is improving, and nearly in the same proportion as in 1863, and especially in the articles of butter, cotton, leather gloves, clover seed, silk manufactures, brandy and refined sugar. There is a decrease in raw silk.

India contributes more than half of the imports from the colonial dependencies, and Australia has sent values of three millions additional chiefly in wool. Hong Kong and the Bahamas have doubled their importations, the latter owing to their connection with blockade running, swelling their exports by £900,000. The other West India islands have also increased theirs, and so British Guiana and Honduras while Ceylon and British North America show a decline. Of the 14 articles usually selected as a test, their is in 1864 as compared with 1863 an increase in nine and a falling off in five. The former are cotton, flax, hemp, jute, spirits, unrefined sugar, timber and wood, tobacco, wine and wool. Those showing a decrease are coffee, tea, silk, corn, flour and provisions.

We attribute the flourishing condition of the British Foreign trade, among other things to the completeness of its Consular establishments which are conducted by accomplished men. Their reports are commercial curiosities showing great attention and observation on their part. The appointees are not mere political favorites, but are chosen for their abilities and experience. There is no reason whatever why our own Consular system should not be reformed altogether. Consuls are really more important agents than ministers. The latter act in a sphere quite beyond that of commerce, being devoted chiefly to the consideration and explanation of inter-national law, while the latter every hour are in contact with the material interests of their countrymen.

Another curious fact is that the imports into the British Empire, are all the time very much larger than the exports, as we have frequently shown by tables, and thus the balance of trade so called is heavily against it. Still it is progressing in wealth, and evidently stands at the head of commercial nations.

Commerce is in fact the one idea, and the sole policy of Great Britain. All its intercourse with other nations, and all its interior legislation are directed to this one object. The Government is a most expensive one even in time of peace. Its civil list is enormous of itself. The expenditures of the Government in all departments are large, the people are heavily taxed, and the utmost skill of the Chancellor of the Exchequer, is constantly employed in securing by imposts, excises and taxation, means to keep the Imperial machine in motion. It is not expected that the British national debt will ever be paid. This appears to be the conceded opinion of its economists, publicists, statesmen and legislators. So that all that can be done is to keep up the commerce and production of the Empire to their maximum, or there would be a break down.

On the contrary, while we regard commerce as the useful agent of civilization and industry, as the means of rewarding enterprise and skill, yet we also look at it as a source from which our national expenditure may be met and our debt again extinguished.

We may learn a good deal from the British system, and one thing especially, is the necessity of steam navigation on the Ocean, particularly as applied to the carrying of mails. There can be no commerce safely carried on without regular correspondence. That is the medium of all foreign contracts, and of punctual remittance, without which no foreign trade can long be conducted successfully. It is time that our Government appreciated this fact.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ——— Ca.	200,000	5	———	10c
Acton Vale ——— Ca	50,000	5	———	5c
Adventure ——— L. S.	20,000	———	———	———
Albany and Boston "	20,000	———	20	18½
Algomah ——— "	20,000	———	2	2½
Alliance ——— Ca.	200,000	2½	———	———
Allouez ——— L. S.	20,000	———	1	3
American ——— Ca.	200,000	2½	———	5½
Amygdaloid ——— L. S.	20,000	———	———	25
Annapolis ——— Md.	50,000	10	———	———
Arizona ——— Ariz. T.	10,000	100	———	———
Ascot ——— Ca.	20,000	20	———	———
Astor ——— L. S.	20,000	———	1	6½
Atlas ——— "	20,000	———	1	4½
Aztec ——— "	20,000	———	1	4
Balt. and N. C ——— N. C	200,000	5	———	35c
Bare Hill ——— "	———	———	———	205c
Bay State ——— L. S.	20,000	———	3½	9½
Beaver ——— "	20,000	———	1	———
Bedford ——— Ca.	125,000	5	———	50c
Black River ——— "	200,000	2½	———	10c
Bohemian ——— L. S.	20,000	———	7½	10½
Boston ——— Ca.	20,000	5	———	1½
Boston ——— L. S.	20,000	———	5*	1½
B. and Corinth ——— Vt.	20,000	10	———	———
Brooklyn ——— L. S.	20,000	———	2	———
Brome ——— Ca	100,000	5	———	2
Cabot ——— L. S	20,000	———	———	½
Caledonia ——— "	20,000	———	———	6
Cambridge ——— "	20,000	———	5	20c
Canada ——— Vt	100,000	4	90c	80c
Carp Lake ——— L. S	20,000	———	1½	———
Cascade ——— "	20,000	———	———	———
Central ——— "	20,000	———	40	———
Champlain ——— Ca	200,000	1½	———	15c
Chatham ——— "	200,000	2	———	———
Chandiere ——— "	100,000	1	———	50c
Chester ——— "	200,000	1	———	12c
Cheticamp ———	30,000	5	———	1½
Chippewa ——— L. S.	20,000	———	———	———
Cleveland ——— Ca	100,000	5	———	———
Cliff ——— L. S	20,000	———	———	———
Clifton ——— "	20,000	———	———	1
Collin ——— "	20,000	———	¼	———
Columbian ——— "	20,000	———	4½	9
Consolidated ——— "	20,000	———	5	5c
Copper Falls ——— "	20,000	———	24½	23½
Copper Harbor ——— "	20,000	———	1	———
Copper Hill ——— "	200,000	1	———	210c
Copperas Hill ——— "	50,000	10	———	———
Cornwall ——— Vt.	100,000	2	———	25c
Dacotah ——— L. S	20,000	———	———	5
Dana ——— "	20,000	———	3½	1
Deep River ——— N. C	———	5	———	10c
Delaware ——— L. S.	20,000	———	———	15
Derby ——— "	20,000	———	1½	———
Devon ——— "	20,000	———	1	4½
Dorchester ——— "	20,000	———	6	7
Douglas ——— "	20,000	———	———	———
Dover ——— Ca.	200,000	———	1	3½
Dudley ——— L. S.	20,000	———	———	50c
Dunham ——— Ca.	200,000	2	———	25c
Durham ——— "	300,000	5	———	25c
Eagle River ——— L. S.	20,000	———	3½	3
El Dorado (Silver) "	20,000	———	———	———
Escot ——— Ca.	25,000	20	———	4
Essex ——— "	200,000	———	———	20c
Etna ——— L. S	20,000	———	———	12½
Eureka ——— "	20,000	———	———	———
Everett ——— "	20,000	———	———	5*
Evergreen Bluff ——— "	20,000	———	———	12
Flint Steel ——— "	20,000	———	———	13
Forest City ——— "	20,000	———	3	1
Forest Shepherd ——— "	20,000	———	6	11c
Franklin ——— L. S	20,000	———	6½	34½
French Creek ——— Pa	100,000	5	———	65c
Gardner City ——— L. S	20,000	———	———	———
Gardner Hill ——— "	20,000	———	5	85c
Girard ——— "	20,000	———	———	6
Glade ——— "	20,000	———	1	———
Gloucoe ——— Ca	200,000	1	———	10c
Globe ——— L. S.	20,000	———	½	———
Grand Portage ——— "	20,000	———	1	40
Grand Trunk ——— Ca.	100,000	5	———	60c
Great Western ——— L. S.	20,000	———	2	75c
Green Mountain ——— Vt.	20,000	10	———	4½
Guilford ——— L. S	20,000	———	5	50c
Hamilton ——— "	20,000	———	———	1
Hancock ——— "	20,000	———	6½	7½
Hanover ——— "	20,000	———	½	1½
Hartford ——— "	20,000	25	12½	———
Hazzard ——— "	20,000	———	———	———
Highland ——— "	20,000	———	7	5½
Hilton ——— "	20,000	———	———	1½
Hope ——— "	20,000	———	½	1½
Hudson ——— "	20,000	———	———	2
Hulbert ——— "	20,000	———	———	2
Humboldt ——— "	20,000	———	2	1½
Hungarian ——— "	20,000	———	1	1½
Huron ——— "	20,000	———	16	39½
Indiana ——— "	20,000	———	———	6
Inverness ——— "	200,000	2½	———	———
Isle Haute ———	40,000	———	———	———
Isle Royale ——— L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ——— L. S.	20,000	———	———	———
Keweenaw ——— "	20,000	———	———	4
Kickapoo ——— "	20,000	———	1	———
King Phillip ——— "	20,000	———	2	———
Knowlton ——— "	20,000	———	1	6
Lafayette ——— Ca.	200,000	1	———	1½
Lake ——— "	200,000	1	———	14c
Lawrence ——— L. S.	20,000	———	———	———
Lennoxville ——— Ca.	100,000	5	———	50c
Logan ——— "	100,000	3	———	2
Lyster ——— "	200,000	2	———	———
Madison ——— L. S.	20,000	———	1	2
Malden ——— "	20,000	———	1	———
Mandan ——— "	20,000	———	2½	45c
Manhattan ——— "	20,000	———	2½	2½
Marquette ——— "	20,000	———	———	3½
Maryland ——— Md.	———	5	———	35c
Mass ——— L. S.	20,000	———	———	———
Massachusetts ——— "	20,000	———	———	———
Mendota ——— "	20,000	———	———	4
Merrimac ——— "	20,000	———	———	4
Meteor ——— "	20,000	———	———	———
Menard ——— "	20,000	———	5½	2
Michigan ——— "	20,000	———	———	———
Middlesex ——— "	20,000	———	———	———
Mineral Hill ———	———	———	———	105c
Minnesota ——— L. S.	20,000	———	3½	9½
Missisquoi ——— Ca.	150,000	2	———	1½
Montezuma ——— N. Mex.	300,000	5	———	———
Morrison ——— L. S.	20,000	———	———	———
Nashua ——— "	20,000	———	———	———
National ——— "	20,000	———	5½	21
Native ——— "	20,000	———	3	62½c
Naumkeag ——— "	20,000	———	1	3
Nelson ——— Ca.	200,000	1	———	10c
Nequaket ——— L. S.	20,000	———	1	2
Nevada (Silver) ——— "	20,000	———	———	———
New England ——— "	20,000	———	2	75c
Newton ——— Ca.	200,000	1	———	8c
New York ——— L. S.	20,000	———	———	¼
N. Y. & Passaic ——— N. J.	100,000	5	———	———
North Cliff ——— L. S.	20,000	———	4	1
North Silver Lake "	20,000	———	———	———
North State ——— "	20,000	———	3	25c
North Sutton ——— Ca.	100,000	5	———	1
North Western ——— L. S.	20,000	———	7½	½c
Norwich ——— "	20,000	———	———	4
Ogima ——— "	20,000	———	———	5½
Ontonagon ——— "	20,000	———	———	2
Ottawa ——— Ca.	200,000	1	———	25c
Pacific ——— L. S.	20,000	———	———	———
Pennsylvania ——— "	20,000	25	2½	10
Petherick ——— "	20,000	———	2½	5
Pewabic ——— "	20,000	———	3½	34
Phila. & Boston ——— "	20,000	———	15	2
Phœnix ——— "	20,000	———	———	12
Pittsburg & Boston "	20,000	———	5½	50
Pontiac ——— "	20,000	———	3½	1½
Prince of Wales ——— Ca.	200,000	———	———	———
Providence ——— L. S.	20,000	———	———	¼
Quincy ——— "	20,000	———	10	50
Reid Hill ——— Ca.	200,000	1	———	———
Reliance ——— L. S.	20,000	———	———	7½
Richford ——— "	60,000	5	———	———
Ridge ——— L. S.	20,000	———	———	———
Rockland ——— "	20,000	———	5	4½
Roscoe ——— Ca	200,000	1	———	———
Rudisell ———	———	———	———	75c
St. Clair ——— L. S.	20,000	———	3	2½
St. Flavien ——— Ca.	100,000	5	———	———
St. Francis ——— "	100,000	5	———	———
St. Mary's (L. & M.) L. S.	20,000	———	5½	1½
Salem ——— "	20,000	———	1	———
Sharon Consol ——— "	20,000	———	———	3
Sheldon ——— "	20,000	———	———	16
Silver Creek ——— "	20,000	———	1	———
Silver Hill ——— "	20,000	———	———	30c
Silver Lake ——— "	20,000	———	———	———
Silver Valley ——— "	20,000	———	———	10c
Southampton ——— Ca.	100,000	5	———	———
South Bedford ——— "	200,000	2	———	20c
South Side ——— L. S.	20,000	———	3	105c
Springfield ——— Md.	———	5	———	105c
Stadecona ——— Ca.	100,000	5	———	———
Star ——— L. S.	20,000	———	7½	2½
Stark ——— Vt.	100,000	2	———	———
Strafford ———	30,000	10	———	50c
Superior ——— L. S.	20,000	———	4	2
Sussex ——— "	20,000	———	———	———
Sutton ——— Ca.	100,000	5	———	85
Toltec ——— L. S.	20,000	———	20	2
Tremont ——— "	20,000	———	5*	1½
Union (L. & M.) ——— "	20,000	———	———	———
Vernon ——— "	25,000	10	———	———
Victoria ——— L. S.	20,000	———	1½	———
Vulcan ——— "	20,000	———	———	———
Washington ——— "	20,000	———	———	———
Waterloo ——— Ca.	100,000	3	4*	15c
Waukegan ——— L. S.	20,000	———	———	———
West Minnesota ——— "	20,000	———	2½	1
Wickham ——— Ca.	200,000	5	———	20c
Wickopee ——— "	100,000	5	———	5½
Winthrop ——— L. S.	20,000	———	3½	1½
Wyandotte ——— "	20,000	———	———	———

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ——— N. Y.	50,000	50	———	3
East River ———	6,000	50	———	———
George's C'k C. & I. Md.	10,000	100	———	118
Harewood ———	20,000	5	———	———
Kahtadin ——— Me.	3,000	100	———	———
Lake Superior ——— L. S.	20,000	25	———	———
Massachusetts ———	25,000	1	———	———
Mount Pleasant ——— Pa.	10,000	50	———	———
Teal Lake ——— L. S.	———	———	———	2
Tyson ———	20,000	10	———	8½
LEAD AND ZINC:				
Amenia ——— N. Y.	100,000	5	———	8½
Bucks County ——— Pa.	———	———	———	½
Canada ——— Ca.	50,000	5	———	2½
Clute ———	———	———	———	¼
Crystal Lake ———	———	———	———	———
Erie ———	———	———	21	———
Gay's River ———	100,000	2	———	———
Hampton ———	100,000	5	———	———
Keystone ——— Pa.	———	———	———	½
Lancaster ——— "	———	———	———	———
Macomb ——— N. Y.	100,000	5	———	1½
Mineral Point ———	100,000	5	———	¼
Mount Hope ——— N. Y.	80,000	5	2½	———
National ———	200,000	1	———	———
New Jersey ——— N. J	12,000	100	———	110
N. Y. & Boston ——— N. Y.	100,000	5	———	2½
Oswegatchie ——— Ca.	100,000	5	———	1
Placentia Bay ——— N. F.	———	———	———	¼
Ramsay ——— Ca.	20,000	25	———	———
Rossie ———	100,000	5	———	———
Shawangunk ——— N. Y.	100,000	5	———	———
Sussex ——— N. J.	———	———	———	40c
Union ———	100,000	5	———	57c
Wallkill ——— N. Y.	———	———	———	25c
COAL & ANTHRACITE:				
American ——— Pa.	37,500	25	———	85
Ashburton ———	50,000	50	———	10
Atlantic & G. C ——— Md.	———	———	———	90c
Baltimore ——— "	———	100	———	2
Bear Valley ——— "	40,000	12½	———	13½
Beaver Meadow ——— Pa.	100,000	50	———	———
Belmont ——— "	10,000	50	———	5
Big Mountain ——— Pa.	———	———	———	5
Blackhall ——— N. S.	8,000	25	———	———
Boston & Picton ——— "	100,000	5	———	———
Bridgeport ——— Pa.	30,000	10	———	———
Broad Mountain ——— "	30,000	10	———	———
Butler ——— "	———	———	———	14½
Cape Briton ——— N. S.	200,000	2½	———	———
Carbondale ——— Pa.	———	———	———	3
Central ——— "	———	———	———	55
Clinton ——— "	———	———	———	¼
Coal Brook ——— "	4,000	50	———	———
Continental ———	10,000	50	———	73½
Cumberland (pref.) Md.	50,000	100	———	40½
Daniel Webster ———	5,000	100	———	———
East Mahanoy ——— Pa.	———	———	———	———
Everhart ———	20,000	25	———	———
Franklin ——— Pa.	5,000	100	———	21
Fulton ——— "	60,000	5	———	6½
Gilbertson ———	5,000	100	———	55
George's Creek ——— Pa.	10,000	———	———	102½
Grand Tunnel ———	4,000	100	———	50
Green Mountain ——— Pa.	———	———	———	¾
Hampton & Balt. ——— Md.	———	———	———	91
Hazleton ——— Pa.	32,300	50	———	53
Henry Clay ———	3,000	100	———	———
International ——— N. S.	20,000	50	———	———
Lawrence ——— Pa.	2,000	100	———	6½
Locust Mountain ——— "	———	———	———	44
Lorberry ——— "	4,000	100	———	11
Macan ——— "	2,000	100	———	———
Mahanoy ——— "	1,000	20	———	———
Metropolitan ——— "	———	100	———	———
Middle Coal Fields ——— "	———	———	———	10½
Milford ———	2,500	50	———	———
Mill Creek ——— Pa.	———	———	———	———
Mulgrave ———	2,000	———	———	———
Narragansett ——— R. I.	8,000	10	———	———
New Creek ——— Pa.	———	———	———	¼
North. & Luzerne ——— "	———	———	———	———
Penn. ——— "	100,000	50	———	155
Penn. Cannel ——— "	6,000	50	———	———
Picton ——— "	4,000	100	———	———
Pine Knot ——— Pa.	4,000	50	———	———
Port Hood ———	4,000	100	———	———
Potomac ——— Md.	40,000	10	———	3½
Powell ——— Pa.	———	———	———	———
Preston ——— "	———	———	———	18
Princess Alex. ——— N. S.	5,000	100	———	———
Ridgeway ———	———	———	———	———
St. Clair ——— Pa.	5,000	100	———	19
Schuylkill Valley ——— "	20,000	10	———	7½
Shawmut ———	6,000	50	———	———
Short Mountain ——— Pa.	16,000	50	———	25½
Stafford ———	———	———	———	———
Suffolk ———	4,000	100	———	93
Sugar Loaf ——— Pa.	———	———	———	———
Summit ——— "	40,000	20	———	———
Susq. Coal & C. Mt. ——— "	———	———	———	4½
Tamaqua ——— "	———	———	———	———
Vandermark ———	20,000	50	———	———
Wyoming Valley ——— Pa.	22,760	50	———	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ——— Col.	50,000	10	———	———
Acadia (G.) ——— N. S.	100,000	3	———	———
Albion (G.) ——— "	100,000	3	———	¼
Alpine (G.) ——— Col.	150,000	10	———	———
Alps (G.) ——— "	100,000	5	———	———
American ——— "	200,000	2	———	———
Am. & Mex. (S.) ——— N. M.	———	———	———	———
Am. Pioneer ——— A. T.	———	———	———	———
Arizona (Silver) ——— "	———	———	———	———
Atlantic (G.) ——— N. S.	100,000	2	———	2
At. & Pac. (G. & S.) Nev.	50,000	10	———	33
Bay State (G.) ——— Col.	200,000	5	———	———
Beacon (G.) ——— N. S.	200,000	2	———	———
Benton (G.) ——— Col.	100,000	5	———	45c
Black Hawk (G.) "	50,000	100	———	———
Boston (G.) ——— "	10,000	50	———	105
Briggs (G.) ——— "	10,000	100	———	———
Bullion (G.) ——— "	200,000	25	———	———
Burroughs (G.) ——— "	100,000	10	———	———
Canadian (G.) ——— Ca.	200,000	2	———	50c
Central (G.) ——— Col.	50,000	20	———	17½
Chaudiere (G.) ——— Ca.	100,000	5	———	90c
Chebucto ——— N. S.	100,000	5	———	65c
Colonial (G.) ——— Ca.	100,000	2½	———	25c
Colorado (G.) ——— Col.	50,000	10	———	1
Consol. Greg'y (G.) Col.	50,000	100	———	25
Copalinshe (G.) ——— "	200,000	20	———	———
Corisannie (G.) ——— "	100,000	10	———	6
Corydon (G.) ——— "	100,000	25	———	1
Day & Bushnell (G.) C.	300,000	10	———	———
Denver (G.) ——— Ca.	50,000	20	12½	15
Dorset (G.) ——— "	170,000	5	———	———
El Dorado (G.) ——— Nev.	100,000	5	———	———
Empire (S.) ——— "	———	———	———	———
Empress (S.) ——— "	———	———	———	———
Eureka (G.) ——— Cal.	———	———	———	———
Excelsior (G.) ——— Col.	30,000	10	———	14
Frankfort (G.) ———	100,000	2	———	———
Garrison's (G.) ——— Col.	100,000	5	———	———
Gilbert River (G.) ——— Ca.	100,000	5	———	1
Gilpin (G.) ——— Col.	100,000	5	———	1½
Gold ——— "	100,000	5	———	3½
Gold Field ———	50,000	10	———	———
Gold Hill ———	50,000	10	———	———
Gold River ———	100,000	3	———	———
Gould & Curry (G. & S.) N.	———	———	———	———
Gunnell (G.) ——— Col.	300,000	10	———	1½
Halifax (G.) ——— N. S.	200,000	2	———	50c
Harmon (G. & S.) Nev.	———	———	———	———
Holman (G.) ——— Col.	150,000	2	———	———
Hope (G.) ——— "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	———	55c
Isabella (G.) ——— Col.	———	———	———	———
Kennebec (G.) ——— Ca.	100,000	5	———	———
Kent (G.) ——— N. S.	200,000	1	———	———
Lake (G.) ——— Col.	———	———	———	———
Lake Major ——— N. S.	12,000	50	———	———
Libertad (G. & S.) Mex	———	———	———	———
Manhattan (G.) ——— Col.	100,000	10	———	———
Mariposa (G.) ——— Cal.	100,000	100	———	12
Massachusetts (G.) Ca.	500,000	5	———	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	———	———
Montague (G.) ——— N. S.	50,000	10	———	———
Montana (G.) ——— Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	———	———
Mt. Alpine (G.) ——— Col.	250,000	5	———	———
Mt. Vista (G. & S.) Nev.	50,000	10	———	———
New England (G.) Col.	50,000	5	———	2½
New Gregory (G.) "	50,000	10	———	———
New York (S.) ——— "	100,000	10	———	———
N. Y. & N. S. (G.) N. S.	100,000	5	———	10c
Nova Scotia (S.) ——— "	100,000	2	———	2½
Oldham (G.) ——— "	100,000	2	———	———
Otate (S.) ——— Mex.	———	———	———	———
Palma (S.) ——— "	———	———	———	———
Peck (G.) ——— N. S.	100,000	5	———	———
Peninsular (S.) ——— L. Cal.	———	———	———	———
Picacho (S.) ——— A. T.	50,000	50	———	———
Pontiac (G.) ——— Col.	50,000	20	———	———
Prince Albert (G.) ——— Ca.	100,000	2	———	14
Quartz Hill (G.) ——— Col	40,000	25	———	5
Quicksilver ——— Cal.	40,000	25	———	53½
Renfrew (G.) ——— Ca.	120,000	2½	———	50c
Riviere du Loup (G.) "	20,000	10	———	———
Rocky Mt. (G.) ——— Col.	———	———	———	10
Sacramento (S.) ——— Nev.	———	———	———	———
San Antonio (S.) ——— A. T.	60,000	50	———	———
Santa Clara (Q.) ——— Cal.	———	———	———	———
Santa Rita ——— Ariz. T.	———	———	———	———
Scottie (S.) ——— Ariz. T.	———	———	———	———
Sherbrooke (G.) N. S.	100,000	10	———	———
Sierra Nevada (G.) Col.	———	———	———	———
Silver Hill (S.) ——— Nev.	———	———	———	———
Sonora (S.) ——— Ariz. T.	———	———	———	———
Southam (G.) ——— N. S.	100,000	5	———	———
Stafford (G.) ——— Ca.	100,000	5	———	2½
Star (G.) ——— Col.	100,000	25	———	———
Stewart (G.) ——— Ca.	100,000	5	4	75c
Taschef (G.) ——— "	50,000	10	———	———
Victoria (G.) ——— "	100,000	2	———	———
Waverly (G.) ——— "	50,000	10	———	———
Windsor (G.) ——— Col.	100,000	10	———	———
United States (G.) "	75,000	20	———	———

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. to single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoll'n)		6	....	40
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	90
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	....	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	40,981	6	....	49½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	61
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	8.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.59	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5 782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,985	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	5,656	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,353	77,142	8½	....	58
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,687	—	—	—	....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	—
30 Sep. '64	19.00	3.00	—	99	12	Central P'k, N. & E. Riv. (N. Y.)	1,230,302	791,350	550,000	—	327,713	30,493	—	100	69
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'y	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	60
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,300	14,753	5	100	115
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12 000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	50
31 Oct. '64	16.74	—	267	40	0	Frankford & Southw'k (Ph.)	769,261	490 530	300,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	235	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	5.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	16½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	5,095	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,388	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	10
31 Oct. '64	4.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,883	27½	50	77
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	—	9
31 Oct. '64	8.33	—	115	17	4	Spruce & Pine (Phil. & Gir. P.)	175,610	159,312	15,500	—	79,670	21,297	8	—	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	50	48
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	26
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	62½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	15½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134.500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135.000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, July 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	117½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	113½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	559,000	5	" "	1905	125
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106¼
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..registered	364,546,450	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1864, (10-40s) ....registered	172,770,100	5	Mar. & Sept.	1904	93
" " " ..... coupon		5	" "	1904	95½
Loan of March 3, 1864 (5-20s) ..... registered	91,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	358,550	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ..1st series	300,000,000	7.3	Feb. & Aug.	1867	99
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99
Debt Certificates	106,708,000	6	At maturity.	.....	97½
One & Two Year Treas'y Notes (legal tender)	39,964,230	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	197,121,470	6	"	1867	----
United States Notes (greenbacks)	433,180,569				
Fractional currency	25,750,052				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116½
" — " 1860 ..... "	198,500	7	" "	1860	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	96
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1866	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'62-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" " " ..... "	2,068,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " special stock "	1,216,737	5	" "	.....	----
— " Deferred stock ..... "	1,243,000	5	" "	.....	----
— " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) ....coupon	516,130	6	.....	d'm'd.	62½
" — " " (R. R. etc.) .... "	3,902,000	6	.....	'87-'90	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) .... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'66-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'93	95½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.) .... "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .... "	2,490,569	5		'89-'90	105
" — " " (dollar) ..... inscribed	500,000	7		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	55,500	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,096,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) .... "	503,380	5	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (East'rn R.R.) "	300,000	5	" "	1893	123½
" — " " (N. & W. R.R.) "	400,000	5	Jan. & July.	'65-'71	150
" — " " (Cons. Stat &c.) "	400,000	6	" "	1870	----
— " " (Buildings &c.) "	150,000	6	" "	1870	----
— " " (" ") "	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ")	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
— "	247,000	6	June & Dec.	'68-'72	----
—	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1868	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1880	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	.....	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " " "	199,000	6	" "	1863	70½
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ..coupon	200,000	6	" "	1883	----
" — " " S.W. Branch .. "	7,000,000	6	" "	'72-'88	72
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri .. "	3,000,000	6	" "	'73-'87	78
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	----	.....	.....	----
" " —Notes ..... "	535,100	6	Feb. & Aug.	1876	92½
New Jersey—State stock ..... registered	200,000	6	.....	.....	----
" " —State bonds (war loan) .coupon	90,000	6	Jan. & July.	Var.	----
" " " " (" ").	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans..	561,500	6	Jan. & July.	pleas.	----
" " — " " " " ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,608	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'55-'67	----
" " — " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " " ..	15,889,025	6	" "	'64-'76	117
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	75
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " " (" ") .... "	379,866	6	" "	1868	----
" — " " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " " (" ") .... "	1,600,000	6	" "	1875	96½
" — " " " (" ") .... "	4,095,909	6	" "	1881	97
" — " " (domestic debt)	2,400,000	6	" "	1886	97½
" — " " (war loan) ..... coupon	125,680	6	" "	1863	108
" — " " (" ") ..... "	1,500	----	" "	1866	----
" —Irreducible debt (school funds, etc.)	279,313	----	" "	1868	----
Oregon—State scrip	2,920,403	6	Yearly.	.....	----
Pennsylvania—State Stock Loans	55,372	----	.....	.....	----
" — " " "	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	90½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	875,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	.....	----
" " —Inscribed certificates	1,708,017	6	.....	.....	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	72½
" — " " (interm. impr.)	2,063,606	5	.....	Var.	57
" — " " (railroads) .... "	12,799,000	6	.....	Var.	72½
" — " " (capitol) ..... "	605,000	6	.....	1890	57
" — " " (Hermitage) . "	48,000	6	.....	1890	72½
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'88-'93	58
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	75-'85	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,698	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,756	73,751	64,937	[illegible]
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	[illegible]	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,859	119,409	115,201	111,935	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,816	343,985	315,944	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	[illegible]	139,049	134,500	145,839	[illegible]	75,457	1,161,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	[illegible]	1,423,439
1863	140,024	130,225	122,512	128,796	144,995	170,937	139,142	160,306	210,720	216,030	196,435	201,154	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,365	371,461	466,830	566,145	477,743	519,306	655,364	708,714	705,496	645,943	5,898,072
1865	535,675	481,165	506,290	467,710	568,904	727,193	688,172	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	[illegible]	50,386	[illegible]	84,603	94,406	82,467	[illegible]	[illegible]
1861	85,239	76,918	85,663	90,324	[illegible]	63,137	62,269	60,285	84,640	[illegible]	88,401	105,253	[illegible]
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,558	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	[illegible]	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	[illegible]	330,657	361,819	359,114	455,235	485,959	[illegible]	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	[illegible]	[illegible]	[illegible]	477,642	600,124	587,242	[illegible]	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	[illegible]	[illegible]	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	[illegible]	615,962	756,421	[illegible]	[illegible]	[illegible]	8,400,334
1863	845,095	839,949	[illegible]	948,059	848,783	770,148	731,243	687,092	816,801	[illegible]	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,[illegible]	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,648
1865	908,341	886,639	1,240,628	1,472,120	1,339,279	1,225,528	1,152,803	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	[illegible]	125,308	155,164	156,973	170,157	157,443	[illegible]	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	[illegible]	122,683	114,804	[illegible]	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	[illegible]	190,364	219,561	268,100	302,174	[illegible]	484,550	3,726,[illegible]
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	[illegible]	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	[illegible]	183,758	219,890	188,080	[illegible]	248,971	259,643	[illegible]	243,163	[illegible]	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	[illegible]	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	[illegible]	[illegible]	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	[illegible]	437,679	[illegible]	4,571,028
1[illegible]	327,900	416,588	459,762	422,797	466,372	510,100	[illegible]	640,179	790,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	[illegible]	[illegible]	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38 203	53,778	60,540	64,306	35,326	40,706	68,704	52,864	77,112	[illegible]	76,764	[illegible]	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	[illegible]	90,972	[illegible]	[illegible]	[illegible]	[illegible]	1,038,166
1865	98,112	86,626	93,503	82,156	73,842	110,186	108,652	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	57,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	[illegible]	44,896	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	[illegible]	134,726	177,879	130,184	67,920	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	[illegible]	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	[illegible]	217,159	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	[illegible]
1861	140,925	116,934	153,170	186,951	170,362	161,391	[illegible]	178,773	[illegible]	276,181	[illegible]	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	270,109	325,818	[illegible]	279,519	2,647,833
1863	248,784	230,508	257,227	268,613	[illegible]	241,236	189,145	238,012	308,106	375,567	332,260	[illegible]	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,984	411,806	4,120,153
1865	368,996	366,361	413 322	366,245	353,194	402,122	309,033	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	[illegible]	133,620	123,377	144,982	236,843	[illegible]	242,080	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	[illegible]	307,474	[illegible]	2,650,702
1863	242,073	245,858	236,432	238,495	[illegible]	206,221	193,328	[illegible]	308,168	375,488	[illegible]	[illegible]	[illegible]
1864	252,435	278,848	848,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	------	------	------	------	------	------
New York Central:													
1859	[illegible]	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	[illegible]	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	[illegible]	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,061	669,688	677,073	558,743	523,[illegible]	[illegible]	698,175	927,036	[illegible]	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 350,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146 722	155,327	[illegible]	215,475	[illegible]	230,377	248,862	241,085	[illegible]	[illegible]	283,648	[illegible]	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	[illegible]	314,806	337,495	339,911	[illegible]	[illegible]	[illegible]	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1862	192,216	217,161	244,423	[illegible]	[illegible]	[illegible]	388,725	414,707	[illegible]	[illegible]	[illegible]	[illegible]	4,088,827
1863	[illegible]	361,834	396,771	[illegible]	[illegible]	[illegible]	451,884	574,486	714,302	[illegible]	[illegible]	[illegible]	[illegible]
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,651	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,631	[illegible]	154,032	[illegible]	[illegible]	[illegible]	[illegible]	191,138	[illegible]
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	[illegible]	[illegible]	[illegible]	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1863	[illegible]	[illegible]	461,965	462,987	427,094	[illegible]	360,753	407,077	[illegible]	[illegible]	[illegible]	487,642	5,132,934
1864	290,676	457,227	611,297	[illegible]	[illegible]	[illegible]	[illegible]	625,647	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1865	684,260	696,738	886,611	738,107	691,238	650,311	612,129	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,[illegible]	68,881	68,748	71,354	[illegible]	[illegible]	67,721	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	[illegible]	[illegible]	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	[illegible]	84,879	122,785	196,100	[illegible]	[illegible]	[illegible]	[illegible]
1861	59,639	47,043	62,551	76,274	79,278	80,074	[illegible]	133,722	142,527	[illegible]	[illegible]	[illegible]	1,172,100
1862	[illegible]	47,142	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	168,219	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1863	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1864	79,735	95,843	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	244,114	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1865	[illegible]	139,171	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	838,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	563,500	7	" "	" "	1851	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1853	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	98½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6		Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1880	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	99
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65–'70	100½
2d Mortgage	800,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1857	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1858	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	95
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	80
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	84
2d Mortgage	2,000,000	6	" "	" "	1890	96
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	70
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	73
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1846	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	92½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	100
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	900,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default as to its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95½
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	78
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "	----------	----------	117
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	8	----------	----------	----------	----
1st Mortgage	260,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,785,000	†	----------	----------	----------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86½
Extension Bonds	175,000	7	May & Nov.	" "	1900	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'65-'75	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,238	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	300,000	---	----------	----------	----------	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	----------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----
Memphis and Ohio:						
State [Tenn.) Loan	$1,340,000	6	----------	----------	----------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1868	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	----------	1882	111½
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1865	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	688,566	7	Jan. & July	" "	1875	104
1st Land Grant	3,612,000	7	----------	" "	----------	86½
2d Land Grant	691,000	---	----------	" "	----------	----
Income bonds	513,300	---	----------	----------	----------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1886	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,860	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	150,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1906	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc (endors.)	231,000	---	----------	----------	----------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,235,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63-'68	3
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	94
D'bts of former Co's outst'ding.	224,920	---	----------	----------	----------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	100
Exchanged St'k's (S. F.) B'ds	963,000	6	May & Nov.	" "	1883	96
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1882	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	664,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,644,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,902,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	----------	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	"	----------	100
3d Mortgage	980,300	7	Jan. & July.	----------	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable).	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	96
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1550	96
2d Mortgage	3,077,000	7†	" "	" "	1861	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1878	85
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1590	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1876	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'90	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	105
2d Mortgage	2,621,000	6	April & Oct.	"	1875	102
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1845, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	107½
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	506,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,230,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	937,500	7	" "	"	1863	20
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318.500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	651,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.						
1st Mortgage	800,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1886	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1886	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	67½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	97
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	99
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1886	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	29 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,065	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	169.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	23.4	----	—	23	14	235	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	805,156	260,289	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	----	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	-------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,050	100,000	-------	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,949	1,936,740	213,876	4,204,566	122.4	281,451	408,510	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	-------	4,280,.09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,500	2,685,438	124.0	203,329	428,518	160,702	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	15,968	8	----
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	-------	—	117½
30 Nov. '63	8.48	8.9	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	-------	2,363,942	-------	-------	156,663	78,631	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	-------	810 982	66.0	211 836	270,672	54,299	8	85
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000 000	-------	6,612,367	117.4	570,410	1 424,772	720,462	12	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.5	—	10.7	—	—	—	—	Delaware	1,552,257	-------	-------	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	---	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,086	265,827	8	123
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar, '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	8	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	291	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	-------	832,343	464,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,203,300	4,054,000	-------	9,896,598	281.0	1.104,197	2,770,454	1,273,518	7½	99
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	-------	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	112
1 Apr. '63	242.0	—	----	29.0	86	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	-------	1,083,054	448,503	—	27½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	-------	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	106
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	-------	10,952,115	341.7	1,484,066	2,201,451	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	190.0	-------	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,827	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	-------	38,080,110	708.3	3,386,850	6,229,447	2,463,194	8	122
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,956	1,391,000	-------	4,344,955	111.0	-------	459,874	210,930	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	-------	-------	4,000,000	6,700,000	-------	10,700,000	209.0	-------	2,084,074	603,767	—	33
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	988,061	1,219.100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	256	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	518	Indianapolis and Cincinnati	2,497,952	540,043	25,980	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	-------	2,975,878	84.0	384.539	771.763	397,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,538,743	132 0	-------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	-------	3,063,108	73 0	870,555	1,007,979	521,254	18	154
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	685,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,961	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun, '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	35
								KENTUCKY.													
31 Oct. '59	86.0	—	----	—	---	---	-----	Covington and Lexington	3,748,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	6	160	} Lexington and Frankfort	597,950	52,300	—	514,573	108,000	-------	741,051	29.0	181,683	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				} Louisville and Frankfort	1,398,832	126,735	6,840	1,109,594	301,000	-------	1,663,713	65.1		232.909	120,069	3	96
30 Jun. '64	186.0	83.0	18.3	56.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,318	556,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	205.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	205.0	-------	1,232,624	556 434	—	----
31 Aug '60	53.7	—	----	125.8	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248.985	108.434	1,710,519	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	----	---	---	-----	Chic. Detroit & Can.G.T.June.	built and equipped by G r. Tr'k R. R. Co. of Canada							-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	----	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	-------	2,950,000	4,250,000	-------	9,008,389	188.0	-------	340,595	-------	—	----
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	-------	14,781,571	329.5	1,582,793	4,121,213	1,715,063	18	107
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,696,768	9,720,200	8,564,115	-------	18,284,315	523.8	2,157,124	4,289,466	1,881,113	7	65
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	300,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	300,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	290.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	250.0	-------	884,342	325,095	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	795,255	456,949	275,050	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	-------	-------	206.8	579,324	1,047,567	420,026	—	45
21 Dec. '62	268.8	—	12.7	68.0	21	28	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	-------	-------	168.8	-------	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
2[illegible] Feb. '65	196.0	—	14 4	87.8	54	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,465,420	195.1	607,040	679,956	227,806	—	----
28 Feb. '63	77.0	—	3.9	206.0	---	---	-----	*South-Western Branch*	4[illegible]86	116,883	—	71,513	4,500,000	-------	-------	114.0	98,871	241,433	128,830	—	----
30 Sep. '62	86.6	2.6	8.2	—	16	13	219	*St. Louis and Ir. Mountain*	[illegible]82	144,168	—	1,971,127	3,501,000	57,381	5,008,277	90.1	333,321	318,[illegible]	66,[illegible]	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n i
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,800	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	234	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,600,000	—	—	1,690,004	51.3	161,056	450,422	236,767	6	96
31 May, 59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	550,000	.....	.....	37.0	.....	55,403	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,644	286.8	1,953,769	4,481,859	3,054,653	6	118
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	251.0	1,099,348	3,051,669	1,085,587	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	160,863	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,249	183,345	360,753	1,830,000	640,000	12,526	2,996,348	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	112½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	5,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	124
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par $60)	907,760	123,865	—	881,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	99½
30 Nov. '64	44.2	30.6	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	90
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	55.4	434,622	868,852	309,341	8	103½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	668,919	95,684	—	600,000	—	50,405	809,362	71.0	186,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,212	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,53.	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,878	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,632	8	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	164	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	—	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '64	99.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248 495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	43
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 9.9	218.0	1,430,223	2,996,854	1,178,712	10	126½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par $85½)	1 088.898	116,000	—	1,141,000	76,000	51,290	1,268,290	45.7	194,712	388,286	137,603	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	248	Cheshire	2,475,846	322,236	—	2,085,925	685,400	—	2,969,852	53.6	538,025	382,183	130,645	2	—
31 Mar '63	34.5	—	.....	—	21	22	498	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.5	.....	470,078	125,286	7	68
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	86	Merrimac and Conn. Rivers	698,258	*	—	595,588	566,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar '63	69.2	13.0	12.6	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	81
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,556	146,101	—	.....
31 Dec '64	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	125
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,920	2,221,449	60 2	.....	231,466	71,106	—	8½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,600,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	20	122½
31 Dec. 64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,9.6	55.0	570 000	570,764	171,755	7	116
31 Dec. '64	93.5	—	.....	—	...	...	.....	New Jersey	3,709,809	492,000	1,649,022	4,397,800	535 000	145,000	5,960,452	55.6	610,427	1,563,607	777,626	10	150
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec 64	...	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2, 08,300	—	—	1,408,300	800,000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec '64	35 5	—	...	7.	—	—	—	W st Jersey	1,461,249	*	—	888,400	700.000	—	1,588,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104 0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26 350	2,156,158	36.0	29,520	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,661,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369 088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3.680,000	88.3	645,234	1,945,466	769,028	10	200
31 Dec. '64	460 0	97.0	338.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	43,045,234	307.0	6,916,324	13,429,643	4,594,725	8	82½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,757,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	107½
30 Sep. '64	94 0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	103.5	290,474	497,259	335,287	14	44
30 Sep. '64	297.8	268.1	408.3	—	241	256	5,024	New York Central	27,233.174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	91½
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,500	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	1,571,900	121.7	468,311	726. 43	176,640	—	35
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,858	35.9	88,498	218 9.4	112,066	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	283,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	23	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	105
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114 725	257.035	91,000	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,417	34.237	—	628,100	200,000	140.000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932 506	81.0	307,250	411.378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,659,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,505	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
— —	'58	223.0	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— —	'59	97.0	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	252,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 448	219,688	—	.....
30 Sep. '59	161.0	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	225,069	477,554	225,501	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154.600	78.927	—	.....
31 Dec. '64	118.2	—	7.9	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523 741	976,881	279,068	—	.....
31 Aug. '63	127.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,153	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857.701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,760	593,209	158,147	3,000,000	1,629,000	—	5,601,766	202.0	.....	1,241,857	503,228	10	128
31 May, '59	121.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4 000,000	750 000	1,131,750	6,000,000	491,500	—	6.919,436	191.2	1,032 368	2 450,348	1,235,162	15	125
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	575 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,564,890	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066.623	1,268,786	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,644	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	67½
31 May '65	105.7	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	99½
31 Dec. '58	51.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,874,893	*	—	569,678	575,250	432,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,524	268,317	35,315	1,692,300	248,800	—	2,12?,089	ope	r. w. Lit.	Miami.	307 321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	455 903	—	2,366.705	3,782,430	—	6,214,525	142.0	.....	1,069,187	631,960	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5.111,625	138.0	1,117,836	2,433,284	614 641	30	140
31 Dec. '64	173.8	77.6	18.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,781	3,011,293	—	15.805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.5	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	166.4	52.0	.....	—	38	23	446	Sandusky, Dayton and Cinc.	8,968,573	595,400	102,566	5,200 887	1,491,728	11,190	6,139,662	205.9	588,894	600 162	133,747	—	19½
31 Dec. '63	110.0	8.0	.....	—	19	11	375	Sandusky, Mansfield & New'k	2,888,186	*	—	362,671	1,299,100	127,118	2,694,894	125.0	220,717	272,202	92,283	—	.....
31 Dec '63	242.4	—	.....	—	48	15	669	Toledo & Wabash	10,080,918	*	—	3,427,040	6 668,868	—	10,340,918	250.0	1,244,868	2,060,942	940,497	9½	6

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	----
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	----
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,962	193,901	8	13
31 Oct. '64	113.0	—	57.0	—	77	29	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.6	1,022,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	----
31 Dec '64	78.0	—	10.0	—	16	—		Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.6	306,770	656,518	43,741	2½	30
31 Oct '64	18.5	—	6.0	—	—	—		Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	65,456	—	----
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by Penn.	—	R.R.Co.	7	66
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,700	50,103	7,966	—	----
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	306,743	335,280	143,472	—	90½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	61	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	65
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401	—	24½
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,080	16,634,840	—	43,520,356	356.9	5,846,778	14,759 657	4,065,113	10	57
31 Oct. '64	17.0	3.0	22.0	—	18	46	101	Phila., Germant'n & Norristt'n	1,139,079	262,399		1,35[illegible],100	315,[illegible]00		1,673,100	24.0	258,739	428,147	207,893	8	56
31 Oct. '64	247.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	22½
30 Nov. '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879	—	47.716,253	509 5	3,328,229	9,280,341	4,308,150	15	51½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	224,006	477,668	10	148
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000	—	9,349,300	197 0	839,288	3,205,560	1,365,200	10	65
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004	—	1 770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,722	101,569	—	9½
31 Dec. '64	468.3	—	108.6	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,125	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	95
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1.178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,812	1,855,443	26.4	118,698	273,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	8	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,166	293,538	211,817	8	45
								RHODE ISLAND.													
31 Aug. '65	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	247,000	—	----------	62.0	297,700	421,751	199,155	6	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	50	700	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	50.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,554	1,902,000	390,407	----------	120.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,564	3,809,949	2,659,000	260,112	7,627,797	221.0	----------	1,625,096	873,597	—	----
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	708,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	----------	47.4	54,175	83,129	44,686	—	----
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	54.2	30,965	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,222	360,000	204,544	----------	45.5	57,960	127,953	87,243	—	----
1859	30.0	—	0.8	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	188.0	—	—	----	Buffalo Bayou, Braz.& Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	809,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf.	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								VERMONT.													
31 May '64	110.3	—	5.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,660,000	800,000	----------	3,036,338	90.7	139,877	308,350	167,430	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	425,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.8	836,269	941 045	282,587	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	----------	1,687,500	----------	----------	1,687,500	ope	r. by Vt.	Central	----------	8	100
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	1,301,886	23.7	48,995	64,287	26,451	—	----
30 Jun. '63	59.0	5.5	2.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,502	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	945,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	770,846	450,427	222,214	—	----
30 Sep. '59	122.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,544	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	—	½
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,656	143.2	224,014	560,994	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	26,553	----------	43.5	1,068,054	163,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,460,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	654,581	356,130	5	73
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,198	740,489	347,857	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	27.8	—	—	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,476	529,550	—	----
31 Dec. '64	191.9	43.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,823	6,775,773	607,000	—	8,452,351	234.4	958,183	1,711,281	806,230	—	394
10 May, '64	105.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,858	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	----
31 Dec. '64	94.5	1.8	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	----
								NEW BRUNSWICK.													
1 Oct. '62	105.0	0.9	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	----------	----------	4,658,706	105.0	160,421	107,640	20,006	—	----
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	18,100	136,000	1,709,232	60 0	----	134,456	36,070	—	----
								NOVA SCOTIA.													
Dec. '65	61.5	25.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4,273,281	92.0	158,416	139,107	87,161	—	----
								NEW GRANADA.													
31 Dec '62	48.7	—	—	—	11	22	135	Panama	9,000,000	c	615,638	9,000,000	3,678,000	—	10,788,788	48.7	---- ----	5 087,458	1,218,284	13	81

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	24½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	43
Chicago & Alton (preferred)	2,425,200	7	7	98½
Chicago & Northwestern (pref.)	2,400,000	7	5½	61½
Cochecho (preferred)	117,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	45
Erie (preferred)	8,535,700	7	7	50
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,775	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	92½
" " " (2d pref.)	1,014,000	7	7	69
Milwaukee & St. Paul (preferred)	2,255,000	7	7	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	639,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40 ,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----------		----------	-------	- -
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,603	6	M. & S.	1870	92
Six per cent. Loan	2,432,274	6	A. & O.	1884	94
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	-------	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1892	75
Improvement	568,500	6	M. & N.	1876	78½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	500,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	55
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	20½
Delaware and Hudson	100	10,000,000	10	135½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	4,282,950	6	59½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,200	—	8½
Union	----	----------	—	----
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 50	@ 47 —
Pig, American, No. 1		40 —	@ 41 —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
		Store Prices.	
Bar, Swedes, assorted sizes		155 —	@165 —
Bar, English & American, Refined		105 —	@110 —
Bar, English & American, common		95 —	@100 —
Scroll, English		125 —	@130 —
Ovals and Half round		130 —	@140 —
Band, English		135 —	@ — —
Horse Shoe		130 —	@140 —
Rods, English		107 50	@180 —
Hoop, English,		140 —	@200 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 24	@ — 25
Sheet, English, Single, Double and Treble		— 8½	@ — 9½
Sheet, Am., Single Double and Treble		— 8½	@ — 9½
Rails, English (gold)	per ton	58 —	@ — —
Rails, American		80 —	@ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 12	@ — 14
American Machinery		— 13	@ — 14
Milan (in bond)		—	@ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 45
Sheathing, Yellow		—	@ — 30
Pig, Chile		—	@ —
Bolts		—	@ — 45
Braziers'		—	@ — 45
American Ingot (cash)		30	@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena	per 100 lb.	9 62½	@ 9 75
Spanish		9 12½	@ 9 25
German Refined		9 12½	@ 9 25
English		9 12½	@ 9 25
Bar	per lb.	—	@ — 12
Pipe and Sheet		—	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	@ — 28½
Straits		26½	@ — 27
English		24	@ — 24½
Plates, Charcoal I. C	per box	—	@ 14 —
Plates, I. C. Coke		11 —	@ 13 —
Terne, Coke		10 25	@ 10 50
Terne, Charcoal		15 —	@ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	5 25	@ 6 —
Clinch (cash)		6 25	@ 6 50
Horse Shoe, Forged (cash)	per lb.	30	@ —
Wrought English (cash)		—	@ 50
Ausable Horse, Norway Iron, Forged		—	@ 35
Zinc Nails (6 mos)		—	@ 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		32	@ — 33
Refi'd, free, L.S. to pr. Wh. (110@120 test)		70	@ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		52	@ — 52½
Naptha, Refined (60@63 gravity)		43	@ — 44

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th 10	F. 11	Sat 12	M. 14	Tu. 15	W. 16.
Atlantic M. S. S. Co	153	151	143	136	125	125
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	93½	----	----	----
California 7s	116½	----	----	----	----	----
Canton Co.	39½	39½	39½	38½	38½	37½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	99
" " pref.	99½	----	----	----	----	99½
" " 1 M.	----	----	----	----	----	95
" " S. F.	97	----	----	----	----	----
" Inc. b'ds	88½	----	----	----	----	----
Chicago, Burl. & Q.	112½	----	----	----	----	112
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29½	28½	28½	----	27½	27½
" " pref.	63½	62½	62½	62½	61½	60½
" " 1st M. '80	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	109½	108½	109	105½	105	
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	126	----	----	----
Clev. and Pittsburg	71½	70½	70½	70½	67½	66½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M. '73	----	----	----	----	----	----
Clev. and Toledo	102	----	----	100	100	
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43½	42½	----	40½	39½	
Del. & Hudson Canal	136	----	136	136	135½	
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	103½	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	88½	86½	85½	86½	82½	80½
" pref.	84½	84½	----	----	----	80
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	95½	95½	----	----
" 5 M. 7 p.c. '88	95	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	102	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	113½	112	----	----	108	107
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	125	123½	----	124½	120	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	12	12	12	
Michigan Central	108½	108½	----	----	105	106
" S F. 8 p.c. '82	----	----	----	----	----	111½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	66½	66½	66½	66	62½	62
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	97	----	----	----
" " 2 M.	----	----	90	90	----	----
Mil. and P. du Chien	39½	39½	41½	40½	39	
" " 1st pref.	92½	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	90	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	71½	71½	71	72	71½	70
" iss. to H. & St. J. R.	----	----	----	----	----	78
" " Pacific	----	----	----	----	----	----
New York Central	93	92½	92½	93	90½	90½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	102	----	----	----	----	----
" 6s, S. F. '83	94	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
North Carolina 6s	76	76	----	76	----	75
Ohio & Miss. cer.	24½	----	----	24½	24	23½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	255
Penn'a Coal Co.	----	----	155	----	----	----
Phila. and Reading	107½	106½	106½	106½	102	102
Pitts. Ft. W. & Chicago	98	97½	97	97½	94	94½
" " 1M.	----	----	102½	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	56½	56	----	55½	53	
St. L., Alton & T. H.	----	----	----	----	----	33
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	72	72	72½	74	73	72
Toledo & Wabash	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60	----	----	----	58	58

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	----	97¼	97¼	97¼	97	96¾
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	106¾	106¾
U. S. 6s, 1881, cou.	107	106¾	----	106¾	106¾	106¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97¾	----	97¾	97¾	98	97¾
U. S. 6s, 5-20s, coupon	106¾	106¾	106¾	105¾	106	105¾
U. S. 6s, 5-20s, new	104¾	104¾	104¾	104¾	104¾	104¾
U. S. 6s, " reg.	104¾	104¾	105	----	104¾	----
7.30 Notes, 1st series	----	99¾	99	99	----	----
" " 2d series	99¼	99¼	99	98¾	98¾	98¾
" " 3d series	----	99¼	----	98¾	98¾	98¾
American Gold	142	143¼	----	141	140¾	141¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	W.9.	Th.10	F.11.	Sat.12.	M.14.	Tu.15.
Cattawissa	----	----	----	----	----	----
" preferred	25¼	25	25¾	----	25¾	25¾
Camden & Amboy	----	----	123¾	----	124	124¼
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	60	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89. 88	----	----	----	----	----	----
" mort. 6s, '80	----	----	98¼	----	----	99
Ches. & Del. Canal os '86	----	----	90	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	90	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	59¼	----	----	59¼	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	94	----	----	----	94	----
Lehigh Valley R. R.	----	----	65	----	----	----
" " 6s	----	----	94½	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	64¼	----
" " pref.	----	----	----	----	120	120
" " 6s '76	----	----	----	----	92	----
North Pennsylvania	24¼	----	----	----	----	----
" " 6s. 55	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	57	56¼	57	57¼	57¼	57¾
" 1st m.	105	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	90¾	90¼	90¾	90¼	90¼	90¼
" " 5s, coupon	92	----	92	----	----	----
" " 6s, W. L.	100	----	----	----	----	----
Philadelphia City, 6s	90	----	----	----	----	----
" " new	90¼	91¼	91¼	91	91	91
Philad., Germ. & Nor.	56	----	----	----	----	----
Phila. & Reading	53¼	53	55¼	53¼	53¾	51¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	93¼	----	----	94
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	----	94¼	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28¼	28	----	----	----	----
" " pref.	----	----	31¾	31¾	31¾	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	2	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	49¼	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	77	----	77	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	W.9.	Th 10	F.11.	Sat.12.	M 14.	Tu.15.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	101	----	----	101	----	101
Balt. and Ohio	----	----	----	----	115	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	98¼	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	100¼	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	86	----	----	86
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Lowell	----	----	----	----	----	95
Boston and Maine	112¼	112¼	112¼	112¼	112¼	112¾
Boston and Providence	----	----	----	125	----	----
Boston and Worcest.	125	----	----	----	124¼	124
Cheshire, pref.	----	----	----	----	----	----
Concord	63	----	----	----	63	----
Connecticut River	99¼	----	----	----	----	----
Eastern, Mass.	----	94	95	94¼	90	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	103¼	----	----	103	103	103¼
Manchester & Lawr'ce	----	----	----	----	----	106
Michigan Central	----	----	----	----	----	----
Northern, N. H.	81	----	----	----	----	----
Old Colony and Fall R.	105	----	----	----	----	----
Ph., Wil. & Baltimore	65¼	----	65¼	----	65¼	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	100	----	----	----	----	----
Vermont & Mass.	42¼	42¼	----	----	43	----
Western	----	----	----	----	128	126¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	50	50	----	50	49¾	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	40	----	----	----	----
Copper Falls "	20	20	21	22¾	23	23¼
Franklin "	34	----	----	----	34¼	34¼
Huron "	----	----	----	40¼	41	39¼
Isle Royale "	----	----	----	10	----	11¼
National "	----	----	----	----	----	----
Minnesota "	7	----	----	8¾	9¼	----
Pewabic "	----	----	----	----	54	----
Pittsburg "	----	----	----	50	50	50
Quincy "	----	55	55	55	----	55
Rockland "	----	3	3	----	3¾	4¼

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of August:

Maryland 5s	62	to	64
United States 6s, 1881	68	"	68¼
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	37	"	39
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	53¾	"	54¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	61¼	"	61¾
Do. do. $100 shares, $90 paid, dis.	42	"	43
Do. do. $100 shares, all paid	79¼	"	80
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	69
Do. do. S. F. 1st mort., do., '82 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	56
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	83	"	85
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, August 19, 1865.

Stock Exchange and Money Market.

The city has been much excited the past week by very singular disclosures in Wall street. Defalcation in a Bank officer, and the failure of a Gold broker to make good his checks for a large amount, have naturally attracted much attention. Scarcely had the public been informed of these transactions, before it was further astounded by the report of still other fraudulent operations to the enormous extent of more than two millions, occasioned by the forgeries of gold checks by a member of one of the largest Banking houses in the city, whose credit and character have been unempeachable. It immediately suspended payment, and also another connected with it, whose losses are also large. The shock has been intense, and an uneasiness created the result of which is yet uncertain. It is the feeling of the public that the desire of acquiring wealth suddenly, lies at the bottom of these crimes against society.

Where money has been made so rapidly, and in such large sums, as the history of Wall street discloses, the temptation to take great immoral as well as other risks, seems too strong to be resisted by a certain class of even trusted men. No admonitions nor misgivings, or the dread of exposure can influence them, and they fall never to rise again.

We leave however, to the pulpit and to moralists the enforcement of the principles which alone form the basis of all correct business habits.

The last weekly averages of the Banks, show a considerable falling off in loans to the extent of $3,643,451, a decrease in specie of $762,912, in deposits of $2,509,489, and in legal tenders of $555,-545. Nevertheless they occupy a strong position, holding in specie $21,080,309, and legal tenders $43,006,428 on the 12th instant, and the circulation but $8,050,361. The Money Market is easy but the rate keeps up at 7 per cent. at which price it is not difficult to negotiate good loans. The transactions at the clearing house were somewhat less, the aggregate being on the 12th $463,483,-275 87, against $576,961,325 59 the previous week, and the balance to be adjusted finally being $19,374,246 68, against $21,707,926 63 the balance of the previous week.

The Railway Market on the whole is improving, the earnings being generally on the increase, and showing that their business has not fallen off on the return of peace, as many persons supposed it would. It is very apparent that travel as well as freight traffic is improving, it being found that at all the great places of resort, as well as the marts and centres of business the pressure is increasing, and not diminishing. In the South, the roads are being put once more into good condition; northern capital being freely used in their re-construction. The old staples of the South are found to exist in quantities larger than was supposed, and only require the restoration of the old facilities to come in very considerable quantities. At New Orleans and Newbern especially, we learn that cotton is coming forward quite rapidly.

From abroad we hear that while our Government securities have declined in England, they stand at nearly the same quotations on the continent, and orders to purchase in large amounts are constantly received in this city. The foreign market does not seem to control our own as much as was expected, The large supply of money whether of paper, or paper reduced to gold at present prices, is enough to make this country quite independent of foreign opinion.

Exchange has advanced slightly with an advance in gold, but not in such a degree as to make much difference in our own markets. The fact is that American business has for some time past been conducted on a very careful basis. Foreign credits have been but little asked or granted, and in this we have gained great security. Our merchants as a body are unquestionably in a very sound condition, and are able and ready for any emergency of a financial or commercial character. Indeed the whole country is practically safe, but would be sounder doubtless if our paper money more rapidly appreciated. We have some reason to believe that the Secretary of

the Treasury is anxious for this, and is doing all he can to arrive at this desirable end. We have faith in the man, and this appears to be a general feeling among our best informed cotemporaries.

A Boston paper has recently put forth some interesting opinions as to his financial position. It asserts that the public expenditures can be readily brought to 400 millions, and that this sum can be depended on as its receipts. We believe that this sum is too large, and that it will be found so.

A report that Mr. McCulloch was coming to this city to confer with its principal bankers in order to obtain more money, has been officially denied. On the contrary we believe that he is easy in his money transactions, and finds his income quite large enough to meet all the calls upon it. His balances continue heavy, the Sub-Treasurer in this city reporting on Tuesday $57,759,708 73, and there are no signs of its diminishing at present.

Governments continue quite steady, while State bonds are dull of sale without any material change. The gold market continues heavy, and holders under the anxiety we have already alluded to, have been relieving themselves by large sales. It is very evident that large speculations have been at the bottom of some of the late difficulties, and the ease with which money has been raised by fair means or foul, to sustain some of the operators, has tempted them beyond the bounds of honesty. The public have been all the time seriously injured by these speculations, in varying and unjust prices, consumers especially who have been taxed on the necessaries of life more than justice demanded. We shall hope that a sounder state of things is not far distant, and as we have frequently remarked by an improvement in our paper currency. While this is the sport of individuals controlling large credit and capital, with the banks and even the depositaries of the Government to back them, we can never be safe for a moment. It is also to be hoped that the losses some of our own institutions have recently sustained will teach them to confine themselves hereafter to a legitimate business.

The exports exclusive of specie from this port the week ending 15th August were $3,303,606.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisianna 6s, 68; New York State 6s, 1872, 98; New Jersey Central 1st mort., 1870, 102; Central Coal, 50; Central Am. Transit Co., 16; Brunswick Land Co., 11¼; Western Union Tel., 73; Cary Imp. Co., 12; Union Bank, 118, Am. Ex. Bank, 114; Shoe and Leather Bank, 105; 4th National Bank, 102; Merchants Ex. Bank, 100; Bank of Commerce, 104½; Mech. Banking Ass., 101; Phœnix Bank, 90; Bank of America, 135.

Philadelphia.—Ph., Wil. and Balt. R. R. 6s, 130; Allegheny Valley 5 s, 90; Hestonville R. R., 17¾; Big Mt. Coal, 5¼; New Creek, 1⅛; Fulton, 6¼; Hazleton, 59; Green Mt., 3; Swatara Falls, 3¼; Locust Mt., 42; Lehigh Zinc, 30; Farmers and Mechanics Bank, 118; Penn. Township Bank, 47; Mechanics Band, 29; Phila. Bank, 133; Big Tank Oil, 1⅛; Caldwell, 2½; Crescent, ⅜; Cherry Run, 1¼; Corn Planter, 1¾; Cameron, 1½; Dalzell, 4⅛; Duncard, ⅝; Egbert, 1⅜; Hyde Farm, 1; Improvement, ⅜; Jamison, 1¼; Jersey Well, 1⅛; Junction, 8¾; Mineral, ¾; Maple Shade, 8; McClintock, 1⅞; Mingo, 2½; McIlheny, 1¼; Oil Creek and C. R., 1¼; Royal, ¾; St. Nicholas, 1⅜; Sugar Dale, 2⅛; Sugar Valley, 1¼; Tarr Home, 4⅛; Walnut Island, 1⅛; Wm. Penn, 1⅛. The latest quotations are: City 6s, 88½@89; do., new, 91@91⅛; State 5s, 90¼@90½; do., coupon, 92@92½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 65¼; Reading, 50⅞@51; do., 6s, 1870, 93@95; do., bonds, 85@94; do., con., 108@110; Camden and Amboy, 125@125¼; Penn R. R., 57@57¼; do., 1st mort., 104@107; do., 2d mort., 101@102; Little Schuylkill R. R., 29@31; Morris Canal, 71@85; do., pref., 120@121; do., bonds, 90@90; Wyoming Valley Canal, 51@53¼; do., 6s, 90@91; Susquehanna Canal, 8¾@10; do., 6s, 45@46; Sch. Nav., 22@24; do., pref., 30¾@30⅜; do., 6s, 1882, 78½@80; Union Canal bonds, 20@22; Delaware Div. Canal 29@30; do., bonds, 90@90; Elmira and Williamsport, 30@30; do., pref., 45@47; do., 7s, 1873, 99@99¼; do., Chattle 5s, 70@78; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 59@60; do., 1884, 94¾@95; North Pennsylvania, 20@25; do., 6s, 85@85½; do., 10s, 108@109; Philadelphia and Erie, 22@22½; do., 6s, 93@94; Minehill, 54½@55; Catawissa, 12½@13; do., pref., 24@25; Lehigh Valley, 63¾@64⅛; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 45@49; Second and Third, 75@77; Race and Vine, 10@12½; West Philadelphia, 62@64; Spruce and Pine, 21½@24; Green and Coates, 31@35; Chestnut and Walnut, 49@49½; Arch, 17@18; Thirteenth and Fifteenth, 18@25; Girard College, 26@26; Tenth and Eleventh, 46@48½; Norristown, 56@56⅛.

Boston.—Rutland and Burlington 2d mort., 20; Northern (Ogdensburg) 2d mort., 33; Vermont 2d mort., 25¼; N. Y. and Boston Air Line, 6s, 39; Ogdensburg and Lake Champlain R. R., 32½; Boston and Lynn, horse, 88½; Nashua and Lowell R. R., 116; Granite R. R., 61¼; Massachusetts 5s, Bounty Loan, Gold, 94¾; Chicago 7s, 97; Boston 5s, 1878@1883, Gold, 96@97; Boston 6s, 1874, currency, 100; Portland 6s, 1870, 94½; Boston Water Power Co., 28¾; Cary Imp Co., 12; Union Steamship Co., 114; East Boston Ferry, 46¼; Potomac Coal, 4⅛; Mammoth Vein Coal, 12¾; Macomb Lead, 2⅛; Cambridge Gas, 95; Bank of North America, 96; Market Bank, 102; Atlas Bank, 103¾; Blackstone Bank, 114; Atlantic Bank, 100¾; Merchants Bank, 109¾; City Bank, 100¼; Acton Mining Co., 1c.; Bay State, 13; Canada, 80c.; Dana, 1; Dudley, 50c.; French Creek, 50c.; Great Western, 50c.; Hancock, 6¾; Mesnard, 2¼; Phœnix, 12; Star, 2½; St. Clair, 2⅝; Superior, 3⅝.

Baltimore.—City Park 6s, 101; Copper Hill Mining Co., 2.10; Mineral Hill, 1.85; Bare Hill, 1.15; Maryland Copper, 0.50; Maryland Anthracite, 21½; Georges Creek, 110; Santa Clara, 19¼; Penn. Oil, 0.70; Lake Chrome, 0.20; Balt. Chrome, 0.95; Mariposa, 11½; Canton Co., 39; Farmers and Merchants Bank, 45; Bank of Commerce, 15¼; Bank of Baltimore, 105. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1867, 98@99; do., 1875, 98@100; do., 1880, 99@100; do., 1885, 100½@100¾; Northern Central, 45@46; do., bonds, 1885, 86@86; N. W. Va. 1st mort., 96@97; do., 2d mort., 95@98; do., 3d mort., 20@80; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 82@86; Central Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 96@96½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101¼; do., 1890, 100½@102; Baltimore 6s, 1870, 98@99½; do., 1873, 99@100; do., 1875, 100½@100¾; do., 1886, 100@101; do., 1890, 101¼@101½; do., coupon, 100@100½; do., 5s, 1838-'70, 83@85; City Passenger R. R., 18¾@19¼; Canton Co. 37@39½; Gardner, 0.75@0.85; Gas Coal, 1.00@1.75; Maryland, 0.50@0.55; North State, 0.25@0.25; Springfield, 0.90@1.05; George's Creek, 110@110; Santa Clara, 18¾@19½; Balt. Chrome, 0.95@1.25; Bare Hill, 2.00@2.25; Atlantic Coal, 1.05@1.25; Mineral Hill, 1.80@1.85; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.00@4.20.

Napa Valley (Cal.) Railroad.

A letter to the Sacramento *Union*, dated Napa City, July 11, 1865, says:

On the 3d instant the Chief Engineer and Secretary having filed their affidavit that four and one-tenth miles of the Napa Valley Railroad was fully completed, equipped and in running order, the county issued bonds to the company to the amount of $41,000, and received in exchange the proper cirtificate of stock. Yesterday in pursuance to previous announcement, the formal opening of the road took place. A large concourse of people, numbering many citizens of San Francisco, had gathered to witness this initiation of a road destined to run, ere many years, far into the Russian river country, and to be the outlet of the products of three counties—Sonoma, Lake and Napa. The President and Board of Directors had everything prepared for the most favorable reception of the friends of the enterprise. A bounteous repast was set at the Revere House, at which champagne flowed like water. Innumerable toasts were drank to the Napa Valley Railroad and all connected with it. Quite a number of pretty little speeches were made, among which I shall only mention that of Samuel Brannan, who summed up in a "nut shell" the advantages of the extension of this road to the head of the valley. His remarks showed a clear conception of all the advantages of the road to the county at large as well as the adjoining counties of Sonoma and Lake.

After doing ample justice to the collation, the company repaired to the cars, where there being but accomodation sufficient for a portion of the large concourse present, the San Francisco delegation were favored with the first ride; after which the cars continued to run to Suscol and back for the accommodation of all those who wanted a ride.

The engine employed on the road is what is known as the Pony engine, and is to be used only temporarily, until a larger and more powerful one can be procured. The schedule time between Suscol and Napa City will be about fifteen minutes. Passengers to and from the city will no longer have to endure a crowded and disagreeable ride of seven miles in a stage-coach. A Napa Valley Railroad, extending to the upper boundary of this county may now be regarded as a fixed fact, and we may look forward to its completion at no very distant day.

The road is not without its opponents as well as friends, but the great majority of the people appreciate and are interested in the advantages of a road connecting them speedily with market.

A new era has certainly dawned upon Napa City and Valley, one which I feel certain will add much to the wealth and prosperity of our county. The worst is over, the first section of our prospective

railroad is built, one link is completed, which fact will do away with many prejudices which we have heretofore had to contend with. When we extend this road up the valley, and tap that rich Russian river country, as we are bound to do, then we shall see the immense value this road will be to this city and county. As soon as this road is completed up the valley, it will be but a short time before we shall have double our present population, for wherever railroads go there is a steady stream of emigration follows. Napa county has a capacity for five times the present population. When the valley lands are exhausted, the hills adjacent are found by practical experience to produce fine crops of cereals, and some of the finest vineyards we have are on the hillside, where a few years ago it was thought nothing would grow. The great advantage this valley has over the other portions of the State is that crops never fail here. We have heartily enlisted in a railroad, and I am pleased to see it. While some other counties have been talking of roads, we have built a section of ours, and are determined to complete the whole road.

Export Duties are Constitutional.

BY A. B. JOHNSON.

"No tax or duty shall be laid on articles exported from any State." This constitutional mandate has always been assumed to interdict all export duties, and this assumption has been so long unchallenged, no occasion demanding an investigation, that much difficulty exists in removing our prepossessions, now that a want of revenue demands all the resources of the Union. Had the constitution said, no tax or duty shall be laid on articles exported, the prohibition would have been unequivocal; but the prohibition is limited to "articles exported from any State," which makes the prohibition equivocal. And when we examine the context of the constitution, we shall find reasons for believing that the prohibition was intended only to prevent congress from laying any tax or duty on the exports of one State into another, the prohibition being immediately followed by similar restrictions; as, "no preference shall be given by any regulation of Commerce on revenue, to the ports of one state over those of another; nor shall vessels bound to or from one state, be obliged to enter, clear or pay duties in another." And in this connexion, we must remember, that the grievance which more particularly urged the States to confederate together, was aggressive legislation by the States against each other; hence in giving Congress power to regulate external and internal commerce, the States sought only to guard against local inequalities and favoritisms.

All exports from the United States must necessarily be shipped from ports in some one of the States, hence no meaning existed for saying, no tax or duty shall be laid on articles exportedfrom any State; and we would accordingly interpret the prohibition as saying, no tax or duty shall be laid on any article, the growth or product of any State. We thus make the article intelligible, by making it wholly different from the original text, which can be more naturally interpreted by making it read, "no tax or duty shall be laid on articles exported from any State"—into any other State.

Duties on exports from the United States were expressly contemplated by the constitution, which says, "no state without the consent of Congress shall lay any duties on Imports or Exports, except what may be absolutely necessary for executing its inspection laws; and the net produce of all duties laid by any State on imports or exports shall be for the use of the Treasury of the United States &c." Indeed the power of Congress to collect duties on exports is given as fully as to collect duties on imports. Both are included in the same short section:—"Congress shall have power to lay and collect taxes, duties, imposts and excises;" and to this no limitation is added, except that "all duties, imposts and excises shall be uniform throughout the United States." The word duties and imposts are as applicable to exports as to imports. The sound of the word imposts, leads some persons to deem it synonymous with imports; but the word impost is derived from the word impose; and it means anything that is imposed, whether it be on exports or or imports. This general meaning of the word imposts, was understood by the framers of the constitution, they thus defining the word by saying,—"no State shall, without the consent of Congress, lay any Imposts or duties on imports or exports, without the consent of congress."

We may argue that if Congress can create an export duty, Congress may discriminate invidiously against the products of some of the States;—but not more than they can thus discriminate by import duties; as, for instance, by an import duty on coal, salt, iron, woollens &c.; hence no greater reason exists for a prohibition against export duties, than against import duties. Both, equally, may be perverted, and so indeed may all legislation; but we must bear the possible evil of legislation, for the sake of its certain good. To voluntarily relinquish the power to derive revenue from exports, and especially of the unique kind of some of our's, is to abandon a source of income which will be borne by foreign consumers, rather than by our own citizens; and for which abandonment no motive exists but obedience to a vague constitutional prohibition which is certainly susceptible of a different and more natural meaning.

Virginia Railroads.

Repairs to the damaged railroads in Virginia are rapidly approaching completion. The cars will run to Lynchburgh from Alexandria on Monday, and the Richmond and Acquia Creek roads will connect at Fredericksburgh in a few days, thus doing away with present staging of ten miles. Steps are being taken to reopen at once the Manassas Gap road to Front Royal and Strasburg. The unfinished Loudoun and Hampshire road will be pushed to completion at an early day.

The damages on the line of the Virginia Central Railroad have been repaired, and the trains are now running from Richmond to Jackson's river, which has been the terminus of the road for some five years. At the beginning of the war the railroad was completed to that point, and the grading on the route to Covington, in the county of Alleghany, was being rapidly finished. The work however, was suspended by the hostilities, but it is more than probable that the ten miles yet to be completed will be finished before the end of the year, and next summer we may be able to visit the White Sulphur Spring, of Greenbriar, by rail.

☞ W. H. McCafferty, Esq., Superintendent of the Orange and Alexandria Railroad has been made Superintendant of the Virginia and Tennessee railroad.

Bennington and Rutland Railroad.

A corporation with the name of Bennington and Rutland Railroad Company, has been formed by the persons holding a majority in amount of the principal of the bonds secured by the first mortgage upon the Western Vermont Railroad, and the articles of association filed in the office of the Secretary of State, and a copy filed and recorded in the offices of the clerks of each of the counties through which the said railroad passes, to wit: The Counties of Bennington and Rutland. The President of the Corporation is T. W. Park, of North Bennington, Vt.

Alexandria and Bloomfield R. R. Co. of Missouri and Iowa.

The following directors were elected at the annual meeting held in Alexandria, Missouri, on the 15th ult.:

Col. William Bishop, State Treasurer, Mo.; Hon. Erastus Sacket, S. L. Fowler, J. H. Crane, W. Buskirk, C. O. Sanford and W. F. Frazer, of Iowa; Henry Hill and E. P. Buell, Warsaw Ill.

At a meeting of Directors, E. P. Buell, of Warsaw was elected President; C. O. Sanford, Vice-President; and D. A. Day, Secretary.

The Road is all under contract to be completed in November next.

European Central Railway.

It is stated that an agreement has been conditionally signed between a combination of foreign capitalists and this railway for the transfer of the concession of the company on advantageous terms, and that in connection therewith application has been made to the Swiss Government for a further concession for an Alpine Pass railway, which will connect the lines of Northern and Southern Europe.

Railways in the Alps.

We learn from Florence that surveys for a projected line via the Swiss Alps are nearly completed. Consideration is being given to the merits of passages via the Lukmanier, the St. Gothard, or the Splugen. The choice is not yet made, but as the Italian Government must furnish a subvention it will probably solve the question.

☞ It is stated that the stock of the Buffalo and Washington City Railroad has all been taken. The track from Buffalo to Aurora will be laid by the 1st of January next, and the whole work will be prosecuted to completion as fast as possible.

☞ The track of the Rome and Oswego Railroad has been laid nearly to Pulaski, and the first locomotive will visit the latter place this week.

☞ Holders of bonds of the State of Tennessee are requested to send to the Comptroller of the State, at Nashville, the date and number of each bond, with the amount and character of such bond, and the name and residence of the holder.

☞ About four hundred laborers employed on the Union Pacific Railroad, in the vicinity of Omaha, have been discharged, the grading on the first section of one hundred miles being nearly completed.

☞ The Mobile papers state that the Mobile and Great Northern Railway will soon be running trains from Mobile to Montgomery.

☞ The survey of a railroad from Manchester to Keene has commenced.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the first week in August, 1865, were:

	1865.	1864.
Passengers	$12,595 70	$8,441 42
Freight	11,231 00	8,963 16
Mail, express & telegraph	1,200 00	1,125 58
Total	$25,026 70	$18,530 16
Total for the fiscal year commencing Jan. 1	$678,134 88	$573,833 06

The traffic of the Great Western Railroad for the week ending August 11, 1865, was as follows:

Passengers	$33,343 89
Freight and live stock	25,885 48
Mails and sundries	1,606 19
Total	$60,835 56
Corresponding week of 1864	47,722 14
Increase	$13,113 42

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending August 7, were:

	1865.	1864.
Passengers	$3,537 59	$2,498 08
Freight	9,049 54	6,482 14
Express	130 22	104 16
Mail	296 58	296 58
Total	$13,013 93	$9,380 96

Receipts from January 1 to August 7:

1865	$374,542 87
1864	327,983 03
Increase	$46,559 84

The earnings of the Chicago and Northwestern Railway for the first week in August, 1865, were $126,313 39
Corresponding week of previous year. 88,340 39
Increase 42.98 per cent $37,973 00

The earnings of the Michigan Central Railroad for the 1st week in August, 1865, were. $85,309 19
Corresponding week of previous year. 63,415 07
Increase $21,894 12

The Detroit and Milwaukee Railroad traffic for the 1st week in August, was $36,433 00
Corresponding week of previous year. 21,026 00
Increase $15,407 00

The earnings of the Chicago and Rock Island Railroad for the first week in August, 1865, were $61,131 00
Corresponding week of previous year. 47,166 00
Increase $13,965 00

The Michigan Southern road earned the 1st week in August, 1865 $81,827 00
Corresponding week of 1864 66,000 00
Increase $15,827 00

The earnings of the Chicago and Alton Railroad for the 1st week in August, 1865. $76,736 00
Corresponding week of previous year. 55,989 00
Increase $20,747 00

☞ The debt of the State of Kansas at the close of 1864 was $380,500. Since that time there have been issued $25,000 of seven per cent bonds, and $40,000 of six per cent bonds. The balance in the Treasury at the close of the previous year was $11,231, which, with the receipts during last year amounted to $373,765. The disbursements during the same period were $231,636; leaving a balance at the beginning of the present year of $42,129.

Journal of Railroad Law.

LIABILITY OF EMPLOYERS TO THEIR SERVANTS FOR THE NELIGENCE OF FELLOW SERVANTS.

Many decisions have been rendered upon the various questions in relation to the responsibility of masters for injuries occurring to their servants in the course of their employment, but the importance of the subject is so great, that a new case in point, when thought worthy of litigation and a formal judgment, is always deserving of notice.

Such is the recent case of Waller, admx., ag't. the South Eastern Railway Company of England.

The deceased, G. Waller, was a railway guard in the employment of the defendants at weekly wages, and it was his duty as such guard, to travel with and in the passenger trains worked by the defendants on the North Kent Railway, a line belonging to and worked by the defendants under the power of the act of Parliament relating to the South Eastern Railway Company.

In the course of such duty while he was traveling in a passenger train of the defendants carrying passengers for hire on the above line, between Stroud and Gravesend, on the 20th of March last, the train ran off the line and overturned the break van in which he was, whereby the said G. Waller was killed.

It was admitted by the parties that the accident happened through the decayed condition of the trenails which fastened the chairs to the sleepers on the defendant's railway and that it was the duty of the "gauger" of the platelayer, a servant of the defendant, to see to and keep in proper repair and condition the permanent way by renewing such trenails as were decayed; that the "gauger" was a person of competent skill and that through his neglect of duty the road became unsafe.

It was further admitted that G. Waller was killed by the train running off the line, through the decayed condition of the trenails; that none of the directors, or officers or servants of the company knew of such defects; but the above mentioned Gauger ought to have known it, and it was negligence in him not to know it.

Pollock, C. B., now said, I am of opinion that the verdict ought to be entered for the defendants. The question, in substance, is whether an action can be maintained by a servant of a railway company for injuries occasioned by the negligence of another servant of the Company. The plaintiff is the widow of a guard who, whilst in the employment of the defendants, was killed by a train running off the line, in consequence of the negligence of a servant of the company, whose duty it was to take care that the plates of the railway were so fixed as to be perfectly safe and secure.

I think it unnecessary to review the authorities.

The question resolves itself into this: whether the servant whose negligence caused the accident and the servant who was killed were at the time engaged in what may be called one common object. I think that the superintending the trains on their journey, and the taking care that the rails on which the carriage runs are firmly and securely fastened and bolted—constitute one common object, viz: that the passengers shall be conveyed in carriages which are safe and rails which are free from danger. Where, indeed, two trains belonging to the same company are traveling on different lines of rail which at a certain point intersect each other, or join a principal line, and in consequence of the negligence of the driver of one of the trains a collision ensues, by which the driver of the other train is injured, I own there seems to me less of what may be called an employment in one common object. No doubt the common object of the two servants is the driving their respective trains to their place of destination; but each of them has in particular a different object, one of them has one train under his control, the other another train. But in this case the common object of both servants was safe conveyance of the passengers in that particular train, it being the duty of the one to superintend the carriages, of the other to take care that the rails were in such a condition that the journey might be safely performed. Viewing the case with reference to observations of Lord Cramworth, in Bartonshill Coal Company *vs.* Reid, (3 Macq. 284,) that "when a workman contracts to do work of any particular sort, he knows, or ought to know, to what risk he is exposing himself." There can be no doubt that the guard of a railway train must anticipate, among other probable sources of danger on the journey, the neglect of a servant to oil the wheels of the carriages, the neglect of another to adjust the points, the neglect of another to take care that the rails are safely and securely fastened and bolted. I think that this case falls within the principle laid down for the first time in Priestly *vs.* Fowler, (3 M. & W. 1,) which is not in my opinion opposed to any authority which has arisen out of it.

Martin B.—I believe that it was in consequence of a doubt entertained by me that judgment was not given at the conclusion of the argument. I certainly did think it a matter worthy of consideration, and I think so still whether this case falls within the rule laid down by Lord Chelmsford, C. in the case of the Bartonshill Coal Company *vs.* McGuire (3 Macq., 307,) that "where servants are engaged in different departments of duty, an injury committed by one servant upon the other by carelessness or negligence in the course of his peculiar work, is not within the exception, and the master's liability attaches in that case in the same manner as if the servant stood in no such relation to him." Were I satisfied that Lord Chelmsford, when he speaks of servants engaged in different departments of duty, contemplated an engine driver or guard of a railway train as being a different service from that of a platelayer or other persons employed to take care of the line. I should be less willing to concur in this judgment; but I have carefully read the case of the Bartonshill Coal Company *vs.* Reid, and the Bartonshill Coal Company *vs.* McGuire, and also the judgment of the Supreme Court of Massachusetts in the case of Farrell *vs.* Boston and Worcester railway (4. Metcalf, 49,) whose observations are applicable to this case. Chief Justice Shaw commences his judgment thus: "This is an action of new impression in our courts, and involves a principle of great importance. It presents a case where two persons are in the service and employment of one company, whose business it is to construct and maintain a railroad and to employ their trains of cars to carry persons and merchandise for hire. They are appointed and employed by the same

company to perform separate duties and services all tending to the accomplishment of one and the same purpose, that of the safe and rapid transmission of the trains; and they are paid for their respective services according to the nature of their respective duties and the labor and skill required for their proper performance. The question is whether for damage sustained by one of the persons so employed, by means of the carelessness and negligence of another, the party injured has a remedy against the common employer." The Chief Justice then proceeded to discuss the subject with great ability, and the result is that he comes to the conclusion that the railway company are not liable. I yield to that opinion, and concur in the other members of the court.

Bramwell B. I am also of opinion that the verdict ought to be entered for the defendants for the reasons already so fully stated by the Lord Chief Baron and my brother Martin. I think the case falls within the principle laid down in Priestly *vs.* Fowler, and the subsequent authorities which have been cited. It is certainly governed by the criterion suggested by Lord Chelmsford, in the Bartonshill Coal Company *vs.* McGuire, and by Chief Justice Shaw in the judgment referred to by my brother Martin, and it is also within the criterion given by the Lord Chief Baron, which I consider a very good one, viz: were the servants at the time of the accident, engaged in one common object.

Judgment for defendant.

Union Pacific R. R.

The published official correspondence between General John A. Dix, president of the Union Pacific Railroad (main line,) on the one side, and President Johnson and Secretary Harlan on the other, concerning the proposed change of location of the line of the road west of Omaha excites considerable interest in western Iowa and Nebraska, and vigorous protests have gone to Washington from Omaha against the change.

In the absence of the maps referred to in the correspondence, it is necessary to state that the deviation from the original line commences about two miles southwest of Omaha. From the point of divergence it runs south and southeast, following the course of one of the small tributaries of the Missouri about six miles, then crossing a divide to another tributary, whose course it ascends to a point near the original crossing of the Elkhorn river.

The new location is about nine miles longer than the old. It is adopted for the purpose of avoiding difficult grades. The company deem the change so essential that they have already abandoned the work on the old line, a considerable portion of which was completed, and commenced operations on the other route in advance of obtaining the assent of the government.

Secretary Harlan holds that the President has the right to give his sanction to the change, and that no reason exists why it should not be made, provided a survey by an officer of the government shall sustain the representations of the company. For this purpose Lieutenant Colonel Simpson, of the corps of Topographical Engineers, has been detailed by the Secretary of War, and ordered to Omaha to make a survey of the new route, and report to the President.—*Chicago Tribune.*

☞ The Pacific Railroad bonds, amounting to $1,258,000, mentioned in the last official statement of the public debt, were issued to the Central Pacific Railroad of California, instead of the Union Pacific Railroad Company. The word "Union" was inserted in the statement by mistake, for the word "Central."

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st ult., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	343,400	7,164,200	2,557,800	142,100
1865	282,500	2,958,900	3,595,900	159,500
Dec.	60,900	4,205,300	Inc 1,038,100	In. 17,400

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 901,150 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July ult., in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, bbls	573,100	243,400	282,800
Wheat, bush	8,044,400	7,164,200	2,958,900
Corn, bush	10,716,800	2,557,800	3,595,900
Barley, bush	66,200	142,100	159,500
Oats, bush	3,870,600	3,128,400	4,386,800
Rye, bush	175,800	64,500	177,700
Malt, bush	.....	.....	249,000
Beef, bbls	9,500	5,400	7,190
Pork, bbls	223,700	47,700	14.050
Bacon, lbs	3,316,000	550,300	1,231,900
Butter, lbs	64,500	24,000	49,100
Lard, lbs	17,731,000	1,203,000	1,745,500
Cheese, lbs	361,200	46,000	824,500
Wool	26,000	23,200	151,900

Imperial Mexican Railway.

The Imperial Mexican Railway being open from Vera Cruz to Paso Del Macho, where the ascent from the Sierra Caliente to the healthy districts commences, the Company have arranged to dispatch a special train from Vera Cruz on the occasion of the arrival of each steam packet from Europe which will enable travellers to reach the interior of the country with the least possible delay.

This announcement, the effect of an official one by Mr. Roscoe, the secretary, is, it will be allowed, a very important one to parties having business with Mexico, or travelling there, and it is interesting to all who feel a pleasure in the welfare of others. The Imperial Mexican Railway Share-holder will of course be glad to hear of the arrangements already made for carrying on the traffic.

The line is opened from Vera Cruz to Paso Del Macho for the carriage of both passengers and goods.—*Herapath.*

Brooklyn Central and Jamaica R. R.

In pursuance of a judgment obtained by Ira Smith for $107,000 against the Brooklyn Central Railroad Company on the 29th of June last, that road has been sold for $106,000, subject to $300,000 mortgage, E. B. Litchfield, Esq., being the purchaser. This sale puts the road in new hands and relieves it permanently of certain embarrassments which could have been got rid of in no other way. It is proposed at once to put the road into good condition, and supply such increased facilities as are required by a greatly increasing business. This road is now under the direction and management of E. B. Litchfield, President, and D. J. Molly, Superintendent.

☞ A correspondent of the London *Railway Times* says: "It is stated that the American Government is engaged in negotiations to secure the payment on the Frankfort market of the obligations placed in Germany at the rate of 2 florins 30 kreutzers per dollar. If the negotiations prove successful, a further advance may be anticipated in Germany in the Federal—or, as I ought now more correctly to term them—the United States funds."

Chicago and Northwestern R. R.

The General Land Office at Washington has received from the Governor of Wisconsin a map noting the change of route of the Chicago and Northwestern railroad, authorized by Congress and approved April 25, 1862. As originally located, this road ran in a northwesterly direction from the town of Appleton, on the Fox river, to the State line between the States of Wisconsin and Michigan. As changed, the road follows along the river to the mouth at Green Bay, then up the shore of the lake, and striking the State line near the mouth of the Menonomee river. The above resolution futher provided that the State of Wisconsin should have the lands upon the line as originally located and that the even sections thus situated should be reduced to the ordinary minimum, and upon the river line each section should be increased to double the minimum price.

Mississippi and Wabash Railroad Co.

At the annual election of this Company, held at Warsaw Illinois on the 28th June, 1865, the following persons were elected Directors for the ensuing year:

Charles L. Frost, New York; E. P. Buell, Henry Hill, Warsaw Ills.; H. B. Ten Eyck, Keokuk, Iowa; John A. Cheneny, Carthage, Ills.; D. Gorchenor, La Harpe, Ills.; J. H. Smith, Bushnell, Ills.

At a subsequent meeting of the Directors, Charles L. Frost, of N. Y., was elected President E. P. Buell, Manager; and J. B. Dodge, of Warsaw, Secretary and Treasurer.

☞ A company was incorporated last year for the construction of a railroad from Lawrence City in Kansas, to Galvaston, Texas, and soon effected a tangible beginning of the enterprise by buying the lands of the Sac and Fox tribes of Indians; the purchase being permitted and duly approved by the general government. The lands comprise eight hundred thousand acres, and were secured at the low price of seventy-six cents per acre. They lie in a southwesterly direction from Lawrence, and, like most of the tracts that have been set apart in the West for Indian occupation, are of good arable quality. Active work, it is said, will be commenced on this road early next spring.

Interest and Dividends.

The Marietta and Cincinnati Railroad Company will pay, on demand, dividends of three per cent. in stock on their first and second preferred stock, at the office of the Farmer's Loan and Trust Company.

☞ It is reported that the Port Deposit Railroad Company are about contracting to complete the Junction and Breakwater Railroad to Lewes Del.

☞ The cars on the Albany and Susquehanna railroad run to Schenevus, Otsego county, and it is confidently believed the road will be opened as far as Oneonta by the first of September.

☞ A ship canal is about to be opened from Marquette Bay across the Portage, a little over two miles long, that will save 140 miles of the most dangerous navigation of Lake Superior. Judge Avery and Mr. Winslow are the proprietor of the work.

☞ The Trustees of the second mortgage of the Northern Railroad Company in the State of New York, notify all persons interested, that they have, in conformity with the decree of the supreme court of the State of New York, transferred and assigned the property lately in their possession, as said trustees, to the Ogdensburg and Lake Champlain railroad company. Holders of second mortgage bonds of the Northern railroad company of New York can obtain certificates of stock in the Ogdensburg and Lake Champlain railroad company, pursuant to the act of the Legislature and the decree of the Supreme Court of the State of New York, by surrendering the bonds they hold to John S. Eldridge, agent, at the office of H. A. Church, transfer agent of the Ogdensburg and Lake Champlain Railroad company, No. 60 State street in Boston, Masssacusetts.

☞ Secretary Harlan has made an important decision respecting the even or reserved sections along the line of the Union Pacific Railroad under grant by acts of Congress, to the effect that they must be treated as reserved sections, and that the price to be paid shall, in all cases, be $2 50 per acre, or such other minimum price as is now fixed by law, or may be fixed upon lands hereafter granted. The price of reserved sections is to be $2 50 per acre, unless changed by a price fixed, or to be fixed, by law, on granted sections. In this case, Congress has not fixed any price on granted sections until three years after the completion of the entire road; it consequently follows that the price named, $2 50 per acre, must now be paid for reserved sections under existing legislation.

☞ A gentleman traveling on the continent sends to the London *Times* a note regarding a plan adopted at Vesoul, a railroad station in France, which he recommends to the restaurants in British stations, and which might perhaps be copied with advantage in this country. No trains stop long at Vesoul, but "MM the travelers" are informed by plentiful advertisements that if they wish either to breakfast or dine they will find hot meals in baskets at the buffet. The meals are composed of three dishes, half a bottle of wine, bread and desert. The passengers leave the empty baskets and dishes half an hour later at the next station, and pay two francs fifty centimes, or about fifty cents in American currency, for their leisurely and comfortable repast.

☞ The Halifax Horse Railroad is to be commenced this fall. The Quebec one which has not been talked about so much as ours will be finished next week.—*Halifax Citizen.*

☞ The earnings of the M'Gregor Western Railway Co. for July were (on 40 miles) $27,697-24. Twenty-five new cars will be immediately placed upon the road to accommodate the rapidly increasing business.

☞ The Petersburg *Express* of the 12th inst., says "the first through train on the Petersburg Railroad since the 6th of August, 1864, came into Petersburg on Friday evening. The railroad connection between Petersburg, Raleigh, Wilmington and points further south is now completed."

☞ A railroad, with a locomotive engine and tender, is in operation on the Bund, at Nagasaki, Japan, and excites a great deal of attention among the Japanese, who come from far and near to see it.

BENJ. H. LATROBE & C. H. LATROBE,
CIVIL ENGINEERS,
HAVE opened an office in Baltimore, in the Law Buildings, St. Paul street front, and may be consulted or employed in the Location and Construction of Railways and other Roads and their incidental works throughout the United States. Also, the survey of Estates, Water Powers, &c., and will receive a limited number of Pupils for instruction in their Profession. 3m-33

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Notice to Contractors.
THE BOARD OF PUBLIC WORKS of the City of Chicago will receive sealed proposals until and during the first day of September next, for the Excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock No. 2, a distance of about 26 miles.
Maps, Profiles, Specifications, &c., will be exhibited at the Office of the Board of Public Works in Chicago, on and after Wednesday, the 23d of August, until the day of letting. There will be some 2,000,000 cubic yards of earth excavation some of it quite hard, and embracing considerable detached rock, and about 600,000 cubic yards of Stratified Limestone.
It is believed that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring. The whole of the work must be done on or before the end of the third such season of the suspension of navigation.
A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work and drilling machines, pumping machinery and cranes for the rock.
The Board reserve the right to reject any or all bids, and no bid will be accepted unless the party proposing gives evidence satisfactory to the Board of Public Works that he is competent, reliable and responsible.
The bids will be directed to the Board of Public Works indorsed "Proposal for Excavating Illinois and Michigan Canal," and accompanied with the usual $200 bond, blanks for which will be furnished at this office.
Satisfactory security for the faithful performance of the work will be required of any party whose bid may be accepted.
J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WM. GODDING,
R. B. MASON,
Board of Public Works.
21-32

Eighth National Bank,
OF THE CITY OF NEW YORK.
650 BROADWAY,
United States Depositary and Fiscal Agent.
E. C. ROBINSON, President.
CHAS. HUDSON, Cashier.
This Bank invites City and Country accounts, offering the most liberal terms to Banks and Bankers.
Collections made on all points of the United States and Canada.
Orders for the purchase or sale of the various issues of Government and other Bonds, Stocks, and Gold, will be carefully executed for our Correspondents.

Jo C. Clayton,
Attorney at Law, Advocate in Patent Cases.
Established 1854. Washington, D. C.

Natural Lubricating Oil
FROM THE
HICKORY FARM OIL CO.'S
NEW WELL, NO. 2,
ON WEST HICKORY CREEK,
VENANGO COUNTY, PA.
This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.
The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.
Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.
Office of the Company, No. 92 Maiden Lane, New York. 3m-27

W. & S. BUTCHER,
SHEFFIELD, ENGLAND,
No. 54 Beekman St., New York.
Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM GOODLAD'S CAST-STEEL FILES. 6m-22

KING, SUTTON & Co.,
BANKERS and BROKERS,
(Globe Buildings,)
64 & 66 BROADWAY, near Wall Street,
AND 17 & 19 NEW STREET, NEW YORK.
GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers.
Interest allowed on Deposits.
Petroleum and Mining Stocks receive special attention.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, July 21, 1865.

TWENTY-FOURTH SEMI-ANNUAL DIVIDEND. The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.
The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morning of THURSDAY, the 24th day of August next. JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, July 26, 1865.

DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.
Also, a Semi-annual Dividend of FOUR PER CENT on the Common Capital Stock.
Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.
The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.
30-4t HORATIO N. OTIS, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 26, 1865.

The Measure of Damages in Actions against Railroad Companies as Carriers.

The extent to which railroad companies, and other common carriers, are liable to consignors and consignees of freight, is a question of no small moment, and by no means free from difficulty. There are valuable treatises in existence upon the subject, but they are not written with a view to popular usefulness, and some later decisions have served to establish the rules of damages upon clearer principles than were formerly recognised. These recent cases we purpose to review, in a form adapted to general use.

GENERAL PRINCIPLES.

The true principle which should, as we conceive, govern the award of damages in all cases of breach of contract, is, to allow to the injured party such amount as will compensate him for all the loss or harm proximately caused thereby, falling under either of the following heads:

1. Such as the party in fault had notice, at the time of entering into the contract or at any time before the breach of the contract, and while it was yet in his power to perform his duties under it, would be likely to result from such breach; or,

2, Such as, in the natural course of things, would be likely to result from such a breach of contract.

Hadley *vs.* Baxendale (9 Exchequer, 341,) is well known among lawyers as the leading case upon this rule. There the plaintiffs, who were owners of a flour mill, sent a broken iron shaft to an office of the defendants (who are among the largest carriers in England), for transportation to a machine shop, where a new shaft was to be made upon the same pattern. The defendants' clerk was informed that the mill was stopped, and that the shaft must be delivered immediately, for which purpose he was requested to make a special entry to hasten the delivery. The delivery of the shaft was unreasonably delayed, and the working of the mill was stopped thereby for several days. It was held that, upon these facts, the loss of profits on the working of the mill could not be taken into account in assessing damages, for want of a sufficiently clear intimation to the defendants that the mill must stand still until the shaft returned. And the court declared the rule of damages in the following terms. "Where two parties have made a contract which one of them has broken, the damages which the other party ought to receive in respect of such breach of contract should be such as may fairly and reasonably be considered either as arising naturally, *i. e.* according to the usual course of things, from such breach of contract itself, or such as may reasonably be supposed to have been in the contemplation of both parties at the time they made the contract, as the probable result of the breach of it.

Griffin *vs.* Colver (16 N. Y. 489) is the leading case in this state upon the rule. Judge Selden, who delivered the opinion of the Court of Appeals in that case, repudiated the theory of Domat and Sedgwick, both able writers, that the law does not aim at giving full compensation for an injury, but seeks merely to divide the loss. He also denied that profits were never recoverable as damages, holding that they were excluded only when uncertain and vague. He said "the broad general rule in such cases is, that the party injured is entitled to recover all his damages, including gains prevented as well as losses sustained; and this rule is subject to but two conditions: The damages must be such as may fairly be supposed to have entered into the contemplation of the parties when they made the contract, that is, must be such as might naturally be expected to follow its violation; and they must be certain, both in their nature and in respect to the cause from which they proceed. The familiar rules on the subject are all subordinate to these. For instance: that the damages must flow directly and naturally from the breach of contract, is a mere mode of expressing the first; and that they must be not the remote but proximate consequence of such breach and must not be speculative or contingent, are different modifications of the last."

In Landsberger *vs.* Magnetic Telegraph Company (32 Barb. 530), the same rule was followed. There, the plaintiff sent a telegram to his partners in New York, informing them where they could get $10,000. This telegram was greatly delayed, through the fault of the company, and for want of it the plaintiff incurred a loss of over $500. But as the company had no notice that any peculiar circumstances existed in the case, it was held that the only damages recoverable were the amount paid for telegraphing, and interest on $10,000 during the delay.

The cases, however, do not cover the whole ground of our rule. We have laid it down that a party to a contract is liable for special damage of the probability of which he has notice *after making the contract*, but while yet able to perform it. For this proposition our authority is a *dictum* of Baron Bramwell, in Gee *vs.* The Lancashire and Yorkshire Railway Co. (6 Hurlst. & Norm. 211,218), which, although not entitled to as much weight as the formal decision of a court upon a question directly submitted, is nevertheless deserving of great consideration, as the opinion of a very able judge. It is moreover commended by sound reason. It may not infrequently happen that one who has hired another to render a service does not himself know, until after the contract is made, the full extent of the loss to which he will be subject, if the other party fails to perform it. It is but just, that having warned the other contracting party, he should hold him to full indemnity.

The second branch of our rule is universally admitted, and needs no support, other than such as it has incidentally received from the cases already cited. We proceed therefore, to consider the application of this rule to particular instances, of which the most familiar, so far as common carriers are concerned, are (1) refusal to receive freight, (2) failure to deliver freight at all, and (3) delay in delivering freight.

REFUSAL TO RECEIVE FREIGHT.

A common carrier is bound to receive all freight of a kind that he is accustomed to carry, if addressed to a place on his route, and offered at a reasonable time. But he cannot be made liable in damages for refusing to do so, unless it appears that the person to whom the refusal is addressed either had, or was about to procure, freight for transportation. If, however, the carrier has entered into a special contract with any one, for the transportation of certain goods at a specific rate, it is not necessary, in case of his subsequent refusal to comply with his contract that the party aggrieved should actually have the goods, in order to maintain an action for substantial damages. (Ogden *vs.* Marshall, 8 N. Y. 340.)

The measure of damages, in case of such refusal, is the difference between the amount which the carriers had the right to charge for carrying the freight, and the amount which the consignor would have been obliged to pay in open market to procure the same service to be rendered. (Ogden *vs.* Marshall, 8 N. Y. 340.)

In many cases, it is evident that the damages caused by the refusal of of a common carrier to receive goods, concerning which he had made no special contract, would be merely nominal; because the shipper could generally send them by a rival line, at the market rate, and a carrier has a right to charge the market rate. But where, as is often the case, a railroad has an absolute monopoly of the travel and transportation between two points, the consignor might, in case of an unjust refusal to carry, employ a wagon for the purpose, and recover the difference between the cost of such transportation, and a fair rate of charge upon the railroad. Or, if this was impracticable, he might sell the goods at home and recover the loss from the railroad company.

FAILURE TO DELIVER FREIGHT.

The measure of damages, where a carrier wholly fails to deliver freight, but has not been guilty of fraud or of a conversion to his own use, is generally the value of the goods at the place of their destination, deducting the expenses of transportation. (Van Winkle *vs.* U. S. Steamship Co., 37 Barb. 122; Watkinson *vs.* Laughton, 8 Johns. 213; Atkisson *vs.* Castle Garden, 28 Miss. 124.)

But if the carrier fails to reach his destination, or does not start upon his journey, the measure of damages is the cost price at the place of shipment, free on board. (Lakeman *vs.* Grinnell, 5 Bosw. 625.)

If the carrier fraudulently disposes of or wastes freight, or in any other way converts it to his own use, he must pay the highest market value thereof at any time before a verdict in the action against him, provided such action is brought and prosecuted with reasonable diligence. (Romaine *vs.* Van Allen, 26 N. Y. 390.)

DELAY IN FREIGHT.

The measure of damages, proper in case of unreasonable delay in the delivery of freight, is a matter by no means free from difficulty, though the trouble arises, as we believe, more from the decisions in one branch of the eight-headed Supreme Court of this state, than from the real nature of the subject.

It is not questioned that a carrier is in such case liable for a depreciation in the *intrinsic* value of the goods (Jones *vs.* N. Y. & Erie R. R. Co., 29 Barb. 633); but one of the general terms in this state holds firmly to the doctrine that a depreciation in the *market* value cannot be taken into account (Jones *vs.* N. Y. & Erie R. R. Co., 29 Barb. 633; Wibert *vs.* N. Y. & Erie R. R. Co., 19 id. 36). But in another district, the general term of the Supreme Court has held that a decline in the market value is to be reckoned in assessing damages in such case (Kent *vs.* Hudson River R. R. Co., 22 Barb. 278; Medbury *vs.* N. Y. & Erie R. R. Co., 26 id. 564); and this rule has been sanctioned in England, after very thorough examination (Collard *vs.* Southwestern Railway Co., 7 Hurlst. & N. 79; Wilson *vs.* Lancashire & Yorkshire Railway Co., 9 Com. Bench [N. S.] 632.

The weight of authority is very clearly in favor of the greater liability, and, to our judgment, the reason of the thing appears to be on the same side. The decline in market value is a loss which might easily be anticipated by the parties, as at least possible, if not probable. And in many cases, goods are not injured by any extent of delay. It is said that the decline is not the proximate result of the delay. True, but the inability of the owner to sell at the higher price is. The argument of Judge Selden, in Griffin *vs.* Colver (16 N. Y. 489), showing that profits may be recovered, if certain, really disposes of this question on principle. It is to be regretted that this question has never been carried to the Court of Appeals.

Railway to the Bay of Fundy.

We have before us a pamphlet containing a proposal to construct a railway from Whitehaven, which is the most eastern harbor of Nova Scotia, to the Head of the Bay of Fundy, the object being to shorten the voyage across the Atlantic, and reduce as much as possible the time consumed in reaching Boston and New York after the vessels have once touched the coast. Whitehaven harbor was surveyed by the late Admiral Owen in 1846, who reported to the British Government that it was "at the nearest available point of North America to Ireland," and that "its natural facilities greatly exceeded those of Halifax." Other engineers have corroborated the report of Admiral Owen, after having surveyed both routes to the head of the Bay of Fundy from Whitehaven and Halifax. By the route from Whitehaven, it is represented that the range of the Cobequid mountains can be avoided, while they have to be crossed by the Halifax and Eastern line. From Whitehaven to Galway—the two points between which it is proposed to establish a line of steamers—the distance is but little more than two thousand nautical miles, and it is declared that the passage can be made in a week, or one-third less than the present time; avoiding also the most difficult and dangerous point of Europe to the United States. The proposed railway would pass through rich gold mining and agricultural districts, and the coal fields of Pictou, besides laying under tribute a region where building materials can be most readily and cheaply obtained. A charter has already been granted by the Nova Scotia legislature to run a branch line from Whitehaven in the main Trunk line from Halifax on its way to the head of the Bay of Fundy; and it is proposed now to organize a company of capitalists of Boston, New York and Philadelphia, as of Great Britain and Ireland, to take up the work and push it to completion. In which case a continuous and unbroken railway communication will be had through Nova Scotia, New Brunswick and the United States, Canada included.—*Boston Post.*

Cleveland, Columbus and Cincinnati R. R.

The earnings of this road for the year ending December 31, 1864, were as follows:

From Passengers		$808,423 90
" Freight		1,394,683 22
" Express		87,983 97
" Mail		31,243 00
" Rents		84,808 14
" Berea Branch track		2,226 84
" Mileage of cars		7,210 70
" Interest and dividends		46,182 93
" Miscellaneous items		6,585 09
		$2,499,347 79
Expenses, viz:		
Transportation exp...	$402,373 93	
General expenses	34,396 64	
Repairs of Track	375,493 34	
" Locomotives	90,131 87	
" Cars	89,681 48	
" Buildings	33,428 10	
" Bridges	8,930 74	
" Fences	3,609 57	
Fuel	146,600 28	
Damages & gratuities	56.701 87	
Oil and Waste	17,931 44	
Telegraph expenses	4,905 94	
		1,264,185 20
Net over operating expenses		$1,235,162 59
Roads and depots	$167,875 10	
Duties, taxes, etc	166,043 26	333,918 36
Net over all expenditure		$901,244 23
Dividend Aug. 1, 1864, of 8 per cent	$479,512 00	
Dividend Feb. 1, 1865, 7 per cent	419,692 00	899,204 00
Surplus for the year		$2,040 23

Compared with the previous year, the gross earnings show an increase of $347,404 89; with an increase in working expenses of $415,482 17. The entire expenditures show an increase of $662,-417 78. The per centage of working expenses the past year has been 50.50 per cent.; in 1863 it was 43.50; in 1862, 36.93. The total expenditures are 63.90 per cent. of earnings.

The equipment of the road consists of 44 locomotives; 23 first-class and 4 second class passenger cars; 3 mail and express, 6 baggage, 483 house, 121 stock, 184 platform, and 9 caboose cars.

Miles run by locomotives with passenger trains, 310,731; with freight trains, 445,745; with fuel trains, 35,616; with gravel and repair trains, 76,-049; with switching trains, 164,227—total 1,032,-368, against 1,012,130 in 1863, an increase of 20,238.

Cost per mile run for repairs, 8.73 cents.

The amount and cost of material used in track repairs during the year is as follows:

3,924 tons rails re-rolled	$181,299 69
14,681 repaired rails	10,988 96
112,037 new cross-ties	49,322 07
8,966 joint chairs	8,006 11
279,044 lbs. iron joint splices	22,397 61
442 kegs joint-bolts and nuts	9,935 93
1,163 kegs spikes	17,266 71
Frogs and switches	10,720 00

The number of passengers carried was 532,142, of which 98,730 were through, 389,293 way; 6,890 excursions at half-fare, and 37,229 local military,

Number of passengers carried one mile, 33,661,-898. Average rate received per mile, 2,40 cents. Tons of freight transported, 562,758; do. carried one mile, 52,779,560.

The assets and liabilities of the Company are as follows:

ASSETS:

Roads and depots	$4,000,000 00
Equipment	750,000 00
Bellefontaine railway stock	1,131,750 00
Materials on hand	286,972 95
Cash	601,946 51
Bills receivable	74,573 75
Balance due on accounts	11,863 59
Ind., Clev. and Pitts. R. R. bonds	6,000 00
Com. Mut. Ins. Co. scrip	1,170 00
Real estate	17,603 03
Wood lands (balance due upon)	13,556 05
Loan to Clev. and Mahoning R. R.	24,000 00
	$6,919,435 87

LIABILITIES.

Capital stock	$6,000.000 00
Mortgage bonds	491,500 00
Dividends uncalled for	2,107 50
Dividend payable Feb. 1, 1865	419,692 00
Surplus earnings	6,136 37
	$6,919,435 87

President.—L. M. HUBBY.

Directors.—John M. Woolsey, David Dows, Erastus S. Prosser, Hosea Williams, John Miller, Amasa Stone, Jr., Stillman Witt, Samuel Williamson, Martin B. Scott, Joseph Perkins, Leander M. Hubby.

Superintendent.—E. S. FLINT.

Secretary & Treasurer.—GEORGE H. RUSSELL.

British North American Railway to the Pacific.

The people of the British North American Province have of late been frequently appealed to on the subject of railway communication with their sister Colonies on the Pacific. One of the chief difficulties, beyond the want of money, is that it can not so well be carried exclusively through British territory. A recent work, by Mr. Thomas Rawlings, on the confederation of the Provinces, is partly devoted to the consideration of what he styles "the only true and practicable route from the Atlantic to the Pacific Ocean." The route preferred within the British territories is from Lake Superior to the Red River Settlement, 220 miles. Thence via the elbow of the south branch of the Saskatchewan, latitude 51 and 2 to the Rocky Mountains, 700 miles, thence by the Kootanie Pass in the Rocky Mountains between the Great Saskatchewan plains on the east, and the Tobacco plains on the west, 40 miles, (the pass being at the east entrance 40 miles from the boundary, and at the west 18 miles.) From the the west end of Kootanie Pass to the mouth of Fraser's river, Gulf of Georgia, 300 miles. Total distance, 1360 miles. The whole distance is claimed to be level prairie land, with the exception of the 40 miles in the Kootanie Pass.

The engineering difficulties occur in this pass, and, according to Capt. Blakiston, who with Captain Palisser was specially delegated by the British Government to survey the whole region are as follows:

Its length is 40 geographical or nearly 47 English miles, extending from longitude 114 deg. 34 min. west, to 115 24 west. It leaves the Saskatchewan Plains where they have an altitude of about 4,000 feet above the sea, rises 2,000 feet to the waterside of the mountains, descends to Flathead River, again rises to an altitude of 4,000, follows up this river to its head waters, then crosses a precipitous ridge, reaching an altitude of 6,000 feet; it then descends the great western slope, falling 2,000 feet in two miles of horizontal distance, after which, by a nearly uniform grade of 100 feet per geographical mile, it gains the Tobacco Plains at the point where the Wigwam branch enters Kootanie or Elk River.

There are three obstacles to the passage of a railroad—namely, two mountains and one steep slope. As to the mountains, they could, I consider without difficulty be pierced by tunnels. The great western slope is a more serious obstacle; however in the following details I hope to show that it also may be overcome.

"From the Forks of Belly River on the east side the line would traverse the gradually ascending prairie to the entrance of the pass where Railway River issues from the mountains. This river would be followed up with a grade of 1 in 180, or 34 feet per geographical mile for 7½ miles, the 'river levels' affording considerable advantnges; leaving this river it would follow the course of my track markedon the map. A cutting of about 3½ miles would lead to a tunnel of nearly 5 miles in length which would pierce the Watershed Mountain and come out in the valley of Flathead River, the whole having a grade of 1 in 130, or 47 feet per geographical mile. On emerging into the valley the line would skirt the base of the mountains to the north of the track, thereby avoiding a steep descent, then following up the river with a grade of 40 feet per geographical mile, it would reach the rise of the western ridge at a height of 5,100 feet above the sea. This would be the culminating point of the line from which in a distance of 10 geographical miles it has to fall 1,900 feet to the North and South Bluff, and after that, by a slope of 54 feet per geographical mile for 5 miles, to reach the Tobacco Plains, crossing the Kootanie Fork by a bridge. This I propose to accomplish in the following manner:—From the culminating point, to pierce the ridge by a tunnel of 3 geographical miles, and continue the line along the side of the hills to the north of the track reaching the North bluff, the whole with a grade of 190 feet per geographical mile. This portion of the line of 10 geographical miles would have to be worked by a wire rope, and one or more stationary engines. Regarding the remaining 5 miles to the west of the North and South Bluffs, a careful survey is required to determine whether a grade not too steep for a locomotive can be made. My measurements taken with so uncertain an instrument as an aneroid barometer, must not be depended on to a few feet; they give a fall of 54 feet per geographical mile, or 1 in 112.

"As regards the country to the west of the Kootanie Fork I can say nothing, but that no mountains were visible to the distance I could see, neither have I any personal knowledge of the Saskatchewan Plains to the eastward of the forks of Belley River; but it is probable that these great prairies stretch without break from this point to the Red River Settlement, and that in the construction of a railroad little more labour would be required than that of laying down the rails.

Any other practicable route southward would make it necessary to pass through the State of Minnesota; and we believe there is actually an American Company formed for the construction of such a line at some future day, and which is to have some connection with the Grand Trunk of Canada.

At present, British overland travellers pass from Pembina on the Red River which is fast attracting emigrants, over a wagon road, which crosses Saskatchewan Valley to the foot of the Rocky Mountains. The completion of our own Union Pacific Railroad, sustained by large Government aid, and now in progress under the management of several influential and energetic companies, will seem however to make the British work quite unnecessary; and it is doubtful whether, with such competition, the work will be attempted in our time.

Intercolonial Railway.

The Provincial papers state that two parties of engineerrs under the personal supervision of Mr. Fleming, have been for some time exploring the proposed route for the intercolonial railway from Truro to Amherst, by way of the Acadia iron mines and Spring Hill. We would judge from this fact that the engineers employed in the same service last year by Mr. Livesey were not so completely successful in their labors as was reported at the the time. We may look for some definite announcement about the construction of this line—whether it is to be done by government or by a company, or whether it is to be commenced at all for another year—when the New Brunswick and Nova Scotia delegates return from England. Private letters by last steamer to gentlemen in New Brunswick stated that the delegates from both Provinces had been negotiating with the Intercolonial Contract Company for the building of the line, and strong hopes were entertained of being able to effect an arrangement, and have a contract signed before leaving England.

☞ The Edgefield, S. C., *Advertiser* says that the branches of the South Carolina Railroad, between Branchville and Johnston's Turn-Out, and from Orangeburg to Columbia, are under contract, and are being rapidly pushed forward toward completion. The Greenville and Columbia Road is in running order from Greenville to Alston, and the remainder of it, which is not of much length, is being rapidly put in order. The Northeastern Railroad is now running its entire length from Charleston to Florence. The Wilmington and Manchester Road is running from Kingsville ninety-seven miles of its length, and will be in order its entire length, it is said, during this month. The Cheraw and Darlington Road also is now running its entire length. The Columbia and Hamburg Road has a large force of workmen on it, and is rapidly being pushed forward. The Charleston and Savannah Railroad is running its whole length.

Railroad from New Castle to Youngstown.

Work is being rapidly pushed forward on the new railroad from New Castle to Youngstown, and the track will soon be ready for the rails from the junction with the Beaver Valley Railroad to Lowell. From Lowell the road will continue up the west bank of the Mahoning as far as Powers' Coal Bank, where the river will be bridged. From that point to Youngstown (two miles) it is not yet determined whether a new road will be built, or the coal road belonging to the Atlantic and Great Western Railroad will be used. We understand that the Pittsburgh, Fort Wayne and Chicago Railroad Company own a controlling interest in this new route, and if this is the case, arrangements will no doubt be made to run through trains between Youngstown and Pittsburgh, which would prove a great advantage to Youngstown. It is rumored that there is a possibility of the road extending from Youngstown to Ravenna, running across the northern part of Mahoning county.—*Cleveland Herald.*

☞ At a special meeting of the Ottawa City Council a resolution was carried by a majority of 11 to 3 for the passage of a bill through Parliament to incorporate a company for the construction of a street railway.

Central Pacific Railroad of California.

At the annual meeting of the stockholders of this company, held at Sacramento, Cal., on the 13th ult., the President, Leland Stanford, Esq., presented the following report:

To the Stockholders of the Central Pacific Railroad Company:

At our last annual meeting held October 8, 1864, I found occasion to congratulate you upon the progress of our enterprise, its condition and prospects. Though in all respects the progress, for reasons that will appear, has not been as rapid as we had anticipated, yet it has progressed fairly, and in its present condition and prospects are not less bright than at our former meeting. Indeed, they are far brighter. Much of what we had hoped than has been realized; the financial problem which was then pressing upon us for solution has been solved and the result is abundant financial means to press forward the work to its utmost development. Now, the question which addresses itself with most force upon our consideration is one of labor; this is gradually being answered satisfactorily. For want of funds we were not able to employ a large force of laborers in construction until the first of last January. From that time to this, there has been employed in construction all the labor that could be obtained. For the months of January, February and March the force, with great efforts to increase it, did not probably average above five hundred men, and they, owing to the wet weather, could not labor above half the time. Since then we have had more favorable weather, and an average force of about two thousand. At present, there is a force of about twenty-five hundred men employed and the number is being daily increased, so much so that in connection with several favorable causes, we think it probable that the force this season can be increased to five thousand. An important element of labor is found in our Chinese population. Of this class of laborers there are now engaged in construction about two thousand. They are found to be good laborers and, at the price at which they are to be had, full as cheap as any other. Regular and prompt pay, with kind usage, secure their confidence, and it is probable, from the Chinese population of our State, we shall be able to obtain to the extent that white labor shall prove inadequate, the necessary force to prosecute the work vigorously. We are employing, and shall employ all the white, Chinese, or other labor that offers.

It is now nine months since our last annual meeting. For the first three months but little work was performed, and for the next three, for causes above alluded to, not a great deal. Yet we have been able to complete the work to Clipper Gap, a distance of twelve miles above Newcastle, and have the work on the next twelve in so forward a condition that it will probably be completed and the cars doing business over it full as early as the 15th of September next. We shall then be operating in all fifty-six miles of road and have reached an elevation of 2,448 feet, or over one-third of the entire elevation to be overcome in crossing the mountains. Of the present force engaged in construction, the most of it together with what it may be increased, can be placed as early as the middle of August on the work between Illinoistown and Dutch Flat, which place we expect to reach by the first of next April and have much work done beyond that point. Indeed, by the time of our next annual meeting, should we not be disappointed in obtaining labor, we shall have the cars running to Crystal Lake, twenty miles above Dutch Flat and within fifteen miles of the Summit. Complete surveys have been made for this distance and the work found of a more favorable character than had been anticipated. There are three corps of engineers now engaged in making surveys beyond this last-mentioned point, one of which will commence this week to survey from Donner Lake eastwardly. The principal object in making that survey at this time is that the work may be ready for construction as early as possible. I deem it important to commence the work of grading from Donner Lake eastwardly and laying the track without waiting until the road can be constructed from this side to that point. By pursuing the course indicated we may expect to have the entire road completed from this side to Salt Lake in three years from this season. The grading can proceed on the other side of the mountains without retarding the work on this, and by the time the season will permit the transportation of iron over the mountains at low freights next year, the railroad will have reached a distance on this side from whence iron can be transported by teams to where the track will commence on the other side for from ten to fifteen dollars per ton. There will be, of course, more cost besides this in construction, beyond what there would be if we waited until the road was constructed over the mountains; but this will be more than counterbalanced by the benefits to be derived from its use. Besides, while conscious of the immense benefits to be derived to the company by the use of a road on the other side, with the consequent increase of business by the settlement and development of the vast mineral region the road will penetrate, it should not be forgotten that our enterprise is one of a State and national character, and that we have a duty in this respect which will not permit us to do anything less than is in our power to hasten its completion. As a pecuniary matter to the company, I am confident its benefits cannot be exaggerated; and it should be a matter of pride, if possible, to overcome the Sierras and reach Salt Lake, to greet our brethren of the East upon their arrival there. It does not seem to me that there need necessarily to be more than three years from the present to witness this great and happy event.

That we are financially fully warranted in pushing the work to the extent proposed will be seen from our present assets, together with those to be derived from the National Government.

The Act of Congress granting aid to the Pacific Railroad was beneficially amended at the last session of Congress by allowing the company to make their first mortgage bonds payable in gold coin, both principal and interest. This will make our first mortgage bonds among the most desirable securities, as they will be of the best to be offered in the market.

We have now on hand Placer and Sacramento county bonds (gold)—eight per cents	$238,500
Bonds on which the State pays seven per cent, interest in gold	1,475,000
San Francisco county bonds (gold,) seven per cent	265,000
United States bonds, six per cents	1,258,000
Making a total of	$3,236,500

In addition to this there will be due to the company on completion of the work to the station at Illinoistown Government bonds amounting to $1,200,000; and which in view of the speedy completion of that work, may be considered, for practical purposes, as assets immediately available.

Issuing first mortgage bonds, as authorized by Act of Congress, though we should limit their issue to completed road, by the middle of September, and we shall have from this source, $2,458,000.

Besides, we are authorized to issue first mortgage bonds to the extent of one hundred miles in advance of a completed line.

Thus, it will be seen that the company have as assets, immediately available, without issuing first mortgage bonds beyond road constructed, bonds on hand—first mortgage bonds	$2,458,000
Government bonds on work nearly completed	1,200,000
Placer, Sacramento and San Francisco county bonds, and bonds on which the State pays interest	$6,894,500
Making a total of	$3,236,500

On which the company draws an annual interest of $216,360.

In consequence of the suppression of the rebellion, the Government bonds are appreciating in value; from the prosecution of the work our other bonds are also appreciating; consequently we have not thought it advisable to sell this class of bonds. To prosecute the work, aside from proceeds of bonds sold, we have made loans. With the means on hand and the Government bonds to be derived as the work progresses, and first mortgage bonds on one hundred miles in advance of construction, at will of the company, it is fully warranted in considering itself able to overcome the Sierras as rapidly as possible, and in undertaking the work beyond. It is not to be anticipated that there will be in the future any delay in obtaining the Government bonds when due.

The bonds on the first thirty-one miles were due last September, but we did not receive them until the 12th day of May, though the most strenuous efforts were made to procure them at an earlier day. In consequence of injurious reports raised by the antagonists of our road, the bonds upon which the State pays interest were not available for use until the first of January, when the Supreme Court decided their legality. The bonds due from the city and county of San Francisco, from the pertinacious and unscrupulous opposition of our enemies, after much litigation were obtained on the 12th day of April.

No disposition has as yet been made of the lands of the company. It has been thought advisable before doing so to wait for the receipt of a patent. Over 50,000 acres have been listed to the company by the United States Land Office. As the railroad progresses the lands will become more valuable; soon we shall find them yielding largely in the shape of freight. We are now close to a fine lumber region.

The general business of the road is constantly increasing; the gross earnings for the month of June amount to $31,456 66, though we were not fairly in condition to do a freighting business to Clipper Gap before the middle of that month. The road is daily increasing in its local business, as also the business over the mountains. With its further extension this will be increased until all is secured. The report of the Secretary will give a detailed statement of the business of the road since the last annual meeting.

The construction of the Pacific Railroad will prove what our lamented President predicted—that our country will be the Treasury of the world. The vast country west of the Rocky Mountains, by its teeming mineral wealth, will be settled up with an industrious population that will develop its wealth. The Pacific coast will feel its exilarating influence; the arts, commerce and agriculture will flourish; population will be increased, and there will be a numerous, powerful and prosperous people on this extreme west of our country, bound to the Union by interest and the strongest fraternal and patriotic ties. The whole nation, and in fact the entire civilized world, will feel the benign influence of the Pacific railroad. With this great incentive, let your energies be applied with the utmost force to overcome the gigantic obstacles you have to encounter, and complete the work to Salt Lake in 1868, and with new bonds help to bind together our country, now so gloriously restored to peace. We have a Government and a country beyond compare. A Government of the people and for the people alone; a country devoted to freedom, lovely and grand; a soil and climate conspiring to furnish untold blessings. Let us rejoice that we have an opportunity to do something towards strengthening, aiding and developing one or all of them—to do all in our power in this respect. If we need further incentive, we shall find it in the best interests of our company.

The election of directors for the ensuing year was then held.

The old Board was re-elected by a unanimous vote, and is composed of the following named members: Leland Stanford, A. P. Stanford, C. P. Huntington, Mark Hopkins, E. B. Crocker, E. H. Miller, Jr., Chas. Marsh.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 2d week in August, 1865, were:

	1865.	1864.
Passengers	$11,696 65	$9,070 91
Freight	10,189 35	9,834 83
Mail, express & telegraph	1,200 00	1,125 58
Total	$23,086 00	$20,031 32
Total this month to date	48,112 70	38,561 48
Total for the fiscal year commencing Jan. 1	$701,220 88	$593,864 38

The traffic of the Great Western Railroad for the week ending August 18, 1865, was as follows:

Passengers	$35,793 07
Freight and live stock	26,354 89
Mails and sundries	1,780 11
Total	$63,928 07
Corresponding week of 1864	51,457 02
Increase	$12,471 04

The earnings of the Grand Trunk Railway for the week ending Aug. 12, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$50,061 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	62,824 00
Total	$116,921 00
Corresponding week, 1864	101,503 00
Increase	$15,418 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending August 14, were:

	1865.	1864.
Passengers	$3,513 51	$2,518 83
Freight	9,579 08	6,369 91
Express	130 22	104 16
Mail	296 58	296 58
Total	$13,519 39	$9,289 48

Receipts from January 1 to August 14:

1865	$388,062 26
1864	337,272 51
Increase	$50,789 75

The earnings of the Chicago and Northwestern Railway for the second week in August, 1865, were $162,063 13
Corresponding week of previous year. 101,094 33
Increase $60,968 80

The earnings of the Michigan Central Railroad for the 2d week in August, 1865, were. $82,799 52
Corresponding week of previous year. 65,542 66
Increase $17,256 86

The earnings of the Chicago and Rock Island Railroad for the second week in August, 1865, were $48,395 00
Corresponding week of previous year. 54,657 00
Decrease $6,262 00

The Michigan Southern road earned the 2d week in August, 1865 $81,445 00
Corresponding week of 1864 68,506 00
Increase $12,939 00

☞ A vigorous effort is now being made to reorganize the Pittsburgh, Maysville and Cincinnati Railroad Company, and to recommence and prosecute the work of rebuilding the road as far as McConnellsville. The Atlantic and Great Western Company has taken hold of the matter and purpose commencing the work the coming Winter.

Central Pacific Railroad.

We give, from the Auburn *Stars and Stripes*, the following table of distances on the Central Pacific Railroad route from Sacramento to Virginia, Nevada:

	miles	
Sacramento City to Clipper Gap by R. R.	43	
Clipper Gap to Illinoistown	11	54
Illinoistown to Madden's	6	60
Madden's to Gold Run	5	65
Gold Run to Dutch Flat	3	68
Dutch Flat to Mallows'	4	72
Mallows' to Zerr's	3	75
Zerr's to Heath's	3	78
Heath's to Wilson's	2	80
Wilson's to Crystal Lake	4	81
Crystal Lake to Jones'	9	93
Jones' to Summit	5	98
Summit to Donner Lake	3	101
Donner Lake to King's	3	104
King's to Prosser Creek	5	109
Prosser Creek to Russell's Valley	4	113
Russell's Valley to Little Truckee	4	117
Little Truckee to Crystal Peak	8	125
Crystal Peak to Hunter's Bridge	7	132
Hunter's Bridge to Huffaker's	5	137
Huffaker's to Steamboat Springs	8	145
Steamboat Springs to Virginia	10	155

This makes the distance by wagon road from Clipper Gap to Virginia, 112 miles.

Weights and Measures.

At the Detroit Commercial Convention, a committee was appointed to consider and report upon a uniform system of weights and measures. The New York Chamber of Commerce has also appointed a committee with the same object, and the attention of scientific men is just now much attracted to the subject. In connection with it we therefore publish an extract from a letter from A. K. Shepard, Esq., of Albany, which explains itself, and is well worthy of consideration.

"It would appear that the plan which would be most acceptable to the public, and meet with the least opposition, would be one which would merely simplify and modify existing standards.

The matter in which I am most interested is to induce the boards of trade throughout the country to adopt the cental of 100 lbs. as the standard for measuring all kinds of grain. We have now to the bushel of wheat 60 lbs.; Corn, 56 lbs.; Rye, 56 lbs.; Oats, 32 lbs.; and Barley 48 lbs.; when really the grain is bought and sold by the pound. A man buying 7,000 bushels of wheat, buys it with the understanding that 60 lbs. go to the bushel. If it were expressed 4,200,000 centals, it would save much useless labor. All grain is weighed at elevators, and the weights reduced to measure—an unnecessary trouble. If wheat is worth 129 cts. per bushel at Chicago, it would be much more simple to figure a boat load of 7,025 29-60 bushels, as 4,215.29 centals at 215 cts. per cental. The figures would all be in decimals, and all grain would be measured by the same standard. The business community are slow to move, but I think that proper exertion would bring about this much needed reform."

☞ We learn from E. R. Burpee that matters are progressing very favorably in reference to the European and North American Railway. The negotiations for money, by the assistance of the railroad companies, between Boston and Bangor, are being carried on with a certainty of success; and there is scarcely a doubt that at the meeting in Bangor on the 23d August, the company will be in a position to commence work.—*St. John Globe.*

Leavenworth, Lawrence and Fort Gibson R. R.

The Lawrence (Kansas) correspondent of the Chicago *Tribune* wrote on the 13th inst. as follows:

"At a recent convention held at Ottawa, in this State, it was agreed by the County Commissioners along the line to submit the question to the people whether they would aid the Leavenworth, Lawrence and Fort Gibson Railroad to the amount of $900,000, bonds to be issued to the amount of $125,000 in each county. On the 12th of September the proposition is to be voted upon; it will probably carry in all the counties. The bonds are to be issued only as the road is completed through the respective counties.

"A most munificent grant of land was obtained last winter from Congress, to aid in the construction of the road. It is proposed to continue the road on through the Indian country to Galvaston Bay, where is one of the finest harbors in the world. The enterprise thus becomes of more than local importance. It is really national in its character. The advantage it will be to Chicago and the entire West can hardly be appreciated. It will become the Pacific Railroad of the South, the means by which the South will become connected with the Pacific slope. The leading roads of the South—to wit: from Charleston, New Orleans and Richmond—are pointing to some place on the Red River which this road would pass through, thus giving the entire South the advantages of connections with the Union Pacific Railroad. It is a physical impossibility for them to get a connection with the Union Pacific slope in any other way."

Union Pacific Railroad.

A number of gentlemen, heavily interested in the Pennsylvania Railroad and other roads connecting with it, have purchased one-half interest in the Union Pacific Railroad, leading from Wyandotte, in Kansas, through Lawrence toward the West. These gentlemen, and others connected with the Ohio roads, are now in St. Louis to make arrangements by which there will be a through connection between the Union Pacific Road, via the Missouri Pacific, the Ohio and Mississippi, and the Little Miami, the Columbus and Pittsburg and Pennsylvania roads to Philadelphia. The sale of half their road, supplies the Union Pacific Company with means to prosecute their road, and they can confidently expect to have it finished to Fort Riley by the 1st of June, 1866.—*Harrisburg Telegraph.*

Great Russian Railway.

The eighth annual general meeting of the Shareholders in this important undertaking has just been held at St. Petersburg, Count Baranoff presiding. The number of shares deposited for the meeting was 66,927, of which Paris furnished 14,711; Amsterdam, 13,555; and London, 19,982. The share capital of the Company is composed of 600,000 shares of £20 each, and the Company has besides issued 70,000 obligations of £80 each, and 18,877 of £20 each. The works of establishment have involved an outlay of nearly £24,000,000. In 1864 the net profits realised on the Warsaw and St. Petersburg line were £202,717 as compared with £257,473 in 1863. On the other hand the net profits of the line from Moscow to Nijni-Novgorod rose last year to £286.189 as compared with £232,899 in 1863. The total profits realised on the two combined were thus £488,906 last yaer as compared £490,372 in 1863. After making various deductions and additions, the net profits of 1864 were finally returned at £459,225. The Russian Government guarantees 5 per cent. upon all the capital engaged in the enterprise. This guarantee involves a charge of at least £900,000 for 1864, so that upon all the interest paid the Russian Treasury has to make good 10s. in the pound.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	10c
Acton Vale ..... Ca	50,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	19½
Algomah ..... "	20,000	....	2	2½
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	3
American ..... Ca.	200,000	2½	....	5½
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	4½
Aztec ..... "	20,000	....	1	4
Balt. and N. C ..... N. C	2,000	5	....	35c
Bare Hill ..... "	....	....	....	20c
Bay State ..... L. S.	20,000	....	3½	11
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	50c
Black River ..... "	200,000	2½	....	10c
Bohemian ..... L. S.	20,000	....	7½	10½
Bolton ..... Ca.	200,000	5	....	1½
Boston ..... L. S.	20,000	....	5*	1½
B. and Corinth ..... Vt	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Bronze ..... Ca	100,000	5	....	2
Cabot ..... L. S	20,000	....	½	....
Caledonia ..... "	20,000	....	....	6
Cambridge ..... "	20,000	....	5	20c
Canada ..... Vt	100,000	4	90c	80c
Carp Lake ..... L. S	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	40
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	....
Clifton ..... "	20,000	....	....	1
Collin ..... "	20,000	....	....	....
Columbian ..... "	20,000	....	4½	9
Consolidated ..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	24½	22½
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	25c
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah ..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	1½
Deep River ..... N. C.	....	5	....	10c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	3½
Dudley ..... L. S.	20,000	....	½	50c
Dunham ..... Ca.	200,000	2	....	25c
Durham ..... "	200,000	5	....	25c
Eagle River ..... L. S.	20,000	....	3½	3
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff ..... "	20,000	....	....	12
Flint Steel ..... "	20,000	....	....	18
Forest City ..... "	20,000	....	3	1
Forest Shepherd ..... "	20,000	....	6	11c
Franklin ..... L. S.	20,000	....	6½	36½
French Creek ..... Pa.	100,000	5	....	60c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	85c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	60c
Great Western ..... L. S.	20,000	....	2	75c
Green Mountain ..... Vt.	20,000	10	....	4½
Guilford ..... L. S	20,000	....	5	55c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	8½
Hanover ..... "	20,000	....	1	1
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	5½
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	½	1½
Hudson ..... "	20,000	....	....	2
Hulbert ..... "	20,000	....	....	2
Humboldt ..... "	20,000	....	2	2
Hungarian ..... "	20,000	....	1	1½
Huron	20,000	....	16	30½
Indiana ..... "	20,000	....	....	6
Iuvernese	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	1d	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	6
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lemoxville ..... Ca.	100,000	5	....	50c
Logan ..... "	100,000	3	....	2½
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	2
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	45c
Manhattan ..... "	20,000	....	2½	3
Marquette ..... "	20,000	....	....	3½
Maryland ..... Md.	....	5	....	35c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	4
Merrimac ..... "	20,000	....	....	4
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	2½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	....	....	....	190c
Minnesota ..... L. S.	20,000	....	3½	12
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	21
Native ..... "	20,000	....	3	62½c
Naumkeag ..... "	20,000	....	1	5
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver) .. "	20,000	....	....	....
New England ..... "	20,000	....	2	75c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	½
N. Y. & Passaic .. N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	1
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	25c
North Sutton ..... Ca.	100,000	5	....	1
North Western .... L. S.	20,000	....	7½	32
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	2
Ottawa ..... Ca.	200,000	1	....	20c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	....	2½	5
Pewabic ..... "	20,000	....	3½	36
Phila. & Boston .. "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	13
Pittsburg & Boston "	20,000	....	5½	52
Pontiac ..... "	20,000	....	3½	1½
Prince of Wales .. Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	....
Quincy ..... "	20,000	....	10	50½
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford ..... "	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	4½
Roscoe ..... Ca	200,000	1	....	....
Rudisell ..... "	....	....	....	75c
St. Clair ..... L. S.	20,000	....	3	5½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	5½	1½
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	10c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	3	105c
Springfield ..... Md.	....	5	....	105c
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	3
Stark ..... Vt.	100,000	2	....	....
Strafford	30,000	10	....	55c
Superior ..... L. S.	20,000	....	4	2
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	55
Toltec ..... L. S.	20,000	....	20	4
Tremont ..... "	20,000	....	5*	1½
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	1½	....
Vulcan ..... "	20,000	....	....	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota .. "	20,000	....	2½	1
Wickham ..... Ca.	200,000	5	....	20c
Wickopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	5½	1½
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	....	1½
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	....	....	....	2
Tyson	20,000	10	....	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	2½
Bucks County ..... Pa.	....	....	....	1
Canada ..... Ca.	50,000	5	....	2½
Clute	....	....	....	1
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	....	....	....	½
Lancaster ..... "	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	2½
Mineral Point	100,000	5	....	½
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	100,000	100	....	110
N. Y. & Boston .. N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	½
Placentia Bay ..... N. F.	....	....	....	1
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	40c
Union	100,000	5	....	57c
Wallkill ..... N. Y.	....	....	....	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	65
Ashburton ..... "	50,000	50	....	10
Atlantic & G. C .. Md.	....	....	....	90c
Baltimore ..... "	....	100	....	2
Bear Valley ..... "	40,000	12½	....	13½
Beaver Meadow .... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	5
Big Mountain ..... Pa.	....	....	....	5½
Blackhall ..... N. S.	8,000	25	....	....
Boston & Picton. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain .... "	30,000	10	....	....
Butler	....	....	....	14½
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	....	....	....	3
Central ..... "	....	....	....	53
Clinton ..... "	....	....	....	½
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	41
Daniel Webster	5,000	100	....	....
East Mahanoy ..... Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	21
Fulton ..... "	60,000	5	....	6
Gilbertson	5,000	100	....	55
George's Creek ..... Pa.	10,000	....	....	102½
Grand Tunnel	4,000	100	....	50
Green Mountain .... Pa.	....	....	....	3½
Hampton & Balt .. Md.	....	....	....	91
Hazleton ..... Pa.	32,300	50	....	55
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	6½
Locust Mountain .. "	....	....	....	40
Lorberry ..... "	4,000	100	....	11
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan ..... "	....	100	....	....
Middle Coal Fields. "	....	....	....	10½
Milford	2,500	50	....	....
Mill Creek ..... Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	....	....	....	1½
North. & Luzerne . "	....	....	....	....
Penn. ..... "	100,000	50	....	150
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	3½
Powell ..... Pa.	....	....	....	....
Preston ..... "	....	....	....	18
Princess Alex .... N. S.	6,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	19
Schuylkill Valley .. "	20,000	10	....	7½
Shawmut	6,000	50	....	....
Short Mountain .... Pa.	16,000	50	....	22
Stafford	....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	4½
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley .. Pa.	22,700	50	....	81

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	¼
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) .. N. M.	....	....	....	....
Am. Pioneer ..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.) Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	105
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	50c
Central (G.) ..... Col.	50,000	20	....	17½
Chaudiere (G.) .... Ca.	100,000	5	....	90c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.) ..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	1
Consol. Greg'y (G.) Col.	50,000	100	....	25
Copalinshe (G.) .... "	200,000	20	....	....
Corisannie (G.) .... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	1
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) ... Nev.	100,000	5	....	....
Empire (S.) ..... "	....	....	....	....
Empress (S.) ..... "	....	....	....	....
Eureka (G.) ..... Cal.	....	....	....	....
Excelsior (G.) ..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) .... Col.	100,000	5	....	....
Gilbert River (G.) ... Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	1½
Halifax (G.) ..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	55c
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex	....	....	....	....
Manhattan (G.) .... Col.	100,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	11½
Massachusetts (G.) .. Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) .... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) .... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) ..... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	10c
Nova Scotia (S.) .. "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.) ..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) .. L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) .. Ca.	100,000	2	....	14
Quartz Hill (G.) ... Col	40,000	25	....	5
Quicksilver ..... Cal.	40,000	25	....	54½
Renfrew (G.) ..... Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	....	....	....	10
Sacramento (S.) .. Nev.	....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) ... Cal.	....	....	....	....
Santa Rita ..... Ariz. T.	....	....	....	....
Scottie (S.) ..... Ariz. T.	....	....	....	....
Sherbrooke (G.) .. N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) ... Nev.	....	....	....	....
Sonora (S.) ..... Ariz. T.	....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) .. "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—			—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27 43	—			—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	96
30 Nov. '64	—	7.5			—	Dedham and West Roxbury	.....	41,000	—	—	.....	.....	.....	....	.....
30 Nov. '64	1.41	—			—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	28	6	—	Lowell (Horse)	42,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	84
30 Nov. '64	3.41	—			—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807			....	25½
30 Nov. '64	2.97	—			—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	....	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	49½
30 Nov. '64	6.84	—	268	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236		3	....	62½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,583	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	26
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.58	—			—	West Cambridge	13,600	13,860	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—			—	Winnisimmet	62,154	60,000	—	939	21,389		—	....	—
30 Nov. '64	11.00	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	.....	.....	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	200.000	200,000	—	—	.....	.....	—	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,966	—	100	69
30 Sep. '64	7.00	2.50	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	597,545	492,150	400,000	55,291	173,827	5,666	9	100	130
30 Sep. '64	55.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	58
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	—
30 Sep. '64	6.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd	33,500	15,000	18,500	—	—	—	—	....	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	69
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	—
30 Sep. '64	—	5.00	—	—	—	East & North River (N. Y.)	550	650	—	—	—	—	12	100	....
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	....	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	—
30 Sep. '64	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	....	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,859	134,000	91,000	10,000	47,739	—	—	....	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	60
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	.....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	—	....	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	....	.....
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	.....
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	....	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,135	40	10	49½
31 Oct. '64	8.13	—	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	—
31 Oct. '64	4.12	—	—	12	2	0 Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	—
31 Oct. '64	4.38	—	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,583	5,901	7½	....	20
31 Oct. '64	16.74	—	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	450 450	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	—	233	39	0 Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	26
31 Oct. '64	8.73	—	—	256	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	....	30
31 Oct. '64	11.00	—	—	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	17
31 Oct. '64	—	—	—	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	....	.....
31 Oct. '64	12.00	—	—	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	—
31 Oct. '64	10.67	0.52	—	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	—
31 Oct. '64	7.04	—	—	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	—
31 Oct. '64	4.51	—	—	71	12	0 Pittsburg and Birmingham	65,355	43,000	22,600	5,368	58,006	15,984	4	....	—
31 Oct. '64	6.16	—	—	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	10
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	....	—
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	77
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	5
31 Oct. '64	8.38	—	—	115	17	4 Spruce & Pine (Phil. & Gras F.)	175,810	159,312	15,500	—	79,670	21,297	5	....	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	102,367	51,179	20	20	48
31 Oct. '64	6.25	—	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	—	—	316	58	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	65
						MARYLAND.									
31 Dec. '62	21.00	....	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	15½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	.....
31 Dec. '62	3.65	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable	Market Price.
	$	per	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20.000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Morris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1885	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	....
Malden & Melrose bonds	51,762	—	.....	.....	....
Real Estate	4,000	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, July 31, 1865	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	113½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	839,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	101
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	102
" " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ... registered	364,546,450	6	" "	1881	107
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	105
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	93
" " " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ..... registered	91,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	105
Treasury Notes of July 17, 1861 ..... coupon	358,550	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	106,706,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	39,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	197,121,470	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	25,750,032				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71–'72	----
" " " " " ..... "		6	" "	'81–'82	96
" " " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'47–'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'83–'85	98
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325.500	6	Jan. & July.	1856	80
" — " ..... "	2,058,173	2½	" "	1856	75
—State Int. Imp bonds (not adjusted)	391,000	---	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	57
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund .... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic) ..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'91–'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	62½
— " " (R. R. etc.) ... "	3,902,000	6	----	'67–'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63–'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81–'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89–'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89–'90	108
" — " " (dollar) ..... inscribed	500,000	6		1890	----
" — " " (") ..... "	100,000	4½		1899	----
" — " " (") ..... "	767,560	5		'42–'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89–'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89–'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" ") .dollar	416,500	6	" "	'90–'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'55–'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68–'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65–'74	----
— " " (" ") "	200,000	5	May & Nov.	'65–'72	----
— " " (")	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64–'66	----
— "	247,000	6	June & Dec.	'68–'72	----
—	53,000	5	" "	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71–'76	106½
" — " " ..... "	600,000	5	" "	'77–'78	98
" —Bounty Fund Loan .... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	70½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1858	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R ... coupon	7,000,000	6	" "	'72–'88	72
" — " " S. W. Branch .. "	4,500,000	6	" "	'87–'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	78
" — " " N. Missouri .. "	4,350,000	6	" "	'72–'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73–'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87–'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants	780,000	---	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " " —Notes ..... "	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65–'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1869	100
" " — " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " "	1,300,000	6	" "	'68–'78	100
" " — " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5	----	d'm'd	----
" " — " " "	11,050	5½	----	d'm'd.	----
" " — " " "	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans	421,003	6	Jan. & July.	'65–'67	----
" " — " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July.	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63–'74	105
" " — " " "	15,889,025	6	" "	64–'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	74
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	97
" — " " (" ") ..... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt)	125,680	6	" "	1865	102
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,318	---	" "	1868	----
" —Irredeemble debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	---	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	1882	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1864	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1854	----
" — " " "	1,558,673	5	Jan. & July.	1855	----
" — " " "	2,277,755	6	" "	1868	----
" — " " "	1,766,214	6	" "	1870	----
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	90½
" — " " ..... "	428,000	5	" "	1878	92
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation	97,360	---	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68–'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	72½
" — " " (Interm. impr.) "	2,063,606	5	----	Var.	57
" — " " (railroads) ... "	12,799,000	6	----	Var.	72½
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1890	72½
Texas—Had no debt in 1861	----	---	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63–'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62–'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83–'92	68
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85–'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	---	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67–'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	352,928	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	838,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,206	1,098,464
1862	73,160	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,400	115,201	111,955	1,225,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	205,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,763	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,529	92,873	75,457	1,181,008
1861	85,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,986	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,930	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,700	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,936
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	619,306	655,364	708,714	705,496	645,943	6,898,072
1865	536,676	481,165	506,290	467,710	568,904	727,193	688,172	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,204	82,220	780,236
1860	78,170	67,210	85,260	76,032	65,907	55,085	50,186	66,573	84,603	94,406	82,467	82,400	882,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,295	84,640	98,528	88,401	105,253	955,969
1862	106,268	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,235	465,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	383,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,810	430,053	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,806	963,559	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,549	1,035,321	10,469,481
1864	984,837	954,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,228,528	1,152,803	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,978	170,157	157,443	232,043	1,925,454
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,870	2,076,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	154,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	229,911	270,058	403,571	2,923,976
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,750	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,964	193,758	219,890	188,060	193,031	248,971	259,643	321,059	243,163	225,186	2,664,843
1861	321,844	279,268	229,334	192,054	199,458	177,829	189,285	288,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,180	236,637	181,084	191,648	206,246	269,282	261,079	352,756	414,543	410,336	372,563	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,023
1864	327,900	416,588	459,762	422,797	406,372	510,100	424,576	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	646,410	522,555	592,276	491,297	484,604	590,061	531,996	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,584	37,271	56,687	46,452	81,329	65,257	48,544	512,218
1863	38,208	53,778	60,540	64,906	65,326	40,706	58,704	52,864	77,112	83,039	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	98,078	93,545	96,906	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	57,520	52,301	59,501	45,811	59,092	48,797	57,429	60,229	139,761	163,615	90,906	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	125,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,833	217,159	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,845	106,828	143,026	145,258	128,084	122,796	101,710	151,170	173,870	218,466	196,466	152,172	1,754,819
1860	131,467	119,838	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,596
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,954	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	363,194	402,122	309,083	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,214
1862	230,159	189,688	151,902	175,696	186,039	174,002	172,189	216,624	295,956	342,589	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	376,498	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,346
1865	306,824	279,187	344,228	337,241	401,456	365,663	329,105	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,596	6,303,793
1860	387,128	402,580	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,623
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,038	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,993,314
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,041,622	1,048,401	1,157,818	11,069,563
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,089,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	258,819	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	268,917	270,051	289,987	265,358	254,456	276,209	291,763	278,219	2,905,339
1862	192,216	217,161	244,423	258,674	283,900	254,285	388,725	414,707	448,994	453,873	466,557	454,525	4,088,837
1863	385,685	361,854	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,224,053
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,530	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,595	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,26	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,513	42,054	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,595	51,256	926,725
1861	39,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,236	47,142	56,006	85,582	106,945	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,821	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,062	144,563	111,339	1,439,798
1864	79,735	95,843	132,596	123,987	127,010	166,585	139,626	244,114	213,840	221,570	220,209	265,154	2,060,823
1865	144,084	139,171	155,753	144,001	138,738	194,526	271,799	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1884	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1856	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	101
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	98½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1667	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1869	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	105
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	500	5	"	"	1883	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	50
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	99½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1870	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	88½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8		" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	80½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug	"	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	73
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1883	94
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in defa. . . its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	78
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	112
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	88½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1890	
1st Mortgage	1,000,000	7				
Memphis, Clarkesv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1870	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,566	7	Jan. & July	" "	1875	103
1st Land Grant	3,612,000	7		" "		36½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1882	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1865	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	104
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	94
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1882	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1852	
Bonds of Aug. 1850, Convertible	604,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	105
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,000	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
Debt to city of Baltimore	850,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7†	" "	" "	1861	33½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	105
2d Mortgage	2,621,000	6	April & Oct.	"	1875	102
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	900,000	7	----	----	----	----
1st Mortgage (1869-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860 000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1875	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	57
2d Mortgage	937,500	7	" "	"	1868	20
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1566	----
3d Mortgage	318.500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	20
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,255	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	96
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,289	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 594	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	816,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17 0	75.1	16	29	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,698	134,5 [illegible]	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,345	1,232,307	885,21 [illegible]	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,489,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	149,991	16	.....
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,487	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,236,485	41,500	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	88,946	3½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	.....	810 982	66.0	211.886	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.5	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,240	117.4	.....	1,847,291	622,546	19	116
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,726	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,296	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	8.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	285,827	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	569,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,596	281.0	1,104,197	2,770,454	1,273 518	7½	98
30 Apr. '65	317.0	83.0	47.0	—	105	48	1,095	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464 285	400.0	1,953,105	5,728,910	2,752,273	20	112
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 063,054	448,503	—	27½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804.923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212 654	3,359,391	1,891,709	6	107
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,06	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	654
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232.000	—	38,080,110	708.3	3,386,850	6,229,447	2,463,194	8	120½
1 Jun. '65	111.0	—	.....	—	15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	4 9,874	210,950	—	33
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,167	—	.....
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	85.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,879	1,900,150	88,000	—	3,063,108	73 0	370,556	1,007,979	521,254	18	164½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,972	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun, '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,529	53,355	4	80
30 Jun. '63	65.1	—	.....	— }				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		2 22.909	120.009	3	96
30 Jun. '64	186.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,290	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	264.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	.....	2,665,000	1,150,717	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1 253,015	245,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	.....	9,008,389	188.6	.....	340,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7.585,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,068	18	107
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,496	1,881,113	7	63½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	276,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.6	579,324	1,017,567	420,026	—	40
21 Dec. '62	288.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	152 0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
2a Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,458,420	196.7	507,040	679,956	227,396	—	.....
28 Feb. '63	77.0	—	3.9	206.0	.....	.....	.....	*South-Western Branch*	4 [illegible] 86	116,883	—	71,513	4,500,000	.....	.....	114.0	37,371	241,482	128,836	—	.....
30 Sep. '62	86.5	8.6	8.2	—	16	18	219	*St. Louis and Ire. Mountain*	[illegible] 93	344,168	—	1,071,127	3,501,000	57,361	5,996,277	90.1	227,833	265,93 [illegible]	66,289	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n t
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,658	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,955	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,082	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	788,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,883	630,555	33,673,664	236.8	1,933,769	4,481,859	3,054,653	6	116
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,282	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,287	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11¼
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,249	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,218	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,000	443,382	8	113¾
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	124¾
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,567,510	52.6	638,622	1,471,985	487,864	10	124
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	50¾
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	99¾
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	95¾
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	808,352	309,341	8	103¾
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,465	809,362	71.0	186,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	58.7	54,272	220,820	43,527	7	102
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10¾
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	610,010	964,030	469,932	8	105¾
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140¾
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	61,543	—	243,305	225,000	727	470,931	(Op	er. by B	& L. Co.)	17,500	1½	110¾
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,500	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	11	180	Vermont and Massachusetts	3,057,916	207,343	248,455	2,214,225	924,900	—	3,932,547	77.5	151,527	342,297	134,363	—	43
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	126¾
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	128,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	41.3	.....	470,078	125,286	7	63
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	100
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	81
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,799,980	1,140,788	15	126
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,248	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	8
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,303,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122¾
31 Dec. '64	53.0	—	—	45.5	24	48	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	52.0	270 000	570,764	171,755	7	116
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635 000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	135
31 Dec. '64	21.3	—	.....	2	6	—	17	Northern New Jersey	452,116	*	.....	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,100	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1,405,300	600,000	—	2,608,300	18.2	.....	290,022	120,510	6½	46¾
31 Dec. '64	88 5	—	—	17.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,681,285	388,059	—	919,163	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108¾
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,855	*	4,104	24,935,800	17,823,400	1,067,083	48,048,284	807.0	6,916,324	13,429,643	4,594,725	8	86⅞
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	109¼
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,247	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,232,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,20	12,997,89	3,506,745	9	93
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,869,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	720, 43	176,640	—	35
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,944	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,054	432,332	218,303	8	.....
30 Sep. '64	189.6	43.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g	3,095,871	388,305	—	1,774,175	1,729,900	60,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	930,324	51.3	114.725	267.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	186	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	572,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	221.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 455	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,850	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,982	717,000	—	2,042,067	46.0	.....	154.600	78.927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040 550	—	3,719,374	118.2	523.741	976,681	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	50.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	10	123
31 May, '59	131.8	—	.....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.5	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4 000,000	750 000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032 368	2 499,348	1,235,162	15	125
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	376 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,486,317	552,800	—	69¾
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	100
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	223,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,145,924	268,317	35,315	1,692,300	248,800	—	2,128,059	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,383	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	.....	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,599,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,284	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.5	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117 0	5.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	62.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	8,983,573	505,400	102,866	3,260 887	1,498,728	11,190	5,139,662	205.9	385,894	600 166	133,747	—	19¼
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,894	125.0	220,717	272,202	92,283	—	.....
31 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080,918	*	—	3,427,060	5 655,565	—	10,243,015	250.0	1,344,358	2,050,222	945,492	3½	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Funded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total,	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0			360,215	171,286		
31 Oct. '64	66.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,015			
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	12½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	86.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	163,041	333,560	202,009		
31 Dec '64	78.0		10.0		16	—		Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0		—	—		Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,576	149,014	3,508,592	80.0	356,671	698,506	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,060	1,477,000	17,532	8,121,582	87.5	602,028	2,280,262	1,452,154	20	65
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,046,100	960,000	61,152	3,067,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,765		6,255,865	69.8	320,638	741,977	346,401		24
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,634,840		43,520,556	356.9	5,846,778	14,759 057	4 065.112	10	57½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,358,100	315,500		1,673,100	24.0	253,739	428,147	207,893	8	56½
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5,018 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		22½
30 Nov. '64	152.0	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,399,341	4,308,150	15	62½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,696	999,200	250,000		1,249,200	28.2	175,447	624,006	477,658	10	145½
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197.0	839,238	3,205 580	1,365,200	10	65½
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg & Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569		94
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*		8,181,126	12,857,000		23,942,670	468.3	3,940,773	7 120.466	3,019,067	10	92½
31 Dec. '64	28.0		6.2		5	—		Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,855,448	28.4	118,698	273,232	140,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.														
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	113
								SOUTH CAROLINA.														
31 Dec. '58	54.9		.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9						
31 Dec. '58	109.6		.....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3	.....					Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871		
28 Feb. '59	102.0		.....					North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0	.....		62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.														
30 Sep. '60	47.6		.....					Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19.187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		818,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.8	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	8.0	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,258	60,029		
1859	47.4		2.8		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	61	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			150.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	50.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).														
— — '58	32 0		.....	158.0				Buffalo Bayou, Braz. & Col'rdo								32.0					
— — '58	56 0		.....	184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		8.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0		.....	110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.														
31 May '64	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	90.7	139,877	308,810	167,430		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423.027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	826,269	941 045	262,857		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	99½
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	703,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.														
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	211	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,780		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5		.....		8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	245,427	248,004	loss		10
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	.....		19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3	.....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,552	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7		0,2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0		.....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.														
1 Dec. '59	55.0		2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0					
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	938,183	1,711,281	505,230		45½
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.														
31 Jan. '63	161.0		.....		31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0		.....		16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	65.0		92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435		26,084,180	367.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6	.....		18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,206	191,132		
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,005		
1 July, '61	66.0		.....					New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0		132,556	36,670		
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	.....		20	18	196	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.														
31 Dec '63	48.7				11	22	120	Panama	5,000,000	*	616,558	5,000,000	2,875,000		10,763,723	48.7		5 027,438	1,538,924	13	252

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	24½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	43
Chicago & Alton (preferred)	2,425,200	7	7	97
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	84
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	150
Mil. & Prairie du Chien (1st pref.)	2,775,350	8	8	92½
" " " (2d pref.)	1,014,000	7	7	75
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramaro (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,478	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	---	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1866	----
Interest Certificates	161,990	6	" "	1866	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	95
Six per cent. Loan	2,432,274	6	A. & O.	1884	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	———	———	90
North Branch:					
1st Mortgage	890,000	6	M. & N.	1876	45
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	568,500	6	M. & N.	1876	78½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1 Mortgage	850,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	59½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,260	—	8½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $0 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 45 — @ 47 —
Pig, American, No. 1 41 — @ 42 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50

—Store Prices.—

Bar, Swedes, assorted sizes 155 — @165 —
Bar, English & American, Refined 110 — @115 —
Bar, English & American, common 100 — @105 —
Scroll, English 130 — @190 —
Ovals and Half round 130 — @140 —
Band, English — — @140 —
Horse Shoe 135 — @140 —
Rods, English 112 50 @180 —
Hoop, English, 145 — @200 —
Nail Rod per lb. — 9½@ — 10½
Sheet, Russia per lb. 24 @ — 25
Sheet, English, Single, Double and Treble — 6½@ — 9½
Sheet, Am., Single Double and Treble — 6½@ — 9½
Rails, English (gold) per ton 57 — @ 58 —
Rails, American 80 — @ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 19 @ — 24
English Spring (1st & 2d qlty.) — 12 @ — 14
English Blister (1st & 2d qlty.) — 13 @ — 20
English Machinery — 14 @ — 16
German — 15 @ — 17
American, Blister — 12 @ — 14
American, Cast, Hammered — 20 @ — 22
American, Cast, Rolled — 13 @ — 16
American Spring — 12 @ — 14
American Machinery — 13 @ — 14
Milan (in bond) — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 45
Sheathing, Yellow — — @ — 30
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 30½@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena per 100 lb. 9 62½@ 9 75
Spanish 9 25 @ 9 30
German Refined — — @ 9 25
English 9 15 @ 9 20
Bar per lb. — — @ — 11
Pipe and Sheet — — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 28½
Straits — 26½@ — 27
English — 24 @ — 24½
Plates, Charcoal I. C. per box — — @ 14 50
Plates, I. C. Coke — 11 — @ 13 —
Terne, Coke 10 25 @ 10 50
Terne, Charcoal 15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash) per 100 lb. 5 50 @ 6 —
Clinch (cash) 6 50 @ 7 —
Horse Shoe, Forged (cash) per lb. — 30 @ — —
Wrought English (cash) — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 35
Zinc Nails (6 mos) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 31½@ — 33
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 70 @ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 52 @ — 52½
Naptha, Refined (60@63 gravity) — 44 @ — 46

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th 17.	F. 18	Sat 19.	M. 21.	Tu. 22	W. 23.
Atlantic M. S. S. Co	130	135	----	----	----	150
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	37½	38	38	----	38	37½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	96x	----	----	----
" " pref.	98½	----	99	----	----	97
" " 1 M.	----	----	95½	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	112	----	112	----	----	----
" " 8 p.c.	109	----	----	----	109½	----
Chic. & Northwest'n.	27½	27½	27½	27½	27½	27½
" pref.	61½	59½	60½	61½	60½	61½
" 1st M.	80	----	----	----	80½	80½
" 2d M.	----	----	----	----	----	----
" S. F.	----	----	----	----	----	----
" A. B.	----	----	----	----	----	----
" L. B.	----	----	----	----	79	----
Chicago & Rock Isl.	106	105½	106	106½	106	106½
" 1st M. '70.	----	100½	----	----	----	----
Clev., Col. and Cin.	125	----	----	----	----	----
Clev. and Pittsburg	67½	66½	67	67½	67½	67½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	78	----	----	----	----
Clev. and Toledo	99½	97½	----	100	----	----
" " S. F. 7 p.c.	----	----	----	----	----	94
Cumberland Coal, pref	40	39½	40	40	39½	----
Del. & Hudson Canal	----	----	----	----	136	140
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	82½	81½	82½	84½	----	84½
" pref.	----	----	----	84	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	102½
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	107½	107½	----	108½	107½	107½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69.	102	----	----	102	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122	122	123½	123	122	120½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	112	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	39	----	----	40
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	11½
Michigan Central	107	105	106	----	106	107
" S F. 8 p.c. '82	----	----	112	----	111	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	63	61½	62½	63	62½	62½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	97	----	----	97
" " 2 M.	----	90	----	----	----	----
Mil. and P. du Chien	39½	39	----	40	41½	44½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	70½	70½	----	70½	70½	70½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	91½	90½	91	91½	91	91
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	80	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	102
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	74
Ohio & Miss. cer.	24½	23½	----	24	23½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	280
Panama	----	----	----	----	252	----
Penn'a Coal Co.	150	----	----	----	----	----
Phila. and Reading	102½	102½	102½	103½	102½	103
Pitts. Ft. W. & Chicago	95	94½	95	95	94½	95½
" " 1M.	102½	----	----	----	----	----
" " 2M.	----	96	95½	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	52½	----	52	54½	54½	54½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	75	----	75
" Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	72½	72½	----	----	72½	----
Toledo & Wabash	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	58	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	97
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	96¾	----	97	97¼	97¼	97⅜
U. S 5s, 10-40s, reg.	93x	93	----	----	----	----
U. S. 6s, 1881, reg.	106¾	106¾	----	----	107	----
U. S. 6s, 1881, coup.	106¾	106¾	----	106¾	106¾	107
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	113	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅜	----	----	98	98¼	98⅛
U. S. 6s, 5-20s, coupon	106	106¼	106¼	106¼	106¼	106⅜
U. S. 6s, 5-20s, new	104¼	----	104¼	104¼	104¼	105
U. S. 6s, " reg.	----	104¼	104¼	----	105	----
7.30 Notes, 1st series	99	----	----	99¼	99¼	99⅜
" " 2d series	99	99¼	99⅜	99⅜	99⅜	99⅜
" " 3d series	99	99¼	99⅜	99⅜	99⅜	----
American Gold	142	----	143¼	----	143¾	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	W.16	Th.17	F.18.	Sat.19.	M.21.	Tu.22
Cattawissa	----	12¾	----	12¾	----	----
" preferred	24¼	----	----	----	----	----
Camden & Amboy	125	----	125	125	125	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	88	----	----	----
" " 6s,'89	----	----	88	----	----	----
" mort. 6s,'89	99	99¼	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	95	----
Del. Div. Canal	----	----	30	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	97	----	----	----	99¼	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	95	----
" " 6s, '84	95	----	----	----	----	----
Lehigh Valley R. R.	----	----	63¼	----	----	65
" " 6s	----	----	----	----	94¼	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	85	----	85	----
Minehill	----	----	55	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	120	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	24	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	45½	----	----	45
Pennsylvania R. R.	57¼	57¼	57¼	57¼	57¼	57½
" 1st m.	105	----	----	----	----	104
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	90¼	89¾	----	----	89¾	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	99	----	----	----	----	----
Philadelphia City, 6s	----	88	----	----	----	----
" " new	90¾	91	91	91	91½	91
Philad., Germ. & Nor.	56	56¼	----	----	56¼	----
Phila. & Reading	50	51¼	51	51¼	51¼	51½
" " 6s, '86	110	----	----	----	----	----
" " 6s, '70	94	----	----	----	----	95
Philadelphia & Erie	----	----	----	----	----	----
" " 6s.	94	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	93
Schuylkill Navigation	----	----	----	----	23¾	----
" " pref.	31	31	----	----	----	31½
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	2¼
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	52	----	52	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	W.16	Th.17.	F.18.	Sat.19.	M 21.	Tu.22.
Baltimore City 6s, 1875.	100¾	----	----	----	----	----
" " 1886	----	----	----	----	99½	----
" " 1870	----	----	100¾	----	----	----
" " 1890.	101	----	----	----	----	101½
Balt. and Ohio	115	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	101	----
Northern Central	----	----	----	----	----	45½
" " b'ds, '85.	86	----	----	----	----	86½
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W. 23.
Boston and Lowell	95	----	----	----	----	----
Boston and Maine	113	113	----	----	----	113½
Boston and Providence	----	125	124½	----	----	----
Boston and Worcest.	125	----	----	124	----	----
Cheshire, pref.	----	----	----	----	----	43
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	95	95	----	----	95½
Eastern, N. H.	----	----	94	----	----	----
Fitchburg	----	103	----	----	----	103½
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	105½	----	105½	----	----	----
Ph., Wil. & Baltimore	----	65¼	65¼	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	86
Vermont & Canada	----	99¾	99¼	99¾	----	99½
Vermont & Mass.	----	43	----	----	----	----
Western	126¼	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	96	96	----
Metropolitan "	----	----	49¼	----	----	49¼
Middlesex "	----	----	61	----	----	62¼
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23¼	23	22¼	22¼	22¼	22¼
Franklin "	35¼	----	36¼	----	36¼	36¼
Huron "	----	----	----	----	----	----
Isle Royale "	12¼	----	12	12	----	11¼
National "	----	----	----	----	----	----
Minnesota "	12	12	----	----	----	----
Pewabic "	35¼	37	36	----	36¼	36
Pittsburg "	----	52	52	----	----	----
Quincy "	56¼	57¼	57¼	57	----	56¼
Rockland "	4¼	4¼	----	4¼	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of August:

Maryland 6s	62	to	64
United States 6s, 1881	67¼	"	68
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	56	"	56¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	61¼	"	61¾
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	76¼	"	77
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	83	"	85
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, August 19, 1865.

Stock Exchange and Money Market.

One of the most practical as well as interesting inquiries among our political economists, who do much of the thinking of the times, whether "in or out of place," is the actual pressure of our national debt upon the individuals who make up the nation. Several of our cotemporaries have accordingly exhibited tables illustrating this question. One of these now before us commences a comparative list with the United Kingdom, and puts it debt at £190,000,000. This would be but $950,000,000, when it was in fact in 1861, $3,890,155,911, thus showing a mistake in our cotemporary of nearly three thousand millions. It is certainly to be regretted that such inaccuracies should appear in a widely circulating and influential journal. The same paper also states that the rate per capita, counting the population of the empire at 29,000,000, is £27 5 0. When in fact, on the erroneous figures assumed, the per capita rate would be something between £6 and £7 merely. Now, in 1816 the rate was $222.79 per capita, there having been some reduction, and in 1861, $126.87. On the other hand, when the debt of the loyal States in 1861 was $967,199,727, the rate per capita was $40.30; and now with the debt about trebled, it would be $120.90. This brings us to the fact that our individual liability under the present debt of the country is as $129 90 to that of the United Kingdom $132 61. There has been a slight reduction of late in the British National debt, but nothing of any great consequence. It also appears that the debt of the Netherlands is £93,000,000, and the per capita charge £26 11 3. Now the country contains in all but 10,905 square miles, and not quite three millions of inhabitants, yet it manages to carry on a large commerce, and many manufactures, and sustain a good credit. The State of New York contains 47,000 square miles, and in 1860 had a population of 3,880,735. What should we think, however, if we in this State had to carry a debt of $465,000,000, the amount of the Holland debt; yet that we should be able to do so, if in that unhappy condition, cannot well be doubted, if we regard area and population. The city of Hamburg has a debt which per capita on its population is $104 64, having a population of about 153,000 and an area of but about 133 square miles; and still it flourishes. We give the rest of the table we have already alluded to, not vouching, however, for its accuracy:

Countries.	*National Debt.*	*Population.*	*Per Head.* £ s. d.
France	£400,000,000	36,500,000	11 0 0
Portugal	30,000,000	4,000,000	7 10 0
Spain	107,000,000	16,000,000	6 13 0
Austria	224,000,000	35,000,000	6 8 0
Belgium	26,200,000	4,500,000	5 15 9
Bavaria	26,000,000	4,600,000	5 14 0
Hanover	7,900,000	1,800,000	3 15 0
Brunswick	1,500,000	273,000	5 5 8
Saxony	9,500,000	2,100,000	4 10 0
Denmark	12,000,000	2,600,000	4 9 0
Greece	4,000,000	1,070,000	3 14 0
Russia	231,000,000	75,000,000	3 1 3
Prussia	42,000,000	18,000,000	2 7 0
Wurtenb'g.	5,000,000	1,700,000	2 19 0
Oldenburg.	600,000	294,000	2 0 2
Brazil	15,400,000	7,700,000	1 19 2
Chile	1,500,000	1,400,000	1 2 9
Norway	1,500,000	1,500,000	1 9 0
Sweden	1,700,000	3,700,000	0 9 2

It will appear from this, that the countries with the least public debt and per capita liability, are those with the least maritime power and national rank; a curious fact. From some of them, large emigration continues to the United States, so that other considerations than taxation enter into the minds of the people, or they would not seek to change their position as residents of a country comparatively free from debt, for one unfortunately saddled, by means of a rebellion, with a very heavy one. From these facts, however, we may infer that we are fully able to meet our liabilities, by the ordinary means open to other governments not only, but by the rapid increase of our population and resources, nowhere rivalled on this globe in growth or industry. When the day shall arrive that we shall have a sound currency, and some stability in values and prices, we

shall find a real advance in our financial strength, and a positive gain in our financial ability. What we want is industry and economy, and all will be well. Speculation can no more help us out of our trouble than it did France in the days of the *Assignats*.

Looking over our late foreign files, we find that the British financial writers are much puzzled by an article which recently appeared in that famous French journal, the *Revue des deux Mondes*, from the pen of Mr. George Walker, of Boston, who has boldly and ably maintained the power of the present condition of American finances. His article has astonished the economists and capitalists of Europe. The London *Times*, always inimical to us since the rebellion at first took on an appearance of success, though at its commencement it was on the other side, as is well known, commenting on this article in the *Revue*, demands that the statements of Mr. Walker shall be "promptly suppressed." The London *News*, which has always been friendly and fair to us, replies in a most unanswerable article, fairly demolishing the writer in the *Times*, and turning its own objections against it in the clearest manner. We regret we have not space for its entire insertion. We make, however, one quotation in regard to the destructiveness of war, urged by the *Times*, which is thus answered by the *News*:

"Mr. Walker states, for example, that the funds of the savings banks have rapidly increased during the last four years; that rents of buildings have advanced more rapidly than gold; that the dividends of corporate companies, banks, railways, manufacturing, insuring, and mining companies, have been larger, when reduced to gold values, than during similar periods prior to the war—statements which he illustrates by pertinent statistics. With any of these statements our cotemporary does not attempt to grapple; but he meets them with the general assertion that war is a destructive process, from which he deduces the conclusion that the wealth of the country has receded since 1860 to the point, or nearly so, at which it stood in 1850—a retrogression equivalent to a diminution of the national wealth to the extent of one-half. For this monstrous proposition, not an iota of proof is given, except the presumption founded upon the generalization to which we have referred. The position of the *Times* is that, because war is a destructive operation, *therefore* the wealth of the United States has been actually reduced by one-half during the struggle; as if during the course of such a struggle influences might not be developed tending to neutralize the waste which it causes. Our own wars at the commencement of the century, as we have already remarked, furnish an instance in point; and though we should hesitate to accept Mr. Walker's inferences in their full extent, we are inclined to believe *that the United States in the present instance offers another*."

There is no doubt but that Mr. Walker has taken a wide view of the financial power and national resources of this country, and that in his article he has done it a great service. Without intending to compare what has appeared in this JOURNAL, in the same spirit, we claim for it that in the numerons foreign banking houses where it has been taken and studied for years, it has done its full share in maintaining the credit of the country.

The weekly averages of the Associated Banks for the week ending August 19th, shew a decrease in loans of $4,631,781; in specie, of $553,656; in deposits, of $1,145,169; and an increase of $2,577,560 in legal tenders. The circulation is reported at $7,639,575. The balance in the Sub-Treasury on Tuesday, was still heavy, being $54,-638,529 03.

With regard to the Government Securities, we have to notice that they are firm and are entirely unaffected by the decline in the London market. The truth is, that the price at home must regulate the price abroad, since the currency is abundant and worth in gold four hundred millions of dollars. We consider, therefore, that no permanent decline can be effected by the foreign dealers, let them do what they will. With regard to railway securities and shares, we may remark that the companies generally, are increasing their earnings and reducing their expenses, so that it is rational to believe they will still survive every attempt to break them down, as there seems sometimes a desire to do, even in "the house of their friends." More than this, we perceive that quite a number of new organizations are on foot by enterprising capitalists—a sure indication of their opinion at least. The market is quite firm, notwithstanding the effect produced temporarily by the recent failures of leading houses. New York apparently can bear the loss of millions without more than a slight check to its business. This may be seen in the fact that losses by fire in this city within a few years past are estimated to amount to the vast sum of two thousand millions of dollars, and yet the traces of conflagration are scarcely perceptible.

Money continues easy, and is freely offered at 7 per cent. on mixed collaterals, though lower rates, even 4 and 5 per cent., are obtained on the impregnable basis of Government Securities.

Gold has varied a little in price, the curve of its motion being small. A trifling amount was shipped during the past week, but its departure was scarcely felt. Exchange, which sympathises with its price, took heart and rose a little. For some time past the English financial writers have admitted that the shipment of this commodity did not pay, and even now no one will get very rich in the business.

We notice that a very important movement has recently been made by the Liverpool Chamber of Commerce in relation to establishing a uniform system of international averages and freights; and it is proposed that the British Government shall properly communicate on the subject with foreign Chambers of Commerce. It has already been considered by the Government of Belgium, and been discussed in the New York Chamber of Commerce by one of its members, formerly Admiralty Judge in Florida and now its Provisional Governor, Mr. Marvin. It is full of difficulty, yet as the tendency of commerce is at this time very much in the direction of uniformity, something may come out of these efforts by-and-bye.

The foreign Cotton Market is much disturbed by the question of how much of the article there is in the United States, and what part of it may be expected in the British market. It is stated in a late number of *Gore's Liverpool General Advertiser*, which makes this subject a speciality, that a deception may have been practised from motives of self-interest on the part of our government. It does not understand that the Treasury, in making public the reports received by it from the Cotton States, has acted in good faith, or that the accounts constantly coming in, justify the expectation that there is a considerable quantity on hand, and the Manchester people may as well know this now as hereafter.

An intelligent, and well-informed writer in a cotemporary, asserts that the cotton crop of 1866 will be of so much value that it will not only aid in an early return to specie payments, but be able to sustain a paper circulation of $600,-000,000.

The last advices from Liverpool are to the effect that an unfavorable change in the weather has rendered it pretty certain that the wheat crop will be so short as to make it necessary to largely import. The *Times* says that the imports for the last year from the United States were but 3 per cent. of the whole, and it expresses the opinion that we shall from high prices of labor here, be unable to export it. This depends entirely on the price, and almost any rise will show this theory to be incorrect. If our shipments of grain fell off during the war, a good reason for it was the large home demand for the use of our soldiers and seamen, and the enormous waste always attending military consumption.

The aggregate amount of exports for this port for the week ending August 22, exclusive of specie, was $3,395,622.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State, 7s, 100½; Indiana 5s, 87; Galena and Chicago 2d mort., 95; Joliet and Chicago R. R., 90; New Jersey R. R., 135; Sixth Avenue R. R., 125; American Coal, 65; Brunswick Land Co., 9¼; Copake Iron, 1¾; Western Union Tel., 73; Bank of Commerce, 104½; Bank of Republic, 102; Central Bank, 105; Am. Ex. Bank, 115; Merchants Ex. Bank, 100; 9th National Bank, 100; Park Bank, 140.

Philadelphia.—Pittsburg 5s, 72; Alleghany 5s, compromise bonds, 69; Burlington Co. R. R., $10; Chesapeake and Delaware Canal, 53½; West Phila. R. R., 65; Hestonville R. R., 17; Union Passenger R. R., 24; Fulton Coal, 6; Big Mt. Coal, 5⅛; Locust Mt., 40; New Creek, 1¼; Farmers and Mech. Bank, 117½; Caldwell, Oil, 2¼; Corn Planter, 1¾; Cen. and O. Creek, ¾; Curtin, 3; Dalzell, 4; Duncard, ⅜; Eldorado, ½; Enterprise, ½; Feeder Dam, ¾, Excelsior, ½; Hibbard, ½; Improvement, ⅝; Jersey Well, 1½; Mingo, 2; McClintock, 2; Maple Shade, 8; Royal ⅞; St. Nicholas, 1⅜; Sugar Valley, 1; Tarr Home, 4⅛; Union, ⅜; Walnut Island, ⅞. The latest quotations are: City 6s, 88@88½; do., new, 91@91⅛; State 5s, 90@90¼; do., coupon, 92@93; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 65¼; Reading, 51½@51⅝; do., 6s. 1870, 94@95; do., bonds, 93½@94; do., con., 108@110; Camden and Amboy, 125¾@126; Penn R. R., 57¼@57½; do., 1st mort., 104@104¼; do., 2d mort., 101@102; Little Schuylkill R. R., 29@30½; Morris Canal, 80@85; do., pref., 120@121; do., bonds, 90@91; Wyoming Valley Canal, 51@53¼; do., 6s, 90@91; Susquehanna Canal, 8¾@9¼; do., 6s, 45@46; Sch. Nav., 23¾@24¼; do., pref., 31⅜@31⅞; do., 6s, 1882, 78¾@79; Union Canal bonds, 20@22; Delaware Div. Canal 30@30; do., bonds, 90@90; Elmira and Williamsport, 28@30; do., pref., 45@47; do., 7s, 1873, 99½@100; do., Chattle 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 58@59½; do., 1884,

94¼@95; North Pennsylvania, 24@24; do., 6s, 85@86; do., 10s, 108@112; Philadelphia and Erie, 22@23; do., 6s, 93@94; Minehill, 55@55; Catawissa, 12¼@13; do., pref., 24¾@25½; Lehigh Valley, 63@65; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 41½@45; Second and Third, 76½@77; Race and Vine, 11@12½; West Philadelphia, 64@65; Spruce and Pine, 21½@25; Green and Coates, 31@36; Chestnut and Walnut, 49@49½; Arch, 17@18; Thirteenth and Fifteenth, 15@18; Girard College, 26@26; Tenth and Eleventh, 48⅛@48½; Norristown, 56@56½.

Boston.—Rutland and Burlington 2d mort., 20; Vermont Central 1st mort., 80; Conn. and Pass. River R. R. 6s, 90; Northern (Ogdensburg) 1st mort., 98; do., 2d mort., 33½; Western R. R., 6s, 1875, 96; Boston and Lowell, 6s, 95; Ontario and Lake Champlain R. R., 32; Conn. and Pass. River R. R., 75¼; Granite R. R., 60¼; Boston and Lynn, Horse R. R., 84; Maine 6s, 1888, 95¼; Vermont 6s, 97; Massachusetts 5s, 1894, 94¾; Albany 6s, 1866, (W. R. R.) 99; Chicago 7s, 1888, Water Loan, 96; do., 1888, sewerage. 96½; Boston Water Power Co., 29¼; Union Steamship Co., 110¾; Short Mt. Coal, 22; Macomb Lead, 2¼; Cambridge Gas, 100; Market Bank, 97¾; Atlas Bank of North America, 104; Albany and Boston Mining Co., 19½; Bay State, 11; Concord, 3c.; Canada, 80c.; Dana, 1¼; French Creek, 60c.; Hancock, 8½; Humbolt, 2; Hanover, 1; Mesnard, 2¼; Manhattan, 3; Madison, 2½; Phœnix, 13; Star, 3; St. Clair, 3⅜; Superior, 4; Toltec, 2; Winthrop, 1½.

Baltimore.—City Paasenger R. R., 18¾; Copper Hill Mining Co., 2.05; Guilford, 0.55; Balt. and N. Car., 0.35; Mineral Hill, 1.90; Maryland Anthracite, 21½; Santa Clara, 19; Penn. Oil, 0.65; Lake Chrome, 0.20; Farmers and Merchants Bank, 45. The latest quotations are: Balt. and Ohio, 116@117½; do., 6s, 1867, 98@99; do., 1875, 99½@100; do., 1880, 99¼@100; do., 1885, 100½@100¾; Northern Central, 43@45; do., bonds, 1885, 86@86¾; N. W. Va. 1st mort., 97@98; do., 2d mort., 95@98; do., 3d mort., 20@25; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 81@90; Cen. Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 96@97; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101¼; do., 1890, 100½@102; Baltimore 6s, 1870, 98@99½; do., 1873, 99@100; do., 1875, 100¾@101¼; do., 1886, 99½@100½; do., 1890, 101½@102; do., coupon, 100@100½; do., 5s, 1838-'70, 83@85; City Passenger R. R., 18¾@19¼; Canton Co. 37@39½; Gardner, 0.75@0.85; Gas Coal, 1.00@1.75; Maryland, 0.45@0.50; North State, 0.25@0.25; Springfield, 0.95@1.20; George's Creek, 106@110; Santa Clara, 18¾@19¼; Balt. Chrome, 1.20@1.40; Bare Hill, 2.00@2.25; Atlantic Coal, 1.20@1.25; Mineral Hill, 1.85@2.00; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.15@4.20.

☞ The Philadelphia and Baltimore Central Railroad Company have commenced laying the track beyond Oxford Borough. The cars have been running from Philadelphia to Oxford for some years. The track is now laid one mile beyond Oxford, in the direction of Port Deposit, and will be laid a mile or two further in a few days.

The Gravity Roads of Carbon County.

An interesting portion of the Anthracite Coal Region to visit, is between Tamaqua and Mauch Chunk. Now that we have direct railway communication with Tamaqua the trip can be made with comfort, the only bit of staging being six miles from Tamaqua to Summit Hill. The gravity planes and roads of the Lehigh Company, from their mines to Mauch Chunk, are among the most interesting objects to be seen in the Region. The Company has four planes which hoist and send their loaded coal cars by gravity to Mauch Chunk and return them empty to the mines. One man takes from the mines to Manch Chunk in a day, from three to four hundred tons of coal, the cheapest mode of transportation known. It would be very advantageous to the trade if a similar system could be adopted in this Region.

The grades of the roads are from one to three hundred feet of the mile. A train is composed of ten or fifteen cars. The momentum of the train is controlled by a man who sits on the rear car and works a windlass. A chain from the windlass runs the entire length of the train. A rope from the brake of each car is connected with the chain. The speed run is about fifteen miles an hour. The trains start about ten minutes apart. The two finest planes of the company, are at Mount Pisgah and Mount Jefferson, the former at Mauch Chunk, the other several miles nearer Summit Hill. These planes hoist the cars which have delivered coal at the Mauch Chunk schutes, and return them to the mines.

The plane at Mount Pisgah is twenty-four hundred feet in length. The cars are hoisted by a stationary engine and by two flat bands of iron, about six inches wide and one quarter of an inch in thickness. The advantage of these bands, is, that a flaw is more easily detected than in wire rope, and that if one breaks the other will hold the train. As an additional precaution, there are safety trucks, which in case the bands break, will throw the cars immediately from the track. The arrangement of these planes is most complet. One of the loveliest views is from the summit of the plane on Mount Pisgah. Mauch Chunk lies nestling on the banks of the Lehigh at the foot of the Mount. Hill and dale, fertile farms, the silvery threads of winding streams, the cloud-capped summits of distant mountains, are embraced within the view from the summit, while forty miles beyond the spot on which the beholder stands, can be distinctly seen on a clear day, the Deleware Water Gap. It is an inspiring scene, yet as charming as the most finished cultivated view in the country.—*Miners' Journal.*

Gen. Webster and the Southern Railroads.

The press of this city are jubilant over the arrival of Brigadier General James D. Webster, Chief of Major General Sherman's staff. General Webster is on a tour of inspection on the condition of Southern railroads. His orders from Washington are, to report, if possible, the cost of placing them in running order. This mission is supposed to be preparatory to an offer of sufficient aid from the government to restore these roads to operation at the earliest possible moment. This would be an act of noble generosity on the part of the government, and at the same time one by which the whole country would largely profit. Speedy and safe means of inter-communication are absolutely necessary for the revival of business prosperity in the South, and upon this prosperity a great deal of the success of the North is dependent; and the era of restored harmony and good feeling will also be hastened by the same means. Nor is this all the benefit the nation may derive by assisting to refit and repair the southern railroads. In case of war with the French in Mexico—an event by no means improbable, or one against which the feelings of the American people would rebel—every line of railroad in the South would be needed for the transportation of men, supplies, and munitions of war to the Atlantic Gulf ports, and President Johnson is too farsighted not to have thought of this momentous fact. We again say that General Webster's is a highly important mission.—*New Orleans True Delta.*

Southern Pacific R. R.

A correspondent of the New Orleans *Times* writing from Shreveport says: "A committee of the Board of Directors of the Southern Pacific Railroad arrived in this city yesterday, to see Gen. Veatch commanding the northern division of Louisania, in regard to the completion of the railroad between this place and Marshall, Texas, there being a gap of eleven miles to complete it. This part of the road is graded, and only needs laying the iron to make the connection complete; and, with the assistance of the government, it can be done in thirty days, thus opening means of transportation for the large amount of cotton and other resources of northern Texas to this market."

☞ We invite the attention of our readers to the Card of Messrs. Aburtus & Constant, Bankers, whose office is at the corner of Fulton and Water streets. This house is reputed to be very wealthy, and their reputation as business men is of the best. One of their specialties is dealing in Canada money, and another the furnishing of exchange in large or small sums on London. They also deal largely and liberally in Government securities, and allow four per cent. interest on deposits.

☞ A correspondent of the Indianapolis *Journal*, writing from Henry Co., says that "the Fort Wayne and Southern Railroad is now a fixed fact. The president of the road has negotiated in London for the iron, and will be ready to commence work within forty days from this time. The road will run through Henry and Rush counties, on the Holwon and Coffin route, crossing the Bellefontaine Railroad near Muncie, the Cincinnati and Chicago Railroad near New Castle, the Columbus and Great Western at Coffin's Station, and the Indianapolis and Lawrenceburg at Greensburg."

☞ The Ithaca and Towanda railroad is to be pushed forward to speedy completion. It will be some 50 miles in length. The officers are: Ezra Cornell President, William Andrews Vice-President, L. Freeman Secretary, and A. E. Cornell Treasurer. The office of the Company is at Ithaca, N. Y.

☞ The rails on the Cape Cod Central railroad are being laid at the rate of a mile and a-half a week. It is said that the road will be completed and the cars running in six or eight weeks.

☞ The repairs on the Montgomery and West Point Road will be finished by Monday next. This will make the connection complete from Montgomery, via West Point, to Atlanta, and thence North and East by the way of Chattanooga and Nashville.

☞ The Indianapolis and Cincinnati Railroad is pushing its line up to the Whitewater Valley towards Brookville. It is also surveying a line along the Ohio River to Louisville.

☞ The Mississippi and and Missouri Railroad is completed to Kellogg Station, 12 miles east side of Grinnell, and the trains are actually running to that station.

☞ Anthony McLean has been appointed Treasurer of the Orange and Alexandria railroad company in the place of James Reid.

Pacific Railroad Lands.

We have received the following communication from a correspondent at Neillsburg, Placer county:

The settlers about here are somewhat exercised in their minds at present, and an excitement is arising in regard to the railroad lands. What the people wish to know is, whether those that settled on these lands prior to the passage of the Pacific Railroad bill, giving to the company the odd sections, can avail themselves of the benefits of the United States Homestead Law, where they chance to be located on odd sections, or whether they will be obliged to purchase those prior settled odd sections, of the railroad company, at their optional price or prices.

We have made the proper inquiries, and say a person who has resided on and cultivated a tract of land on odd sections within the railroad reservation, prior to the grant to the railroad company, has the right under the law to file his declaratory statement within three months of the filing of the approved survey in the United States Land Office, and prove up and perfect his pre-emption. A homestead right can only accure from the date of filing the application. A person who has lived on and cultivated a part of an odd section prior to the grant to the railroad, can perfect his pre-emption but cannot file a homestead claim, for the reason that before he can file his homestead he must abandon his right of pre-emption; and the moment he abandons his pre-emption the land falls to the railroad. The railroad company has given notice through its land agent that where parties have acquired a right to pre-empt under the law, it will sell at the same price that the National Government has fixed for the same land.—*Sacramento Union, July* 14.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of July, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,003.54 for	$67,376 41
Acres Int. Fund Lands sold	303.63 for	5,092 80
Acres Free Lands sold	840.00 for	10,643 20
Total sales during month of June, 1865	7,147.17 for	$83,112 41
To which add Town Lot Sales		1,045 00
Total of all		$84,157 41
Cash collected in June		$106,347 48

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$201,404 50
do.	Freight	306,483 50
do.	Mails	6,358 33
do.	Rent of Road	4,750 00
do.	Other Sources	13,000 00
Total Receipts in month of July, 1865		$531,996 33
Total Receipts in month of July, 1864		403,838 75

The earnings of the Chicago and Rock Island Railroad Company for the month of July, 1865, were $232,287 00
Corresponding month of previous year 224,980 00

Increase $7,307 00

The earnings of the Atlantic and Great Western Railway for the month of July, 1865, were $595,523 00
Corresponding month of previous year 332,098 00

Increase $263,425 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of July, 1865, were $309,083 00
Corresponding month of previous year 278,891 00

Increase $30,192 00

The earnings of the Chicago and Northwestern Railroad in July 1865, were $688,171 60
Same period last year 477,742 75

Increase $210,428 85

The earnings of the Michigan Central Railroad for the month of July, 1865, were $329,105 15
Corresponding month of previous year 263,244 58

Increase $65,860 57

The earnings of the Housatonic Railroad for the month of July, 1865, were $40,954 36
Corresponding period of previous year. 35,765 39

Increase $5,188 96

The traffic receipts of the European and North American Railway for the month of July, 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$7,879 40	$8,178 85
Freight	5,693 19	6,137 59
Mails and Sundries	512 00	406 80
Total	$14,084 59	$14,723 24
Decrease in 1865	$638 65.	

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of July, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$300,524 20	$316,693 67
Passengers	282,876 55	166,645 58
Express matter	11,328 65	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,489 96	3,192 96
Total	$612,127 69	$506,640 54

Earnings from Jan. 1, to July 31:

1865. $4,828,015 97
1864. 3,512,569 11

The earnings of the Rome, Watertown and Ogdensburg railroad for July, were $90,050 07
Corresponding month of 1864 71,351 50

Increase $18,698 57

The earnings of the Erie Railway for the month of July, 1865, were $1,152,803 17
Corresponding month last year 994,316 85

Increase $158,486 32

The earnings of the Cleveland and Pittsburg Railroad for the month of July, were $226,048 23
Corresponding month of 1864 214,533 66

Increase $11,514 57

The earnings of the Chicago and Alton Railroad for July, 1865, were $315,944 00
July, 1864 224,257 00

Increase $91,687 00

The earnings of the Toledo and Wabash Railroad for the month of July, 1865 $271,798 69
Corresponding month of 1864 139,626 43

Increase $132,172 26

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of July, 1865, were $162,570 62
Corresponding month of previous year 144,941 73

Increase $17,628 89

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of July, 1865, were $217,159 46
Corresponding month of previous year 139,547 31

Increase $77,612 15

Railroads in Michigan.

The officers of the Grand River Valley Railroad have advertised to let contracts for grading, etc., 51 miles, or more than half of their road. Monthly assessments upon the capital stock have been ordered, and the company have opened an office in Jackson.

The company who have purchased the property, franchises and stock of the Port Huron and Owasso Company, call themselves the Port Huron and Lake Michigan Railroad Company. The managers of this corporation are magnificently sanguine. They propose to build a link in an independent line of railroad, of uniform gauge, between Chicago and New York, and Boston, Portland, Quebec, and ultimately Halifax. It is claimed that 30 miles of the road, to the west line of St. Clair county can be completed at any time within sixty days from the time work is begun on the road. The subscriptions in Lapeer county, it is said, will exceed $150,000, and that this sum, with the St. Clair county subscriptions, will construct over 12 miles of the road. It is stated that 30 miles of the road are already graded, and the right of way secured for two-thirds the length of the road, and that its franchises and property are worth to-day over $500,000, with stock subscriptions and other valued aid to nearly a half a million more. This road also expects to secure the Congressional land grant of 40,000 acres of land. The directors say they have had propositions both from Lapeer and Flint, to run the road from these points to Lansing, but that they intended to select the most direct route to Chicago! It will be seen that our enterprising friends in Port Huron look for nothing less than another Grand Trunk line across Michigan, leaving Detroit at one side. Lapeer county seems to be wide awake upon the subject, and a number of her towns have voted liberal aid.—*Detroit Advertiser.*

Finances of Canada.

The affairs of the British North American Provinces, have of late been very prominently before the people, for two reasons in particular; the one is that an attempt is making to unite the colonies in a General Government; the other, that their former commercial relatinn with the United States, under the Reciprocity treaty of 1854, is about to cease.

In view of these two questions, the financial condition becomes an interestiug subject; since it determines, to some extent, the result of Government and its material power. It is unfortunate for our race, that as soon as civil institutions assume a regular systematic shape, as soon as we settle down under laws and rules, whether with our own consent or not, that moment national debt and heavy taxation exhibit themselves as an incubus upon progress. All the nations of the world are bowed down with heavy pecuniary obligations, and he is considered a great financier and statesman who can contrive how to pay readily, even the interest on these sums. The United States is the only country in the world that has ever been able to pay its national debt. This it has twice done; and while it is entirely the determination of the people that this third, and as we hope our last national debt, shall also be paid, yet it must be admitted we have a mighty task before us to effect it. Canada which besides its own inherent resources has had large assistance from the Mother Country to which it has steadily adhered from first to last, would seem to have had more than an ordinary chance to escape financial difficulties and to have profited by its position to maintain a very simple and economical Government. But it is no exception to the rule. Vast amounts of money are required even in Canada to

carry it on, and it has now a very large public debt computed to be at least $60,000,000. The present condition of its finances show a considerable deficit for the last 18 months ending the 30 of June, which is the latest period to which the accounts have been made up. The following are the figures.

RECEIPTS.

Customs	$8,731,000
Excise	1,655,950
Post Office	928,750
Public Works	501,250
Crown Lands	1,675,750
Miscellaneous	2,258,550
	15,751,250

EXPENDITURES.

Total	16,147,250
Deficit	395,450

The Toronto *Globe* remarks that the Customs receipts, taking the whole period together, show a greater average than preceding years did. The following table shows the Customs receipts for each half year since the beginning of 1863:

Half year ending	June 30, 1863,	$2,103,087	48
" "	Dec'r 31, 1863,	3,067,992	84
" "	June 30, 1864,	3,074,799	92
" "	Dec'r 31, 1864,	3,589,200	
" "	June 30, 1865,	2,067,000	

The receipts of the last half-year, therefore, are by small difference less than the receipts of the corresponding period in 1863, and much less than the receipts of an intervening period of six months. The last half of the year, however, usually gives a larger revenue revival of trade this autumn, and there is no doubt that the six months ending on the 31st of December next will show a pretty large increase over the two millions of duties collected in the first half of the present year.

The revenue from Excise, appears to be increasing as will be seen from the following half-yearly return since 1863:

Half year ending	June 30, 1863	$418,162	24
" "	Dec'r 31, 1863	411,639	53
" "	June 30, 1864	519,351	15
" "	Dec'r 31, 1854	340,650	00
" "	June 30, 1865	794,950	00

From an average of a little more than $400,000 for the half-year to nearly 800,000, is a large advance for that period.

The Post office receipts for the eighteen months are more than double the usual recepts for a single year; but the seeming increase is, we think, arrived at by adding a large sum received last year for ocean postage—an item usually given separately. The receipts from public works are about the average of years when the tolls on the St. Lawrence canal are remitted. The Crown Lands receipts seem to have made an extraordinary advance. In 1861, the Territorial Revenue $678,992 82; in 1862, $629,886 12; in 1863, $682,795 74; and in 1864 $584,000. Taking this last sum from the total of 1,675,750, given in *La Minerve* as the income for 1864 and six months of 1865, we have the surprising sum of $1,091,000 received during the six months ending June 30, 1864—at least three times the usual average.

The total expenditure, exclusive of redemptions of debt, that are balanced by the sale of debentures, is of the usual average. The net expenditures for 1862 was $10,971,681, and for 1863, $10,742,807 41; being just about equal to the expenditure for the 18 months ending 30 of June last.

The admitted deficiency, therefore, proves to be much less than was feared, and even predicted by many Canadians. Instead of being less than half a million, it was confidently said it would be five millions. The Toronto *Globe* claims for Canada a most healthful and properous state of things in all branches of commerce, agriculture and industry; and produces figures comparatively to show that in many respects it is advancing more rapidly than the United States. Adroit manipulation of figures can be made sometimes with surprising effect, but we cannot reconcile its statements with other well known facts, of a general lack of enterprise in Canada, constant emigration from it to the United States, and above all the great decline in the value of property there, and the extensive difficulty of disposing of it at almost any price, except perhaps in the commercial towns.

The true policy of the Provinces is to confederate and arrange their institutions on the most economical footing, then to agree with Great Britain and the United States that they may remain neutral during all foreign wars. This would save both countries enormous sums of money, do away with the necessity of Lake fleets and frontier fortifications, and preserve uninterrupted peace. Canada could thus feel at ease and look at the future without apprehension, which it cannot at present. Indeed there is no doubt but the conviction that in case of war the provinces would be overrun and devastated is a real cause of the check to enterprise and the desire of accumulation. Men cannot be hearty in their pursuits and business, when they see that by the conduct of a distant country over which they have no control, they may be involved in complete ruin.

Union Pacific Railroad.

INDIANAPOLIS, IND., Aug. 19, 1865.

A long train of cars loaded with Howe's truss bridges to replace the bridges recently destroyed on the Union Pacific Railway, Eastern Division, by the unprecedented high waters in the Kansas rivers, passing West to-day in charge of Major Henning, the General Agent. Meantime the business of the road continues without interruption, temporary bridges having been constructed to enable trains to pass along. The present energetic directors of the road are sparing no expense to make the road first class.

Railways in France.

The great centralisation of railway undertakings in France is reflected forcibly in the fact that out of every 21 miles conceded 19⅜ miles are under the control and worked by the six leading Companies, the Northern, the Eastern, the Western, the Orleans, the Paris, Lyons, and Mediterranean, and the Southern. The outlay made by all the French Companies on capital account to the the close of 1864 amounted to £220,691,000, to which must be added £40,800,000 for expenses incurred by the State, making the aggregate outlay of capital for French railways to the close of 1864 about £261,471,000.

☞ The Judicial Committee of the Privy Council confirmed the decision of the Court of Error, in refusing a new trial on the application of the Commercial Bank of Canada, appellants, *vs.* the Great Western Railway Company, of Canada, respondents. Appeal dismissed, with costs. The claim of the bank against the railway company was for $945,000.

☞ A meeting was held at Owego, on the 9th inst., for the purpose of instituting measures to construct a railroad from Lake Ontario, through Auburn, Moravia, Groton, Dryden and Newark Valley to Owego.

☞ The Pennsylvania Railroad Company is offering 6 per cent. mortgage bonds of the Connecting Railway Company, between the station of the Pennsylvania Railroad Company in West Philadelphia and Frankford, a distance of seven miles. The bonds are in sums of one thousand dollars, with interest coupons attached, payable on the 15th day of March and September. The principal payable in five equal amounts at the rate of $200,000 per annum—the first series on September 15, A. D. 1900. The principal and interest are secured by a mortgage of one million of dollars upon all the railway and property of the company, and are guaranteed by the Pennsylvania Railroad Company, free of State taxes. This road perfects the connection between the Pennsylvania Railroad and the New York lines. The Philadelphia and Trenton Railroad leases the road, and agrees to pay an annual rent for 999 years of six per centum upon the cost of the road, clear of taxes.

Minnesota Valley R. R.

The General Land Office has just filed a map of the survey and line of route of the Minnesota Valley Railroad, the former embracing a stretch of country from township 137 and range 31, to township 144 and range 39. Instructions have been issued to the local land agencies in the above State, to withhold from settlement the land lying on each side of the entire route to the depth of twenty miles. The Congressional act of March 3, 1857, granted to Minnesota, for this railroad, six alternating sections of land to each mile of the route, and by the act of May 12, 1864, four additional alternating sections per mile were granted to the same road.

☞ A corrected map has just been received at the several land offices, showing the progress of the public surveys in 1865 in Kansas and Nebraska, indicating also the tiers of townships intended to be subdivisionally surveyed along the proposed lines of the Pacific Railroad routes, also along the Butterfield Overland Mail and Express route. The contemplated subdivisional and other surveys will sweep along westward a distance of some seventy miles in the northern part of Kansas, and an equal distance in the southern part of Nebraska.

☞ Many of the Engines and car-wheels used by Government on the Virginia Railroads have been sold to the Virginia Company on six months credit. The remainder will be sold at auction for cash. Thirty locomotives and 290 cars will be sold at Manchester on the 3d of October, and 50 engines, 750 cars and 2,000 tons railroad iron at Alexandria on the 17th of the same month.

☞ The Providence, Hartford and Fishkill Railroad is deing an unprecedently large business this summer, both in passengers and freight traffic. The receipts at Hartford for passenger tickets during July were nearly three times as much as in July of 1861, and were considerable larger than in July of last year. The road is well officered and carefully managed.

☞ The State officers to be elected this year, in New York, are, Secretary of State, Treasurer, Comptroller, Attorney General, State Engineer, Canal Commissioner, State Prison Inspector, two Judges of the Court of Appeals and a Clerk of the same Court.

Roman Railways.

The great aggregation of Italian lines known as the Roman system will not be fully carried out until 1869. In the meantime interest is being distributed on the shares out of capital. When completed, the network as at present conceded will comprise between 1,200 and 1,300 miles of railway. The Directors have been authorised by a general meeting of the Shareholders to issue 200,000 obligations, which will assure the progress of the works up to 1867.

☞ The Land Commissioner has just received the annual report of the Surveyor-General of Dakota and Montana Territories, showing the progress of surveys in that distant and extensive department. The field operations are in extent equal to 900 lineal miles, and the surveys being adjacent to the western boundary of Minnesota, chiefly along the branch of the Big Sioux River, between 43° 30′ and 44° North latitude. The lands are reported to be peculiarly adapted to agriculture and stock raising.

☞ We learn from Quebec that surveys and estimates for the Intercolonial railway have been submitted. The route recommended is via river Du Loup, bay of Chaleur, Frederickton and Pictou, to Halifax, and will cost about twenty-five millions, or forty thousand dollars per mile.

☞ The earnings on forty miles of the McGregor Western railway in July were $27,697 24. The net earnings, as rendered by the Milwaukee and Prairie-du-Chien Railway Company lessees, after deducting amount of rolling stock and all operating expenses, were $14,998 74; the monthly interest on bonds was $6,300, leaving a surplus applicable to stock of $8,698 74.

☞ The great iron bridge over the Ohio river at Steubenville, connecting the Steubenville and Ohio Railroad with the short line to Pittsburg, will be ready for trains to pass over it on the first day of September.

☞ The total amount of circulation issued to the National Banks to August 19, was $172,664,460. The whole number of banks now authorized is 1,530, with a total capital of $390,000,000.

☞ The rails are now laid upon the Albany and Susquehanna railroad as far as Oneonta, to which place it is expected the cars will be run by the first of September. Oneonta is half way between Albany and Binghamton.

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LANCASTER, PA.

Notice to Contractors.

THE BOARD OF PUBLIC WORKS of the City of Chicago will receive sealed proposals until and during the first day of September next, for the Excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock No. 2, a distance of about 26 miles.

Maps, Profiles, Specifications, &c., will be exhibited at the Office of the Board of Public Works in Chicago, on and after Wednesday, the 23d of August, until the day of letting. There will be some 2,000,000 cubic yards of earth excavation some of it quite hard, and embracing considerable detached rock, and about 500,000 cubic yards of Stratified Limestone.

It is believed that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring. The whole of the work must be done on or before the end of the third such season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work and drilling machines, pumping machinery and cranes for the rock.

The Board reserve the right to reject any or all bids, and no bid will be accepted unless the party proposing gives evidence satisfactory to the Board of Public Works that he is competent, reliable and responsible.

The bids will be directed to the Board of Public Works indorsed "Proposal for Excavating Illinois and Michigan Canal," and accompanied with the usual $200 bond, blanks for which will be furnished at this office.

Satisfactory security for the faithful performance of the work will be required of any party whose bid may be accepted.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WM. GOODING,
R. B. MASON,
Board of Public Works.

2t-32

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The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article.

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Petroleum and Mining Stocks receive special attention.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, July 21, 1865.

TWENTY-FOURTH SEMI-ANNUAL DIVIDEND. The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morn ng of THURSDAY, the 24th day of August next. JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, July 26, 1865.

DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

30-4t HORATIO N. OTIS, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 2, 1865.

Columbia and Augusta Railroad.

This road was begun during the late war, and would have been carried on to completion had not the unexampled depreciation of the currency of the South compelled perforce a suspension of the work.

Its officers are: President, Wm. Johnston, of Charlotte, N. C.; Chief Engineer, Fleming Gardner; Secretary and Treasurer, Henry Moore, Augusta, Ga. Length of road seventy-nine miles.

The financial condition of the company is as follows:

Capital paid in	$500,000
This is represented by—	
Graduation finished	$70,000
Cotton on hand	425,000
Mules, carts, etc	5,000

The amount required, in addition to the above, in order to complete the road, is $1,000,000, which will furnish and stock it in a first class manner, and enable the company to erect permanent iron bridges over both the Congaree and Savannah rivers. It is proposed to increase the capital stock to the above amount. A glance at the map will show that its character as a paying investment is guaranteed by its geographical location. It is a link which saves in one stretch fifty-six miles of distance in that great Southern Metropolitan line of railway, which, starting from our National seat of government, passes through seven Southern States, and through the capitals of five of them, to Marshall in Texas, where it is merged into the Southern Pacific Railroad. Owing to the topographical features of the country, this route is about the shortest practicable one—the sum total of reduction of distance over the old route being 158 miles between Richmond and Macon alone. This is divided as below:

Completion of Danville extension	52 miles.
Columbia and Augusta, when completed	56 "
Mayfield & Milledgeville, when comple'd	50 "
Total saving	158 "

When the two cuts offs, i. e., the Augusta and Columbia and Mayfield and Milledgeville road, are finished, the traveller going South will pass through Richmond, Danville, Greensborough, Charlotte, Columbia, Augusta, Milledgeville, Macon, Columbus, Montgomery, Selma, Demopolis, Meridian, Jackson, Vicksburg, and Shreveport, to Marshall Texas, and with facilities for connecting with nearly every railroad in every State he passes through.

Railroad Routes to the South and Southwest.—Their Condition, etc.

The Richmond and Fredericksburg Railroad is completed to Fredericksburg. Here a gap occnrs consisting of the Rappahannock bridge and six miles of track; thence the road is completed to Aquia Creek. Three months' work will be required to finish it.

The Virginia Central Railroad is completed to Jacksons river, but with only temporary bridges as yet.

SOUTH EASTERN ROUTE.

The Richmond and Petersburg Railroad bridge over James river is destroyed, ten months will be acquired to rebuild it. The cars run to Petersburg from the south side of the river. At Petersburg there is a short stage connection. Cars run thence to Gaston, where the Roanoke river is crossed in ferry. From this point there is unbroken connection, *via* Raleigh, as far as Winnsboro, S. C., and *via* Weldon to Wilmington. On the Wilmington and Manchester Railroad, the Brunswick and Great Pedee bridges are gone.

Passengers cross in ferries and have trains to Florence, and thence westward to Camden Junction, and Southward by the North East Railroad to the Santee bridge, which structure is also destroyed.

WESTERN ROUTE FROM RICHMOND SOUTH.

The Richmond and Danville Railroad bridge at Richmond is gone, and only a temporary structure at Staunton river. The connection is unbroken from south side of James river to Winnsboro, S. C., *via* Greensboro and Charlotte. At Winnsboro passengers south find hacks for Columbia and Orangeburg, from which last place they can reach the cars for Charleston.

From Winnsboro to Congaree bridge above Orangeburg, there is an unbroken gap of fifty-one miles of destroyed railway track and bridges. The track from the east *via* Camden Junction has already been pushed across the Wateree. Passengers from Winnsboro west take hack for Alston, where they take the cars of the Greenville and Columbia Railroad, and proceed to Abbeville, where a second line of hacks carries them to Washington, Ga. From this point almost the entire southwest can be reached by rail, the connection between Atlanta and Montgomery being now completed. On the Milledgeville and Macon route there is a gap of thirty-three miles staging, the road is graded but no track as yet laid.

From Augusta eastward the South Carolina road runs to Aiken, 21 miles; the track is destroyed from thence to Branchville or near it—leaving a gap of about 46 miles upon which little work is doing. From Charleston upwards, and from the Wateree westward and towards Columbia, this Company is doing all it can with its present limited means.

From Augusta westward the Georgia Railroad is complete; but the Georgia Central is so only as far as Waynesboro. From here the gap is a tripartite one, covering, as it does, the Augusta, Macon and Savannah branches of this road, all three of which concentre at Millen. With this last as the initial point, the gap extends as follows: toward Augusta 21 miles; toward Savannah 33

miles; and toward Macon 91 miles. In three weeks the Augusta and Savannah gaps will be reduced each fifteen miles.

The route from Richmond west, *via* Knoxville and Chattanooga, is also now open with numerous temporary stream crossings, and we believe one ferry, but of this we are not assured. Information as to the roads west of Georgia we will lay before our readers at an early day.

Our Railway Securities Abroad.

It is a curious fact that while British journalists and capitalists, have uniformly disparaged our National, they have not been so disposed towards our Railway securities. So far from returning such as they held for sale in this market, they have continued to increase their investments; and in some of our companies to seek a control. The Atlantic and Great Western is chiefly the result of foreign capital, and it is now said that a majority of the stock of the Erie is also held abroad. In the New York Central it is believed many European capitalists are interested.

Probably the opportunities offering in the proposed re-construction of the Southern lines will not be overlooked, so that the amount of foreign capital taking this direction may be expected to be largely increased. All this is a practical rebuke of those American operators, who, in their haste to get rich, do not scruple to attack our railways with every weapon they can lay hands upon. Really there must be at bottom a want of moral principle, in those who are perpetually misrepresenting the condition, the business and the earnings of some of our most prosperous companies; bearing the stock, alarming the holders, contriving corners, and resorting to all those devices to advance their own interests at the expense of the credulous, the unsuspecting and timid. By such acts as these we have seen the valuable stock of a city railway actually broken down from the par of a 100 to 20, and when it was in this stage, to be bought up and held, this being only for a short time either, until it now brings 300. And in this operation, men esteemed honorable, were engaged, and successfully. Our object, however, in bringing this subject to the attention of our readers, is rather to warn the holders of our Railway stocks against being frightened out of their property by any such management. Our companies almost without exception, are doing well. Those who will take the trouble to look at our weekly tables, which are always to be relied on, will find that the earnings are on the increase, and the debts and the expenses decreasing. Ordinary fidelity on the part of directors and managers, is certain to improve rapidly the value of railway property; and all the stockholders have to do is to see that the right men occupy the responsible places.

In corroboration of our assertion, that these securities are duly understood and appreciated abroad, we make the following extract from the *London Circular* of Messrs. Satterthwaite & Co.:

"In reference to American Railroads, we note the encouraging feature of a continuous increase in their receipts. During the war, it was stoutly contended that, at its conclusion, railroad traffics would seriously fall off, and such opinions were made to tell in deterring investments in American Railroad securities; these predictions have, as might have been expected, proved singularly wrong, for it cannot be that, in an improving country such as the United States is, with increasing population both on Western prairies and in the great cities situated in the Atlantic States, railroad traffics can diminish, all experience everywhere shows an entirely opposite result; hence we hold that *nothing is safer or sounder as a security than American Railroad Bonds*, and if we take such as have the interest payable in London, investers may feel as sure of a certain income, as from any Debentures either of *English, Continental, or Indian lines*."

Nothing can be more frank, and plain spoken than this opinion of a well informed and leading house in London.

The London *Daily Star*, a journal of large circulation, sound judgment, and great influence, says of our railroads that "*they exhibit a continuance of great prosperity;* in fact, as far as the Northern States are concerned, the *whole country appears to be marching forward in everything that constitutes material wealth, just as though she had all along been at peace*, instead of, as she is, just emerging from the most gigantic struggle in war the world has ever seen."

Really when foreigners speak in this way of our Railway securities, it is time for the croakers and disparagers of Wall street to hold their peace.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$1,134,899 23	$1,500,333 74
From freight	214,354 02	263,904 30
From mails, expresses, extra baggage, and interest	75,519 06	83,053 77
	$1,424,772 31	$1,847,291 81
Expenses, viz.:		
Transportation exp.	$313,614 23	$485,452 68
Repairs of road, etc.	54,417 59	220,915 10
" equipment.	151,690 46	226,296 16
Fuel, oil and waste	136,188 20	214,902 27
Haulage by horse power	43,399 50	77,128 75
	$704,309 98	$1,224,694 96
Leaving as earnings on transportation	$720,462 33	$622,596 85

The resources for the year and their disposal have been as follows:

RESOURCES.

Cash on hand, April 1st, 1864	$330,410 10
Materials	222,347 22
Earnings on transportation business, as above shown	622,596 85
Increase of accounts payable	11,499 12
Sale of small piece of land at Stamford	150 00
	$1,187,003 29

PAYMENTS.

Coupons for the year	$129,120 00
Loss, in operating the "Canal Road"	28,905 03
Dividends, paid during the year	324,897 00
Materials, for the coming year	362,321 98
Equipment, viz: 4 new locomotives, 6 new passenger cars, 45 new freight cars, and our proportion (nearly one-third) of 4 new passenger cars, 3 baggage cars, and 3 Post-office cars, for the "Boston Line"	167,487 85
Completion of new engine house at Stamford	4,184 08
Shop extension at New Haven	3,641 93
Cash on hand, April 1st, 1865	166,445 42
	$1,187,003 29

The result of the year's business has been as follows:

Earnings		$1,847,291 81
Transportation exp.	$1,224,694 96	
Renewals of equipm't, completion of engine house, and shop extension	175,313 86	
Loss operating canal road	28,905 03	
Coupons for the year	129,120 00	
		1,558,033 85
Leaving applicable to dividends		$289,257 96

Of the three dividends, of three per cent. each, paid during the past fiscal year ending on March 31st, 1865, the first, amounting to $107,865, was paid out of the previous year's earnings, and the two remaining dividends, amounting to $217,032, are chargeable to the net earnings of the year under review.

The Board having deemed it advisable to declare semi-annual dividends hereafter, the next would be in July, and will be in accordance with whatever ability the company may have at the time the same is declared.

The expenses during the past year, for everything connected with Railroad management, have been far beyond any previous experience; these, in connection with the national and state taxes, on a similar scale, have greatly increased our former aggregate of annual expense; but in this connection, the Board take much pleasure in reporting to you that it is recently noticed a considerable reduction in the cost of many articles is already apparent, and the tendency is still in the same direction—while the earnings of the Road, both from passenger and freight business, are on a very satisfactory scale.

We have due us, for Transportation, from the Government, accounts from the 1st of July last, settlements of which we are promised at the earliest moment that the Quarter-Master is in funds for that purpose.

Since your last annual meeting, there have been adjusted 475 shares of the outstanding spurious stock issued by Robert Schuyler, and the capital stock of the company has been increased to 36,196 shares. Annexed to this report will be found a list of these additional settlements.

Appeals have been taken from the Supreme Court to the Court of Appeals in all the adjudicated cases arising from the Schuyler Fraud, and it is probable the same will be heard at an early day.

Under the head of "Payments," will be noticed the large item for materials on hand for the coming year, amounting to $362,321 98—also, for new equipment, the sum of $167,487 85—and for the completion of a new engine-house and turn-table, at Stamford, and the extension of shops, at New Haven, $7,826 01. The arrangements for repairs of track, having been made in good time and on a liberal scale, gives assurance that the condition of the road will be continued fully up to the requirements of the travelling public.

The number of miles run by passenger trains during the year was 530,138; by freight trains, 104,623; by service trains, 17,994—total, 652,755. Number of passengers carried, 1,833,575; do., carried one mile, 68,737,307. Tons of freight moved, 168,360; do., moved one mile, 6,048,608. Of the passengers carried, 1,346,933 were local, and 486,582 to and from other roads; 814,869 were passengers over Harlem road; 354,293 commuters over do., and 664,413 passengers beyond do. Of the freight moved, 48,592 tons were local and 54,803 tons to and from other roads.

The equipment consists of: 33 locomotives, 85 passenger, 18 baggage and mail, and 409 freight cars—of which, 6 locomotives, 6 passenger, 3 baggage and mail, and about 200 freight cars are used to operate the Canal railroad.

The cost of fuel for running the trains the past year has been $178,194 43, or 27.3 cents per mile run, against 20.5 cents the preceding year. Tons of coal used, 12,258; cords of wood, 324; cords of kindlings, 1,452.

The number of miles run by engines on the canal road was 110,585. Tons of coal used, 1,969; cords of wood, 805; cords of kindlings, 236.

The earnings of the canal road were $201,295 67; and the expenses $230,200 70—loss, $28,905 03.

CONDENSED BALANCE SHEET.

Railroad; including the franchise Right of Way, grading, masonry, bridging, fencing, superstructure, iron, station-houses, shops, fixtures, furniture, machinery, engineering, agencies, interest, discount on bonds	$4,664,102 46	
Loss by the Schuyler fraud, (in part,) &c., &c	619,600 00	
Equipment; locomotives, cars, &c.	932,365 19	
Real estate, (including leases,) in the cities of New York and New Haven	65,505 66	
Materials; lumber, iron fuel, &c	362,321 98	
Cash; in banks and offices	166,445 42	
	$6,810,340 71	
Capital stock; 36,196 shares	$3,619,600 00	
Bonds; due December 1st 1866, with interest coupons of 7 per cent. payable on the first days of June and December in each year	912,000 00	
Bonds; secured by mortgage, due Oct. 1st, 1875, with interest coupons of 6 per cent., payable on the first days of April and October in each year	1,088,000 00	
Profit and loss; being the surplus of earnings not paid out in dividends, (but of which $661,973 31 has been expended for additional second track, new bridges, depots and other buildings, equipments, retiring bonds, &c., &c.	967,543 90	
Accounts payable; being coupons due April 1st, 1865, March pay-rolls, and balances due other roads	223,196 81	
	$6,810,340 71	

Officers of the corporation chosen May 19th, 1864:

President.—GEO. B. CARHART.

Directors.—George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Rosevelt, Wilson G. Hunt, New York; John Bradley, E. C. Scranton, New Haven; John W. Leeds, Stamford; Jonathan Godfrey, Southport.

Superintendent.—JAMES H. HOYT.

Treasurer.—WILLIAM BEMENT.

Secretary.—E. S. ABERNETHY.

New Route from New York to Boston.

Contracts have been completed between the Neptune steamship Company, the Providence, Warren and Bristol Railroad Company, and the Boston and Providence Railroad Company for the establishment of a new line of travel between Boston and New York by way of Bristol. The Neptune Company will furnish first class side-wheel steamers, to be constructed with special reference to the service, that they may be entirely secure in the roughest weather. These boats the Company have already contracted for, and work upon them has commenced. The Bristol Railroad Company have awarded to A. Dawson the contract for the extension of wharf facilities at Bristol, and that work is also progressing. The Boston and Providence Company are now building a number of first class modern passenger-cars for the line and a powerful locomotive will be at once put under contract. The steamboat train between Boston and Bristol will be a "lightening express" to go through over the Seekonk branch in one and a half hours. It is proposed to make this exclusively a passenger route. Passengers will arrive in Bristol from Boston so as to make the transfer to the boat by daylight, in the summer season, and will be able to get supper before they leave the bay. Passengers from New York will have a good nights rest, and yet arrive in Boston in season for the earliest trains for the North and East. The boats, we believe, are to come to Providence from Bristol, leaving each afternoon in time to connect with the train at Bristol. The new line is to go into operation on the first of June next.—*Providence Journal.*

Central Railroad and Banking Company of Georgia.

This company is now in the market for a loan of $1,000,000; the security offered being first mortgage seven per cent. bonds of $1,000 each, redeemable in ten years, with coupons payable semi-annually in New York. The proceeds to be applied to the repair of damages sustained by the road during the war. The road is 190½ miles in length, extending from Savannah to Macon. Its earnings during the fiscal years ending November 30, 1859 and 1860, were as follows:

	1859.	1860.
Up freight	$588,116 55	$668,048 00
Down "	677,401 50	659,961 13
Through pass.	97,704 44	103,986 06
Way "	179,444 87	174,495 85
Gordon, Milledgeville and Eatonton R. R.	20,438 17	21,358 92
U. S. mails	32,625 01	36,450 00
Express, etc.	38,217 30	50,725 05
Total	$1,633,947 84	$1,715,025 01
Expenses, viz:		
Transportation exp	$187,651 91	$230,734 86
Motive power	156,065 75	227,916 45
Maintenance of cars	92,199 64	109,533 92
Damages	8,278 71	10,905 06
Repairs of road, etc.	243,319 07	242,002 29
Incidental exp	19,701 55	21,890 46
Extraordinary exp.	87,126 83	107,467 18
	$794,343 46	$950,450 22
Net earnings	$839,604 38	$764,574 79

The increase of net earnings in 1859 over 1858 was $83,989 46. The decrease of net earnings in 1860 was $75,029 59. This was caused mainly by increased expenditure for new equipment, etc., 5 new locomotives and 85 freight cars having been added during the year.

The company had at the close of 1860, 59 locomotives; 22 first class and 6 second class passenger and baggage cars; 4 mail, 14 baggage, 3 express, 23 conductor's, and 657 cars for freight, etc.

The cash receipts from road and bank were in—

	1859.	1860.
From road	$1,645,554 09	$1,696,998 52
" bank	81,080 72	113,371 10
	$1,726,634 81	$1,810,369 62
Disposed of as follows:		
Road expenses	$794,343 46	$950,450 22
Bank "	14,651 92	17,569 39
Interest on bonds	11,994 52	6,959 24
Dividends declared	600,000 00	458,340 00
Depot buildings	120,000 00	.....
	$1,540,989 90	$1,433,318 82
Carried to reserved fund	$185,644 91	$377,050 80

The reserved fund in 1860, amounted to $1,015,028, and the appropriation of $120,000 in 1859 remained untouched. The financial condition of the road and bank Nov. 30, 1860, is shown in the annexed

GENERAL STATEMENT.

Railroad capital		$1,366,800 00
Bank capital	$300,000 00	
Circulation	252,226 00	
Unclaimed dividends	26,730 36	
Dividend No. 35	233,340 00	
Deposits	164,059 99	
Suspense account	4,578 20	
Due other banks	21,343 09	
		1,002,277 64
Bonds bearing 7 per cent. interest		86,067 00
Appropriated for depot buildings		120,000 00
Reserved fund		1,015,028 96
		$6,590,173 60
Cost of road and appurtenances		$4,366,850 00
Notes and bills discounted and bills receivable	$730,250 41	
Due by city banks	167,371 12	
Due by other companies	50,803 37	
Real estate	33,060 86	
Due by agents	43,272 09	
Due by banks out of the city	5,263 73	
Coin	182,684 04	
Notes of city banks	17,093 00	
Notes of distant banks	6,220 00	
		1,236,018 62
Bonds of other companies		75,606 58
Stocks " "		852,835 40
Negroes belonging to Company's road		58,863 00
		$6,590,173 60

Bids will be received until the 10th instant, by Messrs. WINSLOW, LANIER & Co., 52 Wall street, for $1,000,000 first mortgage seven per cent. of this company. For further particulars see Advertisement in another column.

Pacific (Mo.) Railroad.

There remain only 17 miles to finish on the Missouri Pacific Railroad, and that space is already far along toward completion. All the bridges, culverts and grading are finished, and ties and rails are being laid with great rapidity. The rains of the past four weeks injured the grading somewhat and required several sections to be done a second time, but the prospect is fair for the opening of the road through to Kansas City before October.

☞ The Central Pacific Railroad is now graded to the new town of Colfax, which is close to Illinoistown, and the cars are expected to be run to that point in September. In the recent report of the directors they express their conviction that the cars will be running to Austin within three years.

☞ The Albany and Susquehanna Railroad was opened to Oneonta, a distance of eighty-two miles, on Tuesday last. Fifty-eight miles more will complete the road to Binghamton.

☞ It is said that there is not a single ton of iron in the whole Lehigh Valley remaining unsold at the present day, and many of the establishments have orders ahead.

☞ On Tuesday last, at Mauch Chunk, the Lehigh Navigation Company allotted contracts for building two railroad bridges to span the Lehigh River and Canal at Bethlehem, and thereby connect the Canal Company's Railroad with the North Pennsylvania Railroad. The railroad bridge will cross the river in an oblique direction from a point west and near the south end of the existing wagon bridge, and the new railroad will cross the Lehigh Valley Railroad at grade, near the east end of the passenger station at Bethlehem

Journal of Railroad Law.

POWER OF LEGISLATURE TO BIND RAILROAD COMPANIES BY SUBSEQUENT LEGISLATION,—VESTED RIGHT OF A RAILROAD COMPANY IN CONNECTING LINES.

The multiplication of city railroads, and the conflicting grants which have created disputes as to the right of way, have given rise to some nice questions, the solution of which is of great moment. The main question is, however, whether the legislature loses all control over a railroad when once chartered; and this is a question of almost equal importance to all classes of railroads. Upon this question the following case will throw much light.

This was a proceeding in equity for an injunction to restrain the city of Philadelphia from removing the track of the City Railroad on Broad street from Vine to South street. It was alleged that its removal would inflict "grevious and irreparable injury" upon the Southwark Railroad Company whose track connected with that of the City Railroad.

The motion was heard before a full bench.

The facts were as follows:

On the 21st day of March 1831 the Legislature (P. L. 1831, P. 194) directed the Canal Commissioners to complete a Railroad from the Schuylkill to the Susquehanna, "beginning at Vine and Broad streets, and thence to the Canal Basin at Columbia eighty one and three quarter miles," with the proviso, that before the Canal Commissioners should come west of the Schuylkill, the City of Philadelphia "shall engage to construct a branch railroad from any point east of Schuylkill to any point on the Schuylkill or Delaware within the City.

On the 28th of April 1831, the City Councils pledged the faith of the City to the State to construct a road from Vine and Broad streets to Cedar street according "to the true intent and meaning of the act" above quoted.

On the 6th of May 1831, a copy of this resolution of Councils being before the Canal Commissioners they resolved that they were thereby justified "in entering into contract for such part of the work as was made by said act dependent on such pledge."

January 10th 1833, an ordinance was passed providing "that the Philadelphia and Columbia Railroad should be continued along the centre of Broad street from the north side of Vine street to the south side of Cedar street." Under this ordinance the road was laid, and on the 27th of February 1834, the city directed the appointment of a Superintendant, who was to receive the tolls, to be the same as those charged on the Columbia Railroad."

The Southwark Railroad Company, by their Charter of April 2nd, 1831, (P. L. 1831 p 360–1) were "authorized to construct a railroad of one or more tracks from the Delaware to Broad and Cedar streets, in such direction as they should deem best to connect with the termination of the City Railroad." April 10th, 1849, (P. L. 642–3), the Legislature abandoned the whole road east of a point eight miles west of the inclined plane.

The 38th Section of that law required the Canal Commissioners to locate a railroad to avoid the inclined plane on the Columbia railroad, commencing at a point not more than eight miles from the head of the plane, and terminating on the west or east side of Schuylkill, as they shall deem best." The same section gave the city and districts "authority to construct a railroad from any point in the limits and cross the Schuylkill, connecting with the said railroad."

It also authorized a loan of $400,000, to build the road to be called the "Inclined Plane Loan," and provided that "any surplus, together with the proceeds from the iron and other old materials and buildings, from the portion of the state railroad rendered useless by the adoption of the road herein provided for," should be appropriated to relaying the road west of the junction.

In 1850, the state (P. L. 1850 p. 738,) authorized the sale of the bridge and all the road east of the Inclined Plane.

By act passed April 15th, 1851, (P. L. 684 § 40), $40,180 was appropriated to pay to that part of the West Philadelphia Railroad "which is now used by the commissioners in the construction of the road to avoid the inclined plane."

And by section 44, the Canal Commissioners are authorized to sell "all that part of the Philadelphia and Columbia Railroad from the foot of the inclined plane to the intersection of the road construction to avoid said plane." And the whole road from the new road eight miles west was sold.

Meanwhile the Reading Railroad had become the purchasers of the old track, and her trade and the Baltimore Railroad required a connection with each other and the Pennsylvania Railroad.

Accordingly by act passed May 3d 1860, (P. L. 780) the Junction Railroad Company was incorporated "to construct a railroad from a point on the Reading Railroad near Peters Island to a point on the Pennsylvania Railroad and thence * * * to a point upon the Baltimore Railroad."

By act of May 16th, 1861, § 9 (P. L. 693), it was declared, "that when the Pennsylvania Railroad Company shall complete their connection with the Baltimore Railroad, and the councils of the city shall direct the removal of the rails now laid in Broad street, from South to Chestnut street, the Navy Yard Company shall with the materials be required to pave," &c. The ordinance directing the removal of the railroad upon Broad street between Olive and South, was approved May 18th 1863, whereupon the bill in this case was filed as above stated.

The opinion of the Court was delivered by *Agnew J.* This case comes before us upon a motion for a special injunction to prevent the removal of the Railroad upon Broad street, between Olive and South streets under an ordinance of the City approved the 18th of May 1863.

The railroad along Broad street, from Vine to Cedar now South Street, was laid down under an ordinance of the City passed the 10th of January 1833, under the following circumstances.

The Act of the 21st of March 1831, providing for the construction of the Railroad from Philadelphia to Columbia, contained the following clause: "And provided also, that before the Canal Commissioners shall contract for any part of a railroad between the western shore of the river Schuylkill and the intersection of Vine and Broad streets, the Mayor, Alderman, and Citizens of Philadelphia by their proper authorities shall engage to construct and continue the railroad from the intersection of Vine and Broad streets down Broad street to Cedar street," &c.

This pledge was given by the City Councils on the 28th of April 1831, and the Canal Commissioners accordingly on the 6th of May 1831, authorized the construction of the Columbia Railroad from the Schuylkill to the intersection of Vine and Broad streets. The state entered upon the work and the City in process of time passed the ordinance of the 10th of January 1833, already referred to in fulfilment of the pledge.

As between the commonwealth and the city there can be no doubt these proceedings created a contract for the maintenance of the railroad along Broad, and from Vine to Cedar street, but neither the commonwealth herself, nor any one in her behalf, is here insisting in this bill upon her right to enforce the contract.

Whatever authority may be supposed to be necessary to lay down the Railroad upon the street as a public highway, there cannot be any doubt of the authority of the city, under its general powers in the acts of incorporation to remove the rails and clear the highways of the obstruction when in the judgment of the Councils, it becomes necessary or convenient for the government or welfare of the city. The 16th Section of the Charter of 1789 is full to this purpose. The consolidation act of 1864 continues the powers of the former corporation, and confers "all the powers, right, privileges, and immunities incident to a municipal corporation" upon the present city.

The doctrine of Pennsylvania, as in England, is that "highways being universally the property of the state, are subject to its absolute direction and control." Philadelphia and Trenton Railroad Company, 6 Whart. 43, 44; Commonwealth *vs.* Erie and N. E. Railroad Co., 3 Casey 354, subject to the paramount authority of the Commonwealth, the regulation and control of the streets, which are the great highways of the city, belong to the city government. This is clearly within the wide domain of power, conferred in the Charters of 1789 and 1854, subject only to the exception, "provided the same should not be repugnant to the laws and constitution of this Commonwealth." Coupled with the power given to pass laws, &c., is the authority "at their pleasure to revoke, alter, and make anew, as occasion may require."

The right of the City to pass the ordinance of 1863 to remove the track from Olive to Cedar street, and thereby to repeal so much of the ordinance of 1863, cannot therefore be disputed, except by the Commonwealth, or unless the complainant is protected by a vested right.

The Commonwealth does not dissent, so far as we know, and on the contrary, by her laws and acts, seems to acquiesce. By act of 10th of April 1849, the Canal Commissioners were authorized and required to locate and put under contract a railroad to avoid the inclined plane, on the Columbia Railroad, near the Schuylkill.

To counteract the probable effect of this action, the same act authorized the city and adjoining districts to create and construct a railroad to connect with the eastern termination of the state road by bridges across the Schuylkill, and to take the tolls thereupon. This connection has been made via Market street. In addition to this, by the Act of 10th of May 1850, the Commonwealth authorized the sale of all that part of the state road lying east of the inclined plane "rendered useless

by the new road to avoid the Schuylkill inclined plane,"

This portion of the road was accordingly sold by the Canal Commissioners to the Philadelphia and Reading Railroad Company, by deed dated 27th of December 1850, for $243,000. The latter company having connected their road with the state road at the west side of the Schuylkill, and now use the bridge and state road to its termination at Broad and Vine streets, thus securing to the city the trade of the Philadelphia and Reading Railroad Company.

By further Legislation, the Commonwealth has secured by the act of May 3d 1860, a connection for her assignee, the Pennsylvania Railroad Company with the Philadelphia and Reading railroad, and the Baltimore Railroad, on the west side of the Schuylkill, thus superseding to a great extent the necessity so far as she is concerned of continuing the railroad from Market, down Broad to South street.

All this seems to have been done harmoniously, as we hear of no remonstrance or complaint from either the City or the Commonwealth.

Finally in the act of the 10th of May 1861, incorporating the Navy Yard, Broad street and Fairmount Railway Company it was provided in the 9th Section that " when the Pennsylvania Railroad Company shall complete their connection with the Philadelphia, Wilmington and Baltimore Railroad, and the Councils of the City of Philadelphia shall direct the removal of the rails now laid in Broad street from South to Chestnut street, the Navy Yard, Broad street and Fairmount Railway Company shall with the appurtenances and materials thus removed, be required to place Broad street from South to Chestnut street, in such a condition as far as the paving, curbing and macadamizing is concerned as will accord with any plan which may be adopted for the improvement of said street by the Councils of said City."

This act authorizes the Navy Yard, Broad street and Fairmount Railway Company to lay down a double track upon Broad street.

From all these laws and acts of the Commonwealth, it is very manifest that the ordinance of 1863, authorizing the removal of the rails from Olive to South street is not against, but with the assent of the state. Olive street is South of Chestnut street. The ordinance is therefore valid unless the Southwark Railroad Company, the Complainants in this bill, have vested rights which it impairs.

The Southwark Railroad Company was incorporated under an act of the 2nd of April 1831, P. L. 360. The 22d Section authorizes the company " to construct a railroad of one or more tracks from the River Delaware in the district of Southwark and thence through the County of Philadelphia to Broad and Cedar streets, in such direction as they should deem best to connect with the termination of the City Railroad."

It is argued that this permission to connect with the termination of the City Railroad is a contract on the part of the Commonwealth, which is infringed by the taking up of this portion of the City Railroad, between Olive and South or Cedar streets; and reference has been made to many cases, deciding that a grant of franchise to a private corporation is a contract which cannot be impaired by subsequent legislation.

Many of these cases were examined and the doctrine summed up by Justice Woodward in The City Bank *vs.* The City of Pittsburg, 1 Wight 340, wherein he states "that a grant of land or of a corporate franchise by an act of legislation is a contract between the state and the grantee, the obligation of which a subsequent legislature cannot impair," P. 347.

This being the admitted principle, it becomes a question of interpretation only, and the point is what contract did the state make with the Southwark Railroad Company when she authorized them to construct a railroad in such " direction as they shall deem best to connect with the termination of the City Railroad.

Before solving this it is necessary to state the rule which must guide the interpretation in this case. It is one well settled in the Courts of the United States and of this State.

In the case of The Charles River bridge *vs.* The Warren Bridge 11 Peters, 544, Chief Justice Taney, following the language of an English decision stated the rule to be " that any ambiguity in the terms of the contract must operate against the adventurers and in favor of the public, and the plaintiffs can claim nothing that is not clearly given them by the act." In the Susquehanna Canal Company *vs.* Wright 9. W. & S. 11, Chief Justice Gibson restates the rule, as decided in the Monongahela Navigation Company *vs.* Coons, 6 W. & S. 113, to be, " that the state is never presumed to have parted with one of its franchises in the absence of conclusive proof of such an intention.

Chief Justice Black afterwards stated the rule in these words. " If anything is settled, it is this rule of construction, that a corporation takes nothing by its charter, except what is plainly, expressly, and unequivocally granted." Bank of Pennsylvania *vs.* Commonwealth 7, Harri 155.

In the Commonwealth *vs.* Erie and N. E. Railroad Company this rule of interpretation is still more strongly stated; 8, Casey 359.

In the present case, what was the authority conferred upon the Southwark Railroad Company? It was simply to construct their railroad " in such direction as they shall deem best to connect with the termination of the City Railroad." The authority is not expressly to connect with the City Railroad but merely to the end that they might do so. Clearly the utmost that can be asked for these words is a permission to connect. That it was nothing more than a mere license is evident, not only from the language thus used, but from the attending circumstances. The City Railroad then had no existence in fact or in contract. It was not until the 20th of April 1831, twenty six days after the passage of the Charter in question, that the city gave the pledge to make the City Railroad, in order to have the State Railroad continued from the Schuylkill to Broad and Vine streets, nor until the 10th of January 1833, that the ordinance was passed to construct it.

Besides this, the city Railroad was not a creation of the state, but of the city; while in the law authorizing the extension of the State Railroad to Broad street upon the pledge of the city and in the resolutions of the Canal Commissioners founded upon it, there was no provision for the exercise of any authority by the state over the City Railroad after its completion. It is clear therefore that at the time of the charter of the Southwark Railroad Company the state had no power whatever to compel a connection between the two roads.

There was nothing then in being to which a vested right could attach, nothing but a mere expectancy, and a legislative license to seek the connection when the city built her road, and permitted the connection. If any authority were necessary, whence a decision directly on the point in the case of The North Branch Passenger Railway Company *vs.* The City Railway Company, 2 Wright 361.

As between the State and the Southwark Railroad Company, the contract could rise no higher than the franchise granted, and the state became bound only not to withdraw from the company the permission or license she had given.

It involved no guaranty on the part of the state that the City Railroad should be continued a day or an hour. It is impossible to discover in the language of the license any contract for the perpetuity of the railroad to be connected with, and therefore according to the rule laid down, none can be implied.

So far then as the state is concerned the complainants can draw no authority from her acts to bind the City to continue her railroad and they must resort to their contract with the city (if any) in order to stop her. But here they are met by the fact that no contract regulating the connection between their road and the City Railroad was ever made, for none is set forth.

All we have in the case is that the Southwark Railroad Company was chartered before the City Railroad was authorized to be built, and that after it was built, a connection between the roads was permitted by the city, and this is only an implication from the fact stated. No time and no terms are stated to have been agreed upon, and no consideration paid. Clearly such a license is revocable, but admitting that it might endure while the City Railroad should last, where is the contract or guaranty on the part of the city that she should keep up her road forever, or so long at the least as the Southwark Company should require the use of the connection. Suppose the Southwark Company should choose to abandon its road at this point, and pass directly from the Delaware to the Schuylkill, is there any contract in favor of the city which she could enforce to prevent the abandonment?

We have seen no evidence of any such. Yet the obligation to be effectual must be mutual.

Upon the whole, therefore, we perceive no ground in law upon which the complainants can compel the city to maintain a railroad in existence which from the passage of the ordinance to abandon we must presume to be no longer profitable, but to be against her welfare. The facts stated and proved clearly create no ground for an equitable estoppel.

The special injunction is therefore refused.

Richmond and York River Railroad.

Alexander Dudley, Esq., President of the Richmond and York River Railroad, who was recently pardoned by the President, will at once proceed to rebuild the railroad over which he has presided for many years, the iron of which was taken up by the confederacy to construct the Piedmont Branch railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	10c
Acton Vale ..... Ca	50,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	19
Algomah ..... "	20,000	....	2	2⅛
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	5
American ..... Ca.	200,000	2½	....	5½
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	4½
Aztec ..... "	20,000	....	1	4
Balt. and N. C ..... N. C.	20,000	5	....	35c
Bare Hill ..... "	....	....	....	205c
Bay State ..... L. S.	20,000	....	3½	11⅛
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	50c
Black River ..... "	200,000	2½	....	10c
Bohemian ..... L. S.	20,000	....	10½	7⅛
Bolton ..... Ca.	200,000	5	1½	....
Boston ..... L. S.	20,000	....	5*	1½
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Brome ..... Ca	100,000	5	....	2
Cabot ..... L. S.	20,000	....	½	....
Caledonia ..... "	20,000	....	....	6
Cambridge ..... "	20,000	....	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	....	....	1⅛
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	40
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	....
Clifton ..... "	20,000	....	1	....
Collin ..... "	20,000	....	¼	....
Columbian ..... "	20,000	....	4½	9
Consolidated ..... "	20,000	....	5	5c.
Copper Falls ..... "	20,000	....	24½	24½
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	205c
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah ..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	1½
Deep River ..... N. C.	.....	5	....	10c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	3½
Dudley ..... L. S.	20,000	....	¼	75c
Dunham ..... Ca.	200,000	2	....	25c
Durham ..... "	200,000	5	....	25c
Eagle River ..... L. S.	20,000	....	3½	3
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff ..... "	20,000	....	....	12
Flint Steel ..... "	20,000	....	....	15
Forest City ..... "	20,000	....	3	1
Forest Shepherd ..... "	20,000	....	6	11c
Franklin ..... L. S.	20,000	....	6½	36½
French Creek ..... Pa.	100,000	5	....	60c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	85c
Girard ..... "	20,000	....	....	5
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	60c
Great Western ..... L. S.	20,000	....	2	75c
Green Mountain ..... Vt.	20,000	10	....	4½
Guilford ..... L. S.	20,000	....	5	55c.
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	5½	2½
Hanover ..... "	20,000	....	....	1
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	5½
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	¼	....
Hudson ..... "	20,000	....	....	½
Hulbert ..... "	20,000	....	....	½
Humboldt ..... "	20,000	....	2	2½
Hungarian ..... "	20,000	....	1	1½
Huron	20,000	....	16	41
Indiana ..... "	20,000	....	....	6
Inverness ..... "	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	15	11

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	5
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	50c
Logan ..... "	100,000	3	....	2½
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	2
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	45c
Manhattan ..... "	20,000	....	2½	3
Marquette ..... "	20,000	....	....	¾
Maryland ..... Md.	.....	5	....	35c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	4
Merrimac ..... "	20,000	....	....	4
Meteor ..... "	20,000	....	....	....
Meenard ..... "	20,000	....	5½	2
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	.....	....	....	195c
Minnesota ..... L. S.	20,000	....	3½	12
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	21
Native ..... "	20,000	....	3	1
Naumkeag ..... "	20,000	....	1	3
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver) ..... "	20,000	....	....	....
New England ..... "	20,000	....	2	75c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	½
N. Y. & Passaic ..... N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	1
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	25c
North Sutton ..... Ca.	100,000	5	....	1
North Western ..... L. S.	20,000	....	7½	32
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	2
Ottawa ..... Ca.	200,000	1	....	25c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	....	2½	5
Pewabic ..... "	20,000	....	3½	86
Phila. & Boston ..... "	20,000	15	2	....
Phœnix ..... "	20,000	....	....	13
Pittsburg & Boston "	20,000	....	5½	51
Pontiac ..... "	20,000	....	3½	1½
Prince of Wales ..... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	¼
Quincy ..... "	20,000	....	10	86½
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford ..... "	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	4½
Roscoe ..... Ca	200,000	1	....	....
Rudisell	.....	....	....	75c
St. Clair ..... L. S.	20,000	....	3	3
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	8½	1½
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	10c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	3	105c
Springfield ..... Md.	.....	5	....	105c
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	3
Stark ..... Vt.	100,000	2	....	....
Strafford	30,000	10	....	55c
Superior ..... L. S.	20,000	....	4	2
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	85
Toltec ..... L. S.	20,000	....	25	1½
Tremont ..... "	20,000	....	5*	1½
Union (L. & M.) ..... "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	1½	....
Vulcan ..... "	20,000	....	....	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota ..... "	20,000	....	2½	1
Wickham ..... Ca.	200,000	5	....	20c
Wickopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	3½	1½
Wyandotte ..... "	30,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	....	1½
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	.....	....	....	2
Tyson	20,000	10	....	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	8½
Bucks County ..... Pa.	.....	....	....	½
Canada ..... Ca.	50,000	5	....	2½
Cluto	.....	....	....	½
Crystal Lake	.....	....	....	....
Erie	.....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	.....	....	....	½
Lancaster	.....	....	....	....
Macomb ..... N. Y.	100,000	5	....	2½
Mineral Point	100,000	5	....	½
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J	12,000	100	....	110
N. Y. & Boston ..... N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	.....	....	....	½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	.....	....	....	40c
Union	100,000	5	....	57c.
Wallkill ..... N. Y.	.....	....	....	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	65
Ashburton ..... "	50,000	50	....	10
Atlantic & G. C. ..... Md.	.....	....	....	90c
Baltimore ..... "	.....	100	....	2
Bear Valley ..... "	40,000	12½	....	16
Beaver Meadow ..... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	5
Big Mountain ..... Pa.	.....	....	....	5
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ..... "	30,000	10	....	....
Butler	.....	....	....	8½
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	.....	....	....	3
Central	.....	....	....	53
Clinton	.....	....	....	¼
Coal Brook	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	42½
Daniel Webster	5,000	100	....	....
East Mahanoy ..... Pa.	.....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	21
Fulton ..... "	60,000	5	....	6
Gilbertson	5,000	100	....	41
George's Creek ..... Pa.	10,000	....	....	102½
Grand Tunnel	4,000	100	....	50
Green Mountain ..... Pa.	.....	....	....	3½
Hampton & Balt. ..... Md.	.....	....	....	91
Hazleton ..... Pa.	32,300	50	....	55
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	6½
Locust Mountain ..... "	.....	....	....	40
Lorberry ..... "	4,000	100	....	11
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan ..... "	.....	100	....	....
Middle Coal Fields ..... "	.....	....	....	10½
Milford	2,500	50	....	....
Mill Creek ..... Pa.	.....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	.....	....	....	1½
North. & Luzerne : "	.....	....	....	....
Penn. ..... "	100,000	50	....	160
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	3½
Powell ..... Pa.	.....	....	....	....
Preston	.....	....	....	18
Princess Alex. ..... N. S.	5,000	100	....	....
Ridgeway	.....	....	....	....
St. Clair ..... Pa.	5,000	100	....	18½
Schuylkill Valley ..... "	20,000	10	....	7½
Shawmut	6,000	50	....	....
Short Mountain ..... Pa.	16,000	50	....	22
Stafford	.....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	.....	....	....	....
Summit ..... "	40,000	25	....	....
Susq. Coal & C. Mt. "	.....	....	....	4½
Tamaqua ..... "	.....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley ..... Pa.	22,760	50	....	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	¼
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) N. M.	.....	....	....	....
Am. Pioneer ..... A. T.	.....	....	....	....
Arizona (Silver) ..... "	.....	....	....	....
Atlantic (G.) ..... N. S.	100,000	3	....	3
At. & Pac. (G. & S.) Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	105
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) ..... "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	50c
Central (G.) ..... Col.	50,000	20	....	17½
Chaudiere (G.) ..... Ca.	100,000	5	....	90c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.) ..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	1
Consol. Gregory (G.) Col.	50,000	100	....	25
Copalinshe (G.) ..... "	200,000	20	....	....
Corisannic (G.) ..... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	1
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) ..... Nev.	100,000	5	....	....
Empire (S.) ..... "	.....	....	....	....
Empress (S.) ..... "	.....	....	....	....
Eureka (G.) ..... Cal.	.....	....	....	....
Excelsior (G.) ..... Col.	20,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) ..... Col.	100,000	5	....	....
Gilbert River (G.) ..... Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	.....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	1½
Halifax (G.) ..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	.....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.)	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	55c
Isabella (G.) ..... Col.	.....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	.....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex	.....	....	....	....
Manhattan (G.) ..... Col.	100,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	11½
Massachusetts (G.) Ca.	500,000	5	....	50
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) ..... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) ..... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) ..... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	10c
Nova Scotia (S.) ..... "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otale (S.) ..... Mex.	.....	....	....	....
Palma (S.) ..... "	.....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) ..... L. Cal.	.....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) Ca.	100,000	2	....	14
Quartz Hill (G.) ..... Col	40,000	25	....	5
Quicksilver ..... Cal.	40,000	25	....	53½
Renfrew (G.) ..... Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	.....	....	....	10
Sacramento (S.) ..... Nev.	.....	....	....	....
San Antonio (S.) ..... A. T.	60,000	50	....	....
Santa Clara (Q.) ..... Cal.	.....	....	....	....
Santa Rita ..... Ariz. T.	.....	....	....	....
Scottie (S.) ..... Ariz. T.	.....	....	....	....
Sherbrooke (G.) ..... N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	.....	....	....	....
Silver Hill (S.) ..... Nev.	.....	....	....	....
Sonora (S.) ..... Ariz. T.	.....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	60,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) ..... "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single track	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	—	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	94½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	—	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	49
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	—	62
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	20
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	—	—
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	76,000	95,551	18,965	—	100	20
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	58
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	38,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Central P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	69
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	14.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	60
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	—	12	2	0 Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	20
31 Oct. '64	16.74	—	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	400 500	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	—	—	233	39	0 Germantown	377,824	112,245	250,000	—	146,540	41,534	—	—	55
31 Oct. '64	5.40	—	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	—	235	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	17
31 Oct. '64	—	—	—	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,329	—	—	16
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	—	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	—	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	—	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	—	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	10
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	13
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	75
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	9
31 Oct. '64	8.38	—	—	115	17	4 Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	50	45½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	50
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	65
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	230,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd: 1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	90
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm: 1st Mortgage	88,000	7	J. & J.	—	—
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose: 1st Mortgage guarantied	73,100	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	—	—	—
Middlesex: 1st Mortgage	31,000	—	—	—	—
Malden & Melrose bonds	51,762	—	—	—	—
Real Estate	4,000	—	—	—	—
Ninth Avenue: 1st Mortgage	67,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton: 1st Mortgage	91,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	—
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City: 1st Mortgage	65,500	7	—	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, July 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	116
Texas Indemnity, of Sep. 9, 1850 ..... coupon	839,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,546,450	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	94½
" " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ..... registered	91,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	105
Treasury Notes of July 17, 1861 ..... coupon	358,550	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ..1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	106,706,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	39,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	197,121,470	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	25,750,032				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) ..coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	116½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " " "		6	" "	'81-'82	96
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	98
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	98½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000	---	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	87
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	----	d'm'd.	62½
— " " " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	93½
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
— " " (st'k'g conv.) ... "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
— " " " (") ..... "	3,000,000	6		1870	107
— " " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	100,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
— " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " " (" ")	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
— "	247,000	6	June & Dec.	'68-'72	----
—	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1846	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	71½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	78
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'94-'96	----
" —State Defense warrants	780,000	---	----	----	----
New Hampshire—State bonds ..... coupon	635,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ..coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,900,000	6	" "	'68-'78	100
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	'64-'78	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	72
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	99½
" — " " (" ") ..... "	4,095,300	6	" "	1881	97
" — " " (" ") ..... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	---	" "	1868	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	---	----
Oregon—State scrip	55,372	---	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	---	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	90
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	----	1868	----
" " —Inscribed certificates ...	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	74
" — " " (intern. impr.) "	2,063,606	5	----	Var.	54
" — " " (railroads) ... "	12,799,000	6	----	Var.	77
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1500	74
Texas—Had no debt in 1861	----	---	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'83	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	58
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	---	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,610	357,556	3,709,970
1865	354,755	383,147	419,815	406,680	460,422	521,174	595,523	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	939,641
1861	81,531	75,621	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,396	1,098,464
1862	78,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,965	1,225,001
1863	109,850	101,555	104,372	122,084	132,301	145,542	149,137	157,948	170,044	179,910	156,869	153,294	1,673,706
1864	100,991	154,413	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3 095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	282,287	------	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	283,269	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,995
1864	273,876	317,839	390,335	371,461	466,830	565,145	477,743	519,506	655,364	708,714	705,496	545,943	5,898,072
1865	525,675	481,165	506,290	467,710	568,904	727,193	688,172	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,052	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	186,920	1,579,509
1864	154,058	176,105	202,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,736,424
1861	404,507	391,932	458,560	517,174	506.610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	845,695	839,949	956,445	928,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,864	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,023	1,472,120	1,339,279	1,225,528	1,152,803	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,380	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	279,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209.994	183.758	219,890	188,060	193.931	248.971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	278,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	408,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29.384	37,271	56,687	46,452	81,529	55.257	48,544	512,218
1863	88,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	68,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,935	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	136,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,064	122,796	101,710	151,170	173,870	218,165	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,199	325,818	305,284	279,539	2,647,833
1863	248,784	230,568	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,033	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2.124,214
1862	230.159	159.638	151,902	175.696	186,039	174,002	172.189	216.624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193.328	215.449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,902	405,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	365,663	329,105	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,078	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	581,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,736,395
1860	163,551	171,841	257,410	248.110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252.154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	209,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,930	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	625,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650 311	612,123	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,96	68,881	68,748	71,854	112,384	93,766	67,721	85,259	95,969	118,887	729,166	135,610	1,117,597
1863	109,803	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	160,872	147,485	160,497	157,786	149,855	155,730	144,942	218,256	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,755
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,686	92,574	1,172,109
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105.554	116,379	150,595	151,052	134,563	111,039	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	205,154	2,000,522
1865	144,084	139,171	155,765	144,001	138,738	194,525	271,799	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

') signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	101
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	98½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	660,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109½
" " " inconvertible	3,161,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	88½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	80½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244.200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	73
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.		1863	75
C. and T. Dividend (convert.)	12,256	7	April & Oct.	New York.	1846	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1886	94
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in defa[ult] in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	78
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	112
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1865	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1902	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	88½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1900	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	93½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,907,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		36½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1900	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subs (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'61 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	3,654,000	7	April & Oct.	" "	1886	94
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1897	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
Debt to city of Baltimore	850,000	---		"	------	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7†	" "	" "	1861	33½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	†	Jan. & July.	New York.	1872	56
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	102
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----------	----------	------	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----------	----------	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	95½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	598,579	---	----------	----------	------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond,	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64½
2d Mortgage	937,500	7	" "	"	1863	22
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1900	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	86½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	75
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----------	----------	------	88
Equipment bonds	600,000	7	----------	----------	------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	95
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,019	109,500	21,632	515,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,606	116.9	.....	505,156	260,269	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,350	*	—	793,350	700,000	—	1,493,350	22.5	.....	230,251	104,394	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316 299	66,483	—	307,060	95.000	751	.....	23.8	53,325	89.470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	29	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936.740	.....	.....	122.4	317,844	577,808	134,509	—	—
31 Aug '61	61.6	11.2	66 2	—	22	37	321	Hartford and New Haven	3 260,908	254,090	137.036	2,350,000	927.000	.....	4,280, 09	72.8	458,245	1,232,307	885,214	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191.000	47,500	2,655,428	124.0	203,329	428,518	150,792	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,119	.....	62.0	148,95	360,167	149,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,1+2	274,887	loss.	—	117
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,236,485	41,560	—	1,010,000	650,000	.....	.....	.....	49,863	197,387	85,946	34	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 952	66.0	211,856	270.672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,697	932,365	—	3,619,600	2,000,000	—	6,8 0,340	117.4	.....	1,547,291	622,596	19	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238 531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	123,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	...	...	.....	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,500,175	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	53	62	697	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312.500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249.000	—	1,026,888	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	959	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,568	281.0	1,104,197	2,770,454	1,273,516	7½	95½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,285	400.0	1,963,105	5,728,910	2,752,273	20	115
1 Apr. '65	242.0	—	----	29.0	30	23	705	Chicago and Northwestern	12,325,889	510,983	—	8,731,316	8,335,000	226,641	13,147,13	242.0	.....	1 083,054	448,503	—	28½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212 654	3,359,391	1,891,706	6	108½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,06	2,201,481	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,585,850	6,329,447	2,463,194	8	124½
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084.074	500,767	—	36
								INDIANA.													
— — —	108.0	—	----	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	----	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,332,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,331	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,879	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,614,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,651	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276.197	155,889	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	456,821	21,356	—	—
30 Jun, '65	136.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,562	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,993	111.8	.....	426,408	227,534	—	—
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,833	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		232,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,354	3,930,500	255,670	11,886,450	300 0	841,558	3,261,600	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,315	566,000	389,297	4,855,320	80.0	180,201	481,922	223,649	—	—
31 Mar. '61	200.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 421	—	—
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	166,225	6,491.386	7.565,489	—	14,781,671	329.3	1,682,793	4,121,218	1,715,062	18	107½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,250	1,698,768	9,720,200	8,564,115	—	18,284,316	523.8	2,187,124	4,259,466	1,881,113	7	65
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584.342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,435	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,224	1,047,567	420,026	—	40
21 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	.....	444,400	182,895	—
3 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	602,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	277,308	—	—
Feb. '63	77.0	—	3.9	205.0	—	—	—	*South-Western Branch*	4 [illegible] 786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241.482	129,886	—	—
Sep. '62	86.6	1.0	5.2	—	16	13	219	*St. Louis and Iro. Mountain*	181,183	144,168	—	1,971,127	3,801,000	57,861	4,996,277	90.1	223,653	253,35	66,289	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,359,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	95½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,234	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	117
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,880	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11¼
30 Nov. '64	26.7	1.8	16.8	—	24	38	553	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,218	650,999	182,610	6	97½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	113½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	85.6	638,622	1,471,985	487,864	10	124½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,000	—	1,103,581	47.1	82,108	161,203	78,265	6½	80½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,580	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	8	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	450	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	96
30 Nov. '64	51.0	42.5	75.8	—	25	38	457	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	103½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	386,912	(Oper. by B	oston &	Lowell)		5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	186,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	28	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.8	610,010	964,030	469,932	8	105½
30 Nov. '64	43.4	1.0	14.9	—	14	18	162	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B	& L Co.)	17,500	1½	110½
30 Nov. '64	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	43½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	126½
30 Nov. '64	45.7	—	9.5	—	10	12	143	Worcester & Nashua (par 83⅓)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	63.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,200	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.6	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	63
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	183,718	4	82
30 Apr, '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	127½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,980	2,221,449	60.2	.....	231,466	71,108	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,930	20	120
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	116
31 Dec '64	33.5	—	—	—	—	—	—	New Jersey	3,799,809	492,000	1,049,022	4,397,800	635 000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	135
31 Dec. '64	21.8	—	—	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1 408,300	600 000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec '64	38 5	—	.....	17.	—	—	—	W st Jersey	1,461.249	*	—	588.400	700.000	—	1,248,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,396,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,676	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,486	769,028	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,035,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	86½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	110
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	103.5	290,474	497,289	338,287	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,841	—	42,275,999	654.9	5,990,208	12,997,990	3,506,745	9	92½
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,565,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,671,900	—	1,571,900	121.7	458,311	726, 43	176,640	—	35
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,883	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	23	84	398	Rome, Water'n & Ogdensb'g.	8,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	49.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	524,723	105,601	—	500,000	380,000	—	920,324	51.3	114 725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9.166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	578,446	281,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	128.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,150,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '60	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,350	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	—	1,241,857	503,228	15	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	125
31 Dec. '63	67.0	—	.....	18.0	13	6	316	Cleveland and Mahoning	2,553,162	298,780	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066.623	1,268,785	23	—
30 Nov. '64	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	72
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,787	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	101
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	5,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	44,000	84,000	17,760	—	99
30 Nov. '54	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	85,315	1,692,300	248,800	—	2,128,089	oper. r. w. Lit.		Miami.	307,371	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	455,803	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	.....	1,069,187	431,980	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,456	1,400,000	—	5,111,625	138.0	1,117,836	2,433,284	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,808,815	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,260 887	1,496,728	11,190	5,139,662	206.9	388,894	600,162	183,747	—	10½
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,385,186	*	—	862,571	1,299,160	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec '64	242.4	—	.....	—	48	15	989	Toledo & Wabash	10,080 916	*	—	3,427,050	6 663,888	—	10,243,015	250.0	1,244,388	2,050,323	945,492	3½	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	.....
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	.....
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600	——	1,345,500	74.0	176,968	394,952	193,901	8	18
31 Oct. '64	113.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,824,490	——	6,832,950	3,481,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	144
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	233,560	202,009	——	.....
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	16.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	——	.....
31 Oct. '64	36.0	15.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	64.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,986	——	.....
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,245	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	——	20½
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	——	.....
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,423,706	1,739,410	——	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	64
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	*	——	2,646,100	900,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	29
31 Oct. '64	130.5	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,156	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	54
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,080	16,684,840	——	43,520,356	356.9	5,846,778	14,759 057	4 065,112	10	57½
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norrist'n	1,139 079	262,399	——	1,358,100	315,000	——	1,673,100	24.0	253,739	428,147	207,893	8	57
31 Oct. '64	237.6	——	29.1	——	——	——	——	Phila. and (Sunbury) Erie	15,769,623	——	——	5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)				——	22
30 Nov. '64	152.0	46.8	206.5	——	216	81	14089	Philadelphia and Reading	18 998,276	5,786,480	734,788	20 072 325	7,271,879	——	27.716,253	509 5	3,328,229	9,269,341	4 308,150	15	52½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,494	——	245,995	999,200	250,000	——	1,249,200	28.2	175,447	224,006	477,668	10	140½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,657,300	692,000	——	9,349,300	197 0	839,238	3,205,660	1,365,200	10	65½
31 Dec. '64	59.5	——	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,496	163,004	——	1,770,414	1,500,000	69,232	3,666,877	72.0	226,176	315,723	101,569	——	94
31 Dec. '64	468.3	——	108.5	——	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	——	8,181,128	12,657,060	——	23,942,670	468.3	3,940,773	7 120,466	3,019,067	10	97½
31 Dec. '64	28.0	——	6.2	——	5	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791.597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,985	——	684,036	1 009,095	162,312	1,855,443	28.4	118,668	273,232	149,817	——	.....
31 Oct. '64	29.6	——	3.6	——	6	4	362	Tioga	802,253	165,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	——	2.0	——	16	16	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	250,000	——	.....	62.0	321,000	557.587	254,508	12	113
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	98,145	——	.....
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	.....
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	.....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	——	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	——	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	——	.....
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	.....
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,644	1,731,000	.....	.....	150.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127.963	87,243	——	.....
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	——	.....
31 Aug. '63	119.6	——	16.0	——	28	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	45	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,209	941 045	262,887	——	94
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	99½
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	.....
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,990	——	1,365,500	1,851,500	292,842	4,745,256	133.4	.....	410,186	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85.000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	——	——	——	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	310,130	5	75
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,193	740,489	347,957	——	.....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25.000	.....	55.0	.....	.....	.....	——	.....
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	.....	199.9	.....	756,476	329,580	——	.....
31 Dec. '64	191.9	42.5	28.3	——	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	——	8,452,351	234.4	958,183	1,711,261	505,330	——	10
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	.....
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,599	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	——	.....
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	25,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,005	——	.....
1 July,'61	90.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,565	36,670	——	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	15	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	168,416	139,107	87,181	——	——
								NEW GRANADA.													
31 Dec '63	48.7	——	——	——	11	22	120	Panama	5,000,000	*	615,656	5,000,000	4,875,000	——	10,705,728	48.7	.....	1 027,413	1,838,824	13	213

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Ratio.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	97
Chicago & Northwestern (pref.)	2,400,000	7	5½	63½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,255,200	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,514	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	84
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	95
" " (2d pref.)	1,014,000	7	7	80
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	95
Six per cent. Loan	2,432,274	6	A. & O.	1884	86
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	78½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,580	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	460,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	4,282,950	6	59
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	24
" " (preferred)	50	2,722,607	—	32
Susquehanna and Tide Water	50	2,048,200	—	8½
Union	----	----	—	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	62
Wyoming Valley	50	700,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	46 —	@ 48 —
Pig, American, No. 1			42 —	@ 43 —
Bar, Swedes, assorted sizes	(in gold)		— —	@ 92 50

	Store Prices.	
Bar, Swedes, assorted sizes	155 —	@165 —
Bar, English & American, Refined	110 —	@115 —
Bar, English & American, common	100 —	@105 —
Scroll, English	130 —	@190 —
Ovals and Half round	130 —	@140 —
Band, English	142 50	@145 —
Horse Shoe	135 —	@140 —
Rods, English	112 50	@180 —
Hoop, English	145 —	@200 —
Nail Rod	per lb. — 9½	@ — 10½
Sheet, Russia	per lb. — 24	@ — 25
Sheet, English, Single, Double and Treble	— 6½	@ — 9½
Sheet, Am., Single Double and Treble	— 6½	@ — 9½
Rails, English	(gold) per ton 57 —	@ 58 —
Rails, American	80 —	@ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 19	@ — 24
English Spring	(1st & 2d qlty.)	— 12	@ — 14
English Blister	(1st & 2d qlty.)	— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 16
American Spring		— 12	@ — 14
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 30
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot	(cash)	— 30½	@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		9 25	@ 9 30
German Refined		— —	@ 9 25
English		9 30	@ 9 40
Bar		— —	@ — 11
Pipe and Sheet		— —	@ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 28½
Straits		— —	@ — 27½
English		— 24	@ — 24½
Plates, Charcoal I. C	per box	14 50	@ 14 75
Plates, I. C. Coke		11 —	@ 13 —
Terne, Coke		10 75	@ 10 50
Terne, Charcoal		15 —	@ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash) per 100 lb.	5 50	@ 6 —
Clinch	(cash)	6 50	@ 7 —
Horse Shoe, Forged	(cash) per lb.	— 5	@ — 32
Wrought English	(cash)	— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails	(6 mos)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— —	@ — 33
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 71	@ — 73
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 53½	@ — 54
Naptha, Refined (60@63 gravity)		— 44	@ — 46

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th 24	F 25	Sat 26	M 28	Tu 29	W 30
Atlantic M. S. S. Co	152	150	140	145	145	146
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	93
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	39	38½	----	----	----	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	98½	----	95½
" " pref.	97	----	----	98	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	113	113	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	27½	27½	27½	27½	27½	28
" " pref.	62½	62½	62½	62½	62½	62½
" " 1st M.	80½	----	80½	----	----	80½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	107	107½	108	108½	107½	108½
" '1st M.'70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	69½	70½	71	71	70½	71½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	73	----	----
Clev. and Toledo	----	----	101½	101	----	100½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	42	41½	41½	42	42½	43
Del. & Hudson Canal	----	----	----	----	140	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	86½	87½	87½	87½	86½	86½
" pref.	83	82½	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	103	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	93½	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	109½	109½	110	110	109½	109½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	102	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	123½	123½	----	122½	122½	123½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	111	----	112	----
Marietta & Cin. 1st pref.	----	----	----	----	40	----
" " 2d "	22	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	11½	11½	11½	11½
Michigan Central	----	----	107	107	107	106½
" S F. 8p.c. '82	----	----	111½	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	63½	64	64½	64½	64½	64½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	97	----	----	97	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	46	45½	45½	46½	46	48
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	75	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	----	71½	----	71½	71	71½
" ins. to H. & St. J. R.	----	----	----	----	78	----
" " Pacific	----	----	----	----	----	----
New York Central	93	92½	92½	92½	92½	92½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	95	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '84	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	74	----	----	----	75	72
Ohio & Miss. cer.	24½	23½	----	24½	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	285	285	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	104½	105½	105½	105½	105	105½
Pitts. Ft. W. & Chicago	95½	96½	97½	95	96½	97½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	95	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	54½	55½	55½	55½	55	54½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	60	60	60½	63	63	----
" " 1M	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	75½	72½	72½	74	73½	73½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	86½	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th.24.	F.25	Sat.26.	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.		93				
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s, coup.	97¼	98½	98	98	98	97½
U. S 5s, 10-40s, reg.				94½		
U. S. 6s, 1881, reg.	106¾					107¼
U. S. 6s, 1881, cou.	107	106⅞	106⅞	107	106⅞	107⅛
U. S. 6s, '81, O.W.Ly.						
U. S. 6s, 1881, " 1y.						
U. S. 6s, 1867, reg.	119⅛					
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.					116	
U. S. 6s, 1 year certif.	98¼	98½	98½	98⅝	98⅝	98⅝
U. S. 6s, 5-20s, coupon	106⅛	106⅛	106⅛	106⅛	106⅛	106⅜
U. S. 6s, 5-20s, new		104⅜		104⅛	104⅛	105
U. S. 6s, " reg.		104⅛	105			
7.30 Notes, 1st series.		99⅜	99⅛			99⅛
" " 2d series.	99⅛	99⅜	99⅛	99⅛	99⅛	
" " 3d series.	99⅛	99⅜		99⅜		
American Gold		143¼		143¼	144¼	142

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	W.23.	Th.24	F.25.	Sat.26.	M.28.	Tu.29.
Cattawissa						13
" preferred		25	25¼	25½		25⅜
Camden & Amboy	126		127	127½		
" " 6s,'67						
" " 6s,'70						
" " 6s,'75						
" " 6s,'83						
" " 6s,'89						
" mort. 6s,'89	99⅜		100	99		100
Ches. & Del. Canal 6s '36						
Del. Div. Canal						
Elmira & W'msport						
" " pref.						
" " 7s		100	100			
Harrisburg						
Lehigh Navigation			59			
" " 6s,'70						
" " 6s,'84			95			95
Lehigh Valley R. R.	65	65		64		64
" " 6s			95			
Little Schuylkill R. R.						
" " 7s						
Long Island						
" " 6s						
Minehill						
Morris Canal						
" " pref.				120		
" " 6s '76						
North Pennsylvania						
" " 6s			85½			
" " 10s						
Northern Central			45	44⅞		
Pennsylvania R. R.	57⅛	57⅛	57⅛	57⅛		57⅛
" 1st m.	104					
" 2d m.						
Penn. State, 5s		89⅞	90⅛		91⅛	91⅛
" " 5s, coupon						
" " 6s, W. L.	100					99
Philadelphia City, 6s		88	88	88		88
" new	91	91	91	91⅛	91⅛	91⅛
Philad., Germ. & Nor.			57	57		
Phila. & Reading	51⅛	52	52⅜	52⅞	52⅛	52⅜
" " 6s,'26						
" " 6s,'70		94⅛	94⅛	94⅛	93⅛	93⅛
Philadelphia & Erie						22
" " 6s						
Philad. & Sunbury, 7s						
Schuylkill Navigation			24			24
" " pref.			31⅛	32	32	
" " 6s '82			79	79		
" " 6s '76						
" " 6s '72						
Susq. Canal						
" " 6s '78						
Union Canal, pref.						
" " 6s '83				20⅛	21	
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Arch street, (Horse)						
Chestnut & Wal. "						
Green & Coates, "						
Race and Vine, "						
2d and 3d streets, "				73		76
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	W.23.	Th.24	F.25.	Sat.26.	M.28.	Tu.29.
Baltimore City 6s, 1875			101			101
" " 1886						
" " 1870						
" " 1890.	101⅛	101	101	101	101	101
Balt. and Ohio		117				
" " b'ds,'62						
" " '67						
" " '75						
" " '80						
" " '85		101				
Northern Central				46	45	44⅛
" " b'ds,'85		86				
" " 93						

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Boston and Lowell					98	97½
Boston and Maine			113½	113⅝	113¼	
Boston and Providence		125	125	125	125	
Boston and Worcest.		125	124½			
Cheshire, pref.		43		44		44
Concord						
Connecticut River			100			
Eastern, Mass.		96	96			96
Eastern, N. H.	95					
Fitchburg	103		103½			
Manchester & Lawr'ce						105
Michigan Central	108					
Northern, N. H.			82			
Old Colony and Fall R.						
Ph., Wil. & Baltimore	65	65	65½			
Portl'd, Saco & Ports.			95½			95½
Vermont & Canada			99½			
Vermont & Mass.					42½	43½
Western	126½		126½			
Broadway (Horse)						
Cambridge "	96					94½
Metropolitan "	49½	49½	49½		49	49
Middlesex "	62					
Central Mining Co.						
Copper Falls "	23½	23½	24	25	24½	24½
Franklin "	36½	36½	57		36½	36½
Huron "						
Isle Royale "		11½			11	
National "						
Minnesota "						
Pewabic "	36				35	36
Pittsburg "				51		
Quincy "					57	56½
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of August:

Maryland 6s	62	to	64
United States 6s, 1881	67⅛	"	68
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	50
Do. 6 per cent.	36	"	38
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	56	"	56½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	61⅛	"	61⅛
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	76½	"	77
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '62. x. c	60	"	66
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	83	"	85
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, September 2, 1865.

Stock Exchange and Money Market.

Our readers will have noticed that we have always maintained that the cotton to be found on hand in this country would, at the end of the war, play a large part in our financial affairs. One of the puzzles of the hour, both here and abroad, is to know in reality what is the amount, and what the money value of the stock on hand. It is a fact, that the deliveries at the principal marts since the 1st of July last, have been far greater than the most sanguine anticipated, the deliveries at this port alone, between the 31 of July and the 21 of August, were 47,680 bales, making 171,182 since the 1st of May, being largely in excess of the average of 1860, and in gold the value is three times what it was in 1860. Even at this moment, it is pretty well ascertained that the stocks on hand at the principal commercial points are as follows:

New York	110,000 bales.
New Orleans	90,000 "
Mobile	45,000 "
All other points	55,000 "
Total	300,000 "

These in value are estimated to be worth as much as 1,200,000 bales at former prices. The receipts at New Orleans are said to be 3,000 bales per day; and in this city, not counting the New Orleans shipments, 2,000 bales per day. Considerable quantities are constantly going up the Mississippi from Vicksburg and Memphis, and find their way over the Illinois Central Railroad to the Northern Mills. The whole deliveries are estimated at 50,000 bales per week, equal to 2,600,000 bales per annum, or 10 millions of bales at the old prices. If this be true, and it has every appearance of truth, the consequences are of the highest importance, and will steady our system of finance in a surprising manner. Liverpool is now taking from us 5,000 bales per week, and paying 40 cents a pound which, calling the bale 450 lbs. is $180 per bale, or $940,000 per week. This ought to tell on exchange, and must tell upon it. And if the crop proves short, the price is the greater; if it is large, the reduction in price will be made up in quantity. Either way the effect is the same. We therefore cannot see, except there is an immense importation of foreign goods, how exchange can long continue at anything above par. It is worthy of note that recently the great auction houses in this city are advertising the importations of foreign houses, manufacturers, at 4 months' credit. German and British dress goods, Swiss curtain laces, Belgian cloths, French ribbons, silks and worsteds, all the rich and costly products of Paris and Lyons, are thrown upon our market at 4 months' credit, and the names of the foreign manufacturers given as authority for the sales. Much as these people predicted our financial embarrassments, they are not afraid to consign very large amounts of valuable goods to this market, and to give credit to the purchasers, in the most unreserved manner. What a reply is this to those foreign houses that have been expecting our overthrow, if not wishing it. That their reliance on our ability to pay is really undisturbed, is evident from what we have stated; and we have stated nothing but facts. We have, however, a continuance of the clamor for a reduction of the tariff on foreign goods, no doubt inspired by these same foreign agencies, some of whom have appealed to the public under their own names, avowing at the same time their personal interest in the change proposed.

We do not propose at this time to discuss the subject of a low tariff, or of free trade; but we put on record one fact recently made known in England, which our readers may apply for themselves. It is well-known that in that country meat has risen largely in price, and is scarce at that. What is the explanation given in the English papers? It is that since cattle from the Continent have been admitted at low or nominal duties, the traders of cattle in England have very generally abandoned the raising of them, particularly in the districts where the black cattle so called were so numerous and so profitable. Com-

petition being destroyed by the low duties a scarcity has arisen, and people who once ate meat have to give it up. Comment is needless.

At a proper time we propose to give a sketch of the 5 and 3 per cent. duties which were paid in several states while we were only confederated, and before the adoption of the present constitution; and also what happened when we had free ports. Mr. Cary, in his celebrated work, called the "Olive Branch," had an instructive historical chapter on this subject. That our British friends should endeavor to proselyte us to their commercial principles, is not strange. It is for their advantage to deal largely with a country in which the surplus of their looms and forges, in fact the sweepings of their warehouses, can, through the medium of our auction houses, be remitted to the consignors in 60 days. No such facilities for trade exist in connection with any other country with which they deal, and as our Western mountains and gorges are masses of silver and gold, it is not strange they wish to get all they can of them. It was ascertained not long since by a commission, that of British goods exported to foreign countries, 7 cents worth were annually consumed by each Prussian, 15 cents worth by each Russian, 17 cents worth by each Dane, 20 cents worth by each Frenchman, while the average consumption annually of each inhabitant of the United States amounted to $4.02! No doubt our foreign friends would like to do all our manufacturing for us, close our cotton and woollen mills, our furnaces and forges, our iron and coal mines, and rely on them for all articles of necessity. We hope the day is far distant when we shall listen to any such advice or adopt any policy which should reduce us to such a condition.

We observe that the Philadelphia *News* devotes considerable space to the consideration of our last week's money article, which was intended to show the pressure of our debt as compared with that of the principal nations of Europe. If we understood it rightly, it maintains that the people of Holland, with a debt of 400 millions of dollars, are better off than the State of New York, with 30 millions; and that their money will purchase more of the necessaries and comforts of life than ours will here. We doubt this. Things may in the abstract be cheaper there than here, but there is not as much money in the hands of the people to buy them.

Wages here are much higher than in Holland, and when reduced to gold are still so. Many important articles are yet moderate in price, notwithstanding our inflated currency, which no one more than ourselves, not even our cotemporary, is more anxious to see reduced in amount; but taking wages and prices at the gold standard, there is no doubt whatever that the people of this Country are far better off than those of Holland; have more of the comforts and luxuries of life, of which last the Dutch people generally know nothing, and are better able to meet taxation than those of the Fatherland.

We again perceive that the large Treasury balances from week to week are made the basis of fresh outcries against the policy of Mr. McCulloch, who is charged with curtailing thereby the means of the country and injuring its business. This is not only a groundless but silly complaint. If the Treasury has every week a balance over from 50 to 60 millions, it is the best proof in the world that the Secretary is managing with skill and success. That it does not affect the Money Market, is apparent from the plentifulness of money and the low rate of interest. It is also a proof of the increasing strength of his means. The internal revenue is said to have amounted to 48 millions since the 1st of July; and if it is to go on at this rate, we may expect to see our way out of our difficulties at no distant period. The first great relief for the country will be the appreciation of our currency; and as soon as the Secretary has a fair opportunity, we hope to see some of his weekly balances in the shape of legal tenders cancelled and withdrawn from circulation. The assistant Treasurer's balance on Tuesday was $58,436,981 59.

The report of the associated banks for the week ending the 26th ult., showed an increase of loans of $1,404,276; of deposits, $4,490,660; of legal tenders, $8,665,818; and a decrease in specie of $3,586,021. This last is attributed to withdrawals for the purchase of Southern produce, particularly cotton, and the large amounts required for the Custom House.

It is generally conceded that the Autumn trade is likely to be very large and profitable. The stocks are said to require replenishing, and the Southern demand to be large and increasing, which statement is borne out by the fact that our steam navigation with Southern ports is being extended in a wonderful manner. The resumption of mail facilities in the South, by the direction of our able Postmaster General, will do much to increase our internal traffic by water and rail.

Our last foreign advices bring us the news that Government securities are again advancing, a higher price being still maintained for them on the Continent than in the London market. We also perceive that a considerable advance has taken place in American provisions generally. For beef there was great inquiry, 3,000 tierces being disposed of the week previous to the sailing of the last steamer. The stock of pork was reduced so much as to cause an advance. Bacon had risen suddenly 50 cents per cwt., and cheese commanded full terms. We also learn that a considerable reduction in the duties on imported sugars has taken place, under an recent act of Parliament; and while we are on this subject we have to announce the following important information from Brazil, which will have the effect greatly to stimulate our enterprise in that quarter. We cannot see why such changes in foreign commercial regulations should not be officially announced from time to time at Washington. Surely if our foreign consuls do their duty they should at once announce such changes to the Department of State, and that, or the Treasury department, should make an official publication of them. The Brazil news is as follows, and is derived from our latest exchanges:

"On the 21st of June last the Brazilian Chamber of Representatives passed a law opening the coasting trade to Foreign flags indiscriminately, and repealing or reducing a variety of charges hereinto levied on shipping and on foreign produce in the ports of Brazil. As a further proof of the desire of the Brazilian Legislature to facilitate the operations of maritime commerce, the new law provides for the free admission of anchors, chains, sails, and all articles employed in the equipment of ships, and which will be more fully specified in the notifications to be issued by the Brazilian authorities. To this is added a provision for rendering the Customs' regulations at the ports of entry in Brazil less complicated and less onerous to shipping, the expressed object being to facilitate the movements of trade, and to clear the Brazilian custom-house system of needless and embarrassing formalities. Permission is accorded to foreign ships to load with salt at the ports of Macao, in the province of Rio Grande du Nord, at the St. Christopher's, in the province of Lergipe, and at Cape Frio, in Rio Janeiro; and lastly, the Government of Brazil are empowered to grant to any foreign company, or foreign adventurers, the right of navigating with steamboats between the ports of the interior and the ports of entry on the coast, and also between the various ports on the rivers Parguay, San Francisco, and Amazon—thus completing the repeal of the Brazilian navigation laws by opening the great rivers of Brazil, as well as her coasting trade, to the shipping of foreign States."

The price of money on Tuesday was 5 per cent. to responsible parties; while to the necessitous, as usual, it was any rate they could be made to pay. There is always a class of borrowers in this city that will agree to pay anything demanded, and the bill brokers know their men. Railway securities are dull, but they are not likely to be much depressed, as the roads are all doing a good business, and most of them rapidly increasing their earnings. As it is generally admitted that the fall business is to assume vast proportions, we shall probably see a corresponding increase in railway traffic. Governments stand firm, with a tendency to advance. Foreign exchange is not so strong, as cotton bills are coming into the market.

On the whole the report of the week is favorable in all respects.

The exports from this port, exclusive of specie, for the week ending August 28th, were $2,919,607.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80; Illinois coupon bonds, 1879, 97; State 6s, 1874, 98½; City 6s, 1887, 98: Milwaukee and St. Paul 1st mort., 78; New Jersey Central R. R., 120; Cary Improvement, 16; Central Am. Transit, 20; Western Union Tel., 72; American Gold, 144¼; Mechanics Bank, 110; Metropolitan Bank, 117; National Bank, 112; Central Bank, 105; Chatham Bank, 130.

Philadelphia.—West Chester 7s, 100½; 10th and 11th streets R. R., 48½; Union Canal, 1¼; do., Interest bonds, 19; Hazleton Coal, 55; New Creek, 1¼; Big Mt., 5; Lehigh Zinc, 30; Girard Bank, 52⅛; Manuf. and Mech. Bank, 29½; Bank of North America, 183; Corn Planter Oil, 1¾; Curtin, 3; Caldwell, 2; Cow Creek, ½; Clinton, 1; Duncard, ½; Dalzell, 3½; Eldorado, ½; Empire, 1½; Egbert, 1¼; Franklin, 1½; Gibson, ⅞; Hoge Island, 1¾; Horman, ½; Maple Shade, 7⅛; Mingo, 2¼; McIlheny, 1⅝; McClintock, 1⅞; Mt. Farm, ½; Organic, ¼; Royal, 3¼; St. Nicholas, 1⅜; Sugar Valley, 1½: Sherman, ¼; Tionesta, ⅞; Upper Island, 1⅛; Walnut Island, ⅞; Wm. Penn, 1⅜; Winslow, ⅝. The latest quotations are: City 6s, 88@89; do., new, 91⅜@91½; State 5s, 91½@91¾; do., coupon, 92@93; do., 6s, W. L., 100½@101; Phila., Wil. and Balt., 65¼; Reading, 52½@52⅝; do., 6s, 1870, 94@95; do., bonds, 90@94; do., con., 108@110; Camden and Amboy, 127@127½;

Penn R. R., 57⅝@57¾; do., 1st mort., 104@105; do., 2d mort., 100¾@101¼; Little Schuylkill R. R., 29@30; Morris Canal, 80@85; do., pref., 120@120½; do., bonds, 93@94; Wyoming Valley Canal, 50¾@52; do., 6s, 90@91; Susquehanna Canal, 9@10; do., 6s, 45@46; Sch. Nav., 24@24⅛; do., pref., 32½@33; do., 6s, 1882, 79@80; Union Canal bonds, 20@22; Delaware Div. Canal 30@30; do., bonds, 90@90; Elmira and Williamsport, 30@35; do., pref., 45@47; do., 7s, 1873, 99½@100; do., Chattle 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 59@59½; do., 1884, 94@95; North Pennsylvania, 25@26; do., 6s, 85@86; do., 10s, 112@112; Philadelphia and Erie, 21¾@22; do., 6s, 93@94; Minehill, 55@56; Catawissa, 12⅝@13¼; do., pref., 25⅛@25¼; Lehigh Valley, 63¾@64; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 41½@45; Second and Third, 74½@75¼; Race and Vine, 10½@12; West Philadelphia, 65@65; Spruce and Pine, 21@25; Green and Coates, 31@33; Chestnut and Walnut, 49@49½; Arch, 18@18; Thirteenth and Fifteenth, 15½@18; Girard College, 26@26; Tenth and Eleventh, 48¼@49; Norristown, 56½@57.

Boston.—Northern (Ogdensburg) 1st mort., 92; do., 2d mort., 33½; Cheshire R. R. 6s, 1880, 90; Rutland and Burlington 1st mort., 64½; do., 2d mort., 22; Western R. R., 6s, 1875, 95⅛; Boston and Lowell, 6s, 95¼; Vermont Central 1st mort., 80; Boston and Lynn, R. R., 85; Ogdensburg and Lake Champlain R. R., 32½; Granite R. R., 55½; Taunton Branch, 107; Maine 6s, 1888, 95; Massachusetts 5s, 95; do., 5s, 1894, Bounty Loan, 95¼; Vermont 6s, 95¾; Bangor 6s, 1876, 94½; Roxbury 6s, 1876, 98; Boston 5s, 1882, 97; Portland 6s, 1870, 93⅝; Boston Water Power Co., 31; Waverly Co., 2; Union Steamship Co., 112¼; Mammoth Vein Coal, 13; Bear Valley, etc., coal, 16; Butler Coal, 8¼; Gilberton Coal, 41; Macomb Lead, 2⅛; Massachusetts gold, 50; Cambridge Gas, 100; Chester Gas, 96¾, Merchants Bank, 108; Boston National Bank, 64; Market Bank, 102¼; Old Boston Bank, 70; Atlantic Bank, 101; Albany and Boston Mining Co., 19; Bay State, 11¾; Dudley, 75c.; Humbolt, 2⅛; Huron, 41; Hancock, 2½; Mesnard, 2; Native, 1; St. Clair, 3; Star, 3; Toltec, 1⅝.

Baltimore.—Maryland coupon 6s, 1870, 100¼; City Passenger R. R., 19¼; Mineral Hill Mining Co., 1.95; Copper Hill 2.15; Atlantic coal, 1.05; Laurel Cannel coal and oil Co., 4.00; Santa Clara, 18⅝; Penn. Oil, 0.60; Balt. Chrome, 1.25; Mechanics Bank, 22. The latest quotations are: Balt. and Ohio, 116¾@117; do., 6s, 1867, 98@99; do., 1875, 99½@100; do., 1880, 99¼@100; do., 1885, 101@101¾; Northern Central, 42@44¾; do., bonds, 1885, 85@87½; N. W. Va. 1st mort., 97@98; do., 2d mort., 95@99; do., 3d mort., 20@25; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 83½@85; Cen. Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 76@80; do., guar., 97@100; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 98@99¾; do., 1873, 99@100; do., 1875, 101@101¼; do., 1886, 98½@101; do., 1890, 101@101½; do., coupon, 99½@100; do., 5s, 1838–'70, 83@85; City Passenger R. R., 19½@20⅛; Canton Co. 88½@89⅛; Gardner, 0.75@0.85; Gas Coal, 1.00@2.00; Maryland, 0.45@0.50; North State, 0.25@0.25; Springfield, 0.90@1.00; George's Creek, 106@120; Santa Clara, 18¾@19¼; Balt. Chrome, 1.20@1.50; Bare Hill, 2.50@2.15; Atlantic Coal, 1.00@1.20; Mineral Hill, 1.80@2.85; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.15@4.20.

Charlotte and South Carolina Railroad.

This road is 110 miles in length. The officers are: President, Wm. Johnston, Charlotte, N. C.; Sup't, Jas. Anderson, Chester, S. C.; Sec'y and Treasurer, C. Bouknight, Chester, S. C.

The financial condition of the company is as follows:

Capital, shares paid in	$1,550,000
Bonded debt	275,000
Floating debt	40,000

There is no mortgage on the road: prior to the war, bonds were being taken up with a sinking fund of $25,000 per annum. The excess of net earnings carried to surplus fund in 1861, was $45,000. Net receipts in same year, $193,000.

The condition of the track and rolling stock is as follows:

Destroyed by Sherman	55 miles.
Re-laid since then	20 "
To be re-laid with straightened iron	10 "
New rail required with chairs and spikes	25 "
New engines required	3

The bridge across Catawba river, 1,125 feet in length, is destroyed. Six months and $50,000 will be required to re-build it. Work begun.

The workshops at Columbia, and the depots and water stations from there to Blackstocks, 55 miles, are all burned, as also the freight depot at Charlotte.

The sum total required to repair damages is $250,000. The company is in the market for a loan, and offer to pledge the receipts of the road, and secure by individual notes of president and directors. By the completion of the Danville extension, the Charlotte route has become fifty-two miles the shortest to the South and Southwest, and therefore the re-building of this road to Columbia ensures early and large receipts.

Opening of Southern Lines.

The Tennessee and Alabama railroad is said to be in running order. Only two bridges now remain to be built to make complete the great eastern thoroughfare, the Virginia and East Tennessee Railroad. But a week or two more will be required to put the road in first-rate order.

The East Tennessee and Georgia Railroad has been turned over to the company. The Nashville and Northwestern Road has been offered to the company, but they decline to accept it unless they can secure the control of the Chattanooga Road in addition, in order to merge the two roads into one route.

☞ The Titusville *Herald* says "the Atlantic and Great Western Railroad Company are building a branch road from Oil City to Venango, an embryo "burg" at the mouth of Pithole Creek. From thence a horse railroad will be immediately built to Pithole City."

☞ The Petersburg railroad bridges, spanning the James River in Richmond, destroyed by fire on the 3d of April last, will soon be replaced by a neat and substantial structure, to be built by Samuel Strong of Washington.

Cairo and St. Louis Railroad.

At a recent meeting of the directors of this company, at Cairo, Ills., S. S. Taylor, Esq., was elected President, and D. T. Linegar, Secretary.

Hon. Sharon Tyndale was appointed Engineer, and directed to have surveys made from Cairo to St. Louis, and authorized to employ a commissioner to secure the right of way and solicit subscriptions to the stock of the company.

A committee was appointed to procure, by subscription, the necessary funds to defray the expenses of the preliminary surveys, which expenses it was estimated would amount to $3,000. Of this amount $1,100 was secured on the spot.

From estimates submitted to the Directors, it was concluded that the cost of grading and superstructure of the entire road from Cairo to East St. Louis would not exceed $2,000,000.

Uniformity in Weights and Measures.

The following interesting and valuable communication has been received from our esteemed correspondent at Albany, which explains itself, and is worthy of particular consideration:

In my opinion it is doubtful if the French system of weights and measures (although possessing great advantages) would meet with general favor in this country and in England. The change from existing standards would be too great and could not be as readily enforced as in countries possessed of more arbitrary governments. It is true that the French system is rapidly growing in favor on the continent of Europe, but there, ideas and institutions more readily assimilate to those of France than in the United States and England.

If the efforts of those interested in the subject were confined exclusively to simplifying the English and American standards, and making them uniform, they would be much more likely to result in success.

Nothing need be said of the superiority of decimal over vulgar fractions for all purposes of mathematical calculation. It was for this reason that the Gunter chains of one hundred links was adopted in land surveying. In railroad surveying also, decimals are indispensable, and the engineer uses a chain of one hundred feet and divides the feet on his leveling rod into tenths.

Our present system of weights and measures is almost barbarous in its nomenclature and irregularity. I subjoin a list of tables which I think will combine at once simplicity and uniformity, with the merit of preserving the standards which are best known and in most common use. It is true that the standards are arbitrary, but it is also true that the French metre though nominally derived from the measurement of a degree of the earth's surface is practically as arbitrary as the English foot.

My plan is to retain as the standard for all measurements of length and distance including the measurement of cloth, the foot. For square measure the square foot, and for cubic measure the cubic foot, dividing each into tenths and hundredths, thus:

For all length and distances, including cloth measure would be expressed in feet instead of yards.

10 Lines = 1 inch,
10 Inches = 1 foot,
100 Feet = 1 chain.

The mile of 5280 as it seldom enters into any computations may be left as it is.

Square measure:

10 square hundredths = 1 square tenth,
10 square tenths = 1 square foot;
10,000 square feet = 1 square chain.

The chain being the standard for land measure, and as 43,560 feet go to the acre it would be easy compare with old standards.

Cubic measure:

10 cubic hundredths = 1 cubic tenth,
10 cubic tenths = 1 cubic foot, .

For measuring all descriptions of liquids also for dry measure—retain the gallon and divide into tenths and hundredths, thus:

10 pints = 1 quart,
10 quarts = 1 gallon.

For weighing every description of merchandise also medicines and drugs, in lieu of the three tables of apothecaries, Troy and avoirdupois weight, retain as the standard the pound avoirdupois and divide thus:

10 drams = 1 ounce,
10 ounces = 1 pound,
100 pounds = 1 cental.

The cental for measuring all kinds of grain as I explained in my last, also coal, iron, and other heavy articles.

I submit this plan, thinking that all that is necessary to recommend it is a comparison with the multitudinous and irregular tables of weights and measures now in use.

Very Respectfully, Yours.

A. K. Shepard.

The Pacific Railroad.

Congress, by an act approved July 1, 1862, and an amendatory act approved July 2, 1864, provided for the construction of a railroad from the Missouri River to the navigable waters of the Pacific, by authorizing the incorporation of a Company to construct a line of road from Omaha City, in Nebraska Territory, to the western border of the State of Nevada; and by authorizing the Central Pacific Railroad Company of California to construct a road from the navigable waters of the western terminus of the Sacramento River to the above mentioned road; and the Leavenworth, Pawnee and Western Railroad Company to construct a branch road from Kansas City, to unite with the main trunk on the 100th meridian; and the Hannibal and St. Joseph and Pacific Railroad Company of Missouri to construct a branch road through Kansas, to connect with the Kansas branch, or with the main trunk; and also authorizing the Union Pacific Railroad Company, or other legally authorized Company, to be indicated by the President of the United States, to construct a road from Sioux City, in the State of Iowa, to unite with the main trunk line not further west than the 100th meridian—this main trunk railroad and branches to be so constructed as to form one continuous railroad of the same gauge from the navigable waters of the Pacific to the Missouri River, and there connecting with the main lines extending to the principal cities on the Atlantic coast.

Under this authority, the work on various portions of the line at the East and in the west has been vigorously commenced and carried on.

The Central Pacific Railroad Company, reported as completed on the 31st day of August, 1864, a section of thirty-one miles, which report having been approved by the President, entitled them under the statute to receive from the Secretary of the Interior certificates for 396,800 acres of land, and also to receive from the Secretary of the Treasury United States Bonds to the amount of $456,000.

Twelve miles additional have since been completed, and reported as ready for inspection.

The Union Pacific Railroad Company proper commenced work about one year since at a point indicated by the President of the United States, near Omaha City, in the Territory of Nebraska, the contractors obligating themselves to construct 100 miles of the road westward at the rate of $50,000 per mile. The work has been progressing satisfactorily, and it is hoped that that part of the road will be completed within the time indicated by Congress. Some delay, however, has been occasioned by an application of the Company to the President of the United States, for permission to change the location of about twenty miles of the line westward from Omaha City, so as to secure an easier grade, which proposed new location, *if adopted would increase the distance on that section about nine miles.*

As this increase of distance would necessarily call for a larger grant of bonds from the Government than the shorter line, as well as a very much larger amount of land, in short, the apparent pecuniary advantage to the property would be so great resulting for this proposed change and lengthening of line, it induced the Secretary of the Interior to recommend that this change of line should not be approved by the President until its re-examination had been thoroughly made by a competent Engineer. For this end Lieut. Col. Simpson, of the Engineer Corps, was sent to the road, and he is now preparing his report at Washington, which however appears will be of no use.

The amount of subsidy allowed by Congress to these Companies for the least difficult parts of the construction is 12,800 acres of land, and $16,000 in United States Bonds per mile; for three hundred miles of the *most* difficult, to wit, in the Rocky and Sierra Nevada Mountains they are to receive three times that amount, and for the remainder only twice as much. The portion of the Central Pacific road already completed only calls for the smallest quota of subsidy.

Work was commenced on the Kansas branch, leading from Kansas City to the one-hundreth meridian by the Leavenworth, Pawnee and Western Railroad Company, a company authorized by the Territorial laws of Kansas, now known as the Union Pacific Railroad Company, eastern division, under the auspices of Gen. Fremont. But difficulties arising between the personal friends of Gen. Fremont and those of Mr. Hallett, who had negotiated the purchase, the stockholders became divided in their adhesion to these respective leaders, presenting the anomaly of two organizations, each claiming to be the legitimate representative of the Company.

Hallett and his friends, after the work had been some time in progress under the direction of the adherents of Gen. Fremont, succeeded, it is stated, in driving the laborers from their work, being aided by the military under an order emanating from Gen. Ewing, he being, it is said, a large stockholder himself, since which time the Hallett organization, now in other hands, has had the control of the line.

This contract for the construction of the road at $50,000 per mile has been the occasion of some comment. The Government directors, however, while they do not fully justify the action of the Company in making this contract, have given to the Secretary of the Interior this explanation: That the law required certain sections of this road to be completed within a given period. The Company were consequently compelled to commence the work at a time when gold was above 250, and when labor, and iron, and other materials were at a correspondingly high price. Reducing this $50,000, which was currency, to a coin standard, shows the actual cost to be less than $20,000 per mile, which cannot be considered an extravagant cost for a first class railroad in that locality.

They also state that the stockholders advanced the means to the contractor, on private account, to enable him to proceed with the work—that all the stockholders were invited to participate in the advantages of this arrangement, if any should accrue, in proportion to the funds they were willing to advance—and that at the time this arrangement was made they were enabled to induce outside capitalists to advance the necessary means for the prosecution of the enterprise.

A difficulty arose soon after the appointment of the present Secretary of the Interior, between him and his predecessor, Mr. Usher, who has accepted the Presidency of the late Company first known as the Leavenworth, Pawnee and Western, and now as the Union Pacific, Eastern division. The Commissioner, S. J. Crawford, reported to the President favorably on the portion constructed. viz: 38¼ miles nearly; and also on a branch from as the mouth of the Kansas river, in Wyandotte, up the Kansas Valley, for a distance of about 1⅔ miles, the whole making over 40 miles; and thus entitling them to the subvention of money and lands under the law. The Secretary, however did not consider the report strictly conformable thereto, and advised a new Board of examiners. The President at first assented to his suggestions, but subsequently, at the request of the Company, changed his determination; and to avoid delay, permitted additional testimony to be received affirming and enlarging the first report. This testimony was given by the Chief Engineer, and by the officers of the Allentown Rolling Mills, particularly as to the quality and weight of the rails, and was submitted to Gen. McCallum, Superintendant of Military Roads, and was accepted by him as, in his opinion, satisfactory. The President, on receiving it, approved of the original report. At this stage of the proceedings, the Co mpany, known as the Fremont organisation interfered, complained of its ouster by the Hallett organization, as well as the conduct of Mr. Usher; and it is understood that the subvention will not be allowed to be made to the present Company until there is had a full investigation of the merits of the controversy. In the meantime, to prevent all future difficulty as to the claims any Company may hereafter make for the Government lands, the Secretary of the Interior, in a letter to the Commissioner of the Central Pacific Railroad, has laid down the following rules by which all future reports must be made.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C. July 25, 1865,

GENTLEMEN: The Surveyor-General of the State of California, has transmitted to the President of the United States a certified copy of the verified statement of Leland Sanford, esq., President of the Central Pacific Railroad Company of California, in relation to the construction of twelve consecutive miles of railroad, commencing at the termination of the 31 miles of railroad and telegraph line described in the statement made by said Company, August 31, 1864, and ending at the place or town known as "Clipper Gap," in the County of Placer, in said State.

The original statement was filed in the office of the Surveyor-General, pursuant to the provisions of the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes, approved July 1, 1862, and the act amendatory thereof, July 2, 1864. I presume, for I have no information on the subject, that you have been notified of the filing of the statement, in order that you may proceed without delay to examine that part of the railroad and telegraph line to which it relates, and report thereon to the President of the United States.

The President must depend on the information embodied in your report to enable him to discharge th duty of determining whether tle Company has complied with the conditions and requirements of the acts of Congress touching the completion and equipment of this particular portion of the road. He therefore instructs me to say that he desires that your report should contain,

First: A statement of the number of degrees of curved and the length of straight lines, the width of embankments and excavations at the grade line, and the rates of inclinations on the slopes.

Second: A description of the culverts, their number and size; whether built of stone, brick or wood; the number and span of open box and arch.

Third: A description of bridges; whether of iron, stone or wood; the plan on which they are built; their number and maximum span; the abutments and piers of each, whether temporary or permanent, and if of stone, brick, or wood; also, the length, height and spans of trestle work, and whether built on curved or straight line.

Fourth: A statement of the number of cattle-guards and road-crossings; the number of rods of post and board and rail fence, and the number of farm gates.

Fifth: A description of the superstructure, containing the number of miles of main track; the number of miles of side track; the weight of the rails per lineal yard; the number of chairs to the mile; the weight of each and whether of cast or wrought iron; the number and weight of spike to the mile; the number of ties to the mile, their length, breadth and thickness, and the kind of timber composing them: the number of miles of main and side track ballasted; the number of cubic yards of ballast to the yard forward, and the kind of material used for ballast.

Sixth: A description of the stations, with the number of passenger and freight houses, machine shops, woodsheds and water tanks, the material of which they are built; the number of engine-houses, the number of stalls in each and the material of which they are built; and a description of the signals, whether plain or "semaphore."

Seventh: A description of the rolling stock, setting forth the number of locomotives, the weight, cost and quality of each, and the name of the works where manufactured; the number of passenger, express, freight, platform, gravel, repair and hand cars, the cost of each, &c.

Eighth: A statement of the number of miles that passenger trains can be run over the said extension per hour with safety.

Ninth: Any other facts that may aid him in forming a correct opinion of the character of the road said to be completed.

You will also transmit with your report a map of this part of the road on a scale of twenty (Gunther's) chains to an inch which shall show the radii and lengths of curves, the directions and lengths of tangents, and a profile of the line on a scale of 500 feet to an inch horizontal, and 25 feet to the inch vertical, showing the ascent or descent of each grade per mile.

I am sirs, very respectfully, your obedient servant, JAMES HARLAN, Secretary,

To F. F. LOW, P. H. SIBLEY, JOSIAH JOHNSON, esqs., San Francisco, California.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in August, 1865, were:

	1865.	1864.
Passengers	$11,346 05	$12,841 23
Freight	10,025 00	8,853 88
Mail, express & telegraph	1,200 00	1,125 58
Total	$22,571 05	$22,820 69
Total this month to date	70,683 75	61,382 17
Total for the fiscal year commencing Jan. 1	$723,791 93	$616,685 07

The traffic of the Great Western Railroad for the week ending August 25, 1865, was as follows:

Passengers	$37,698 32
Freight and live stock	25,407 68
Mails and sundries	1,745 60
Total	$64,851 60
Corresponding week of 1864	55,255 54
Increase	$9,596 06

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending August 21, were:

	1865.	1864.
Passengers	$3,202 65	$2,813 44
Freight	8,686 23	8,408 22
Express	130 22	104 16
Mail	296 58	296 58
Total	$12,315 68	$11,622 40

Receipts from January 1 to August 21:

1865	$400,377 94
1864	348,894 91
Increase	$51,483 03

The earnings of the Chicago and Northwestern Railway for the third week in August, 1865, were $159,772 88
Corresponding week of previous year. 108,669 46
Increase $51,103 42

The earnings of the Grand Trunk Railway for the week ending Aug. 19, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$54,311 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	58,438 00
Total	$116,785 00
Corresponding week, 1864	109,172 00
Increase	$7,613 00

The earnings of the Michigan Central Railroad for the 3d week in August, 1865, were. $87,418 98
Corresponding week of previous year. 77,972 48
Increase $9,446 50

The earnings of the Chicago and Rock Island Railroad for the third week in August, 1865, were $70,353 00
Corresponding week of previous year. 79,989 00
Decrease $9,636 00

☞ A large and distinguished party of European capitalists are now on their way to New York, for the purpose of examining the Erie and Atlantic and Great Western Railways. The party, who were to leave England in the Scotia on the 26th ult., comprises: Sir Morton Peto, Bart., the English Railway constructor; Monsieur Leon Lillo, Banker, and representative of the Marquis of Salamanca, and the Duke de Reintzeres; James McHenry, Esq., one of the principal promoters of the Atlantic and Great Western; E. F. Satterthwaite, the London Broker; Malton Betts, Esq., of Liverpool; the Hon. Arthur Kinnaird, M. P. from Scotland; the Hon. Charles Warring, M. P.; Andrew Cosschian, Esq., coal miner; the Hon. Michael Belcher of Liverpool, and about twenty others. The party will include about thirty gentlemen, all of whom are more or less interested in the Atlantic and Great Western and Erie Railways. It is estimated that about 90,000 of the 165,000 shares of the common stock of the Erie Railway Company are held abroad. It is not improbable that Messrs. McHenry and Satterthwaite will bring a large amount of proxies for the Erie election.

Railroad from Blairsville to Freeport.

The branch railroad from Blairsville, on the Pennsylvania Railroad to Freeport, on the Allegheny river is completed and ready for use. At Freeport this line strikes that of the Alegheny Valley Railroad, running thence to Kittanning, and now in progress of extension beyond that point to the oil region. This branch having been built by the Pennsylvania Railroad, will be worked by that company as an avenue for the coal, iron and petroleum trade between the Allegheny valley and Philadelphia. Previously all those staples had to go to Pittsburg to find shipping hither. Now the commerce floating down the Allegheny river may find a depot for shipment east at Freeport.

This branch may, and doubtless will, also be worked as a part of a through route between Pittsburg and Harrisburg via Freeport and Blairsville, using the Allegheny Valley Railroad from Pittsburg to Freeport. The overcrowding of the main line of the Pennsylvania Railroad will bring this much into use.—*Phila. North American.*

The Moselem Railroad.

We are beginning to have strong hopes that this important link of railroad will now be speedily put under contract, the President of the Reading Railroad Company having been to this city for the purpose of consulting Messrs. Nicolls and Millholland concerning this matter, who were no doubt able to convince Mr. Smith that the contemplated road will not only pay, but will become a valuable adjunct to the main line of the Reading road. It is proposed to run it through one of the richest iron ore districts in this State, which it will develop to an extent not yet dreamed of, and will be the means also, of sending coal from the Schulkill region to New York, in a few years at most, on equal terms with those from any other region.—*Reading Daily Times*, Aug. 24.

☞ An informal meeting of the President and Directors of the Pittsburgh Maysville and Cincinnati Railroad Company was held at McConnelsville, on the 22d ult. The general interest and prospects of the road were freely discussed, and it was conceded that it is in a fair way to be put on its feet again. The sum of $30,000 has been subscribed at Sharon towards its completion, and much more in other places, it is said.

☞ The Dubuque and Sioux City railroad has been completed to Applington a point twenty-four miles west of Cedar Falls. Trains will hereafter run daily to and from that place.

Intercolonial Railway.

Mr. Fleming's report of the survey of the Intercolonial Railway shows a central route as follows: From River du Loup by way of the River Toledi, Green River, and Gennamitz Valley, thence by Two Brooks, Wapskehegan, the upper waters of the Miramichi and Nashwaak, by the Keswick Valley and St. John River to opposite Frederickton, thence by the head of Grand Lake and Chowan's Gulch to Apobaqui station. It embraces also the section from the New Brunswick Railway to Truro in Nova Scotia. This total sum, divided by the length of line to be constructed, gives an average of very nearly $46,000 per mile. Distance to be built, 340 miles. Estimated cost, $20,635,000; or, with deductions on Moncton to Truro section, $5,200,000 less.

☞ The Pittsburgh and Steubenville, "Short Cut" Railroad is completed, from the Virginia side of the Ohio river, opposite Steubenville, to Pittsburgh. All that now remains to open up a railroad communication between Steubenville and Pittsburgh, via the Pan-handle, reducing the distance to a fraction over forty miles—is the completion of a bridge over the river in Steubenville, which it is supposed will be finished by the 10th inst. ready for business.

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The proceeds of the Bonds are required to repair damages to the Railroad sustained by the late invasion of Georgia.

The Georgia Central Railroad and Banking Company constructed its railroad without contracting any bonded debt, and its capital account, represented by shares, amounts to $1,666,800, upon which, for several years preceding the war, its dividends were large, and, in 1860, amounted to 26 per cent. It possesses valuable assets, consisting of bonds and stocks in other Railroad Corporations for over One Million of Dollars, all of which are expected to prove good with a few years of peace.

The Georgia Central Railroad, connecting at Millen and Macon with the entire system of railways in Georgia, the South Atlantic and Southwestern States, is certain to command a traffic of value and importance; and it is not doubted that the active and enterprising people of Georgia will promptly accept the new state of affairs, and at an early day recover the prosperity lost by war.

We commend these bonds to the public as a safe and reliable security, and proposals will be received for the whole or any part thereof until the 10th day of September, when the bonds will be ready for delivery, or at any time thereafter within thirty days, at the option of the bidder, on a deposit of ten per cent.

The right to reject any or all of the bids is reserved, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

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American Railroad Journal.

New York, Saturday, September 9, 1865.

The Iron Mining Regions of New York and New Jersey.—Railroads in Progress.

In the great mineral regions which traverse the counties of Orange and Rockland, in this State, and those of Passaic, Sussex, Morris, Warren and Hunterdon, in New Jersey, many and important improvements, have lately commenced. That section is not as well known as it ought to be, and as we believe it would be, were it situated in Upper Michigan, Colorado, or Missouri; yet ores having no superiority on the globe, as respects richness and strength, abound there, it might almost be said in inexhaustible quantities. The most celebrated of these is probably the Sterling Hill mine, about nine miles north of the village of Ramapo, on the Erie Railway. That hill is half a mile in length, and rises 350 feet above a lake close by, 1,000 feet above the tide level. It consists of one vast deposit of iron ore, so rich that its yield in metal averages fully fifty per cent. After working it for a century and a half, they have done little more than make a few holes in the huge mass. Levels have been driven into the hill across the deposit to a distance of 70 feet, without any appearance of reaching the limit in that direction, any more than of touching bottom downward, at the depth of 160 feet.

About 18 months ago, this property, comprising 22,500 acres of mineral and woodlands, was sold by its former owner, Mr. Jacob Townsend of this city, to a company composed chiefly of Pennsylvanians, and known as the Sterling Mountain Railway and Mining Company. They had a route for a railroad surveyed immediately, and the work put under way. It is now so near completion that it will probably be open by the 1st of next month. One locomotive and a large number of cars have already been provided.

The road is substantially built, the design being to operate it by means of steam-power. The rail used weighs 56 lbs., to the yard. Length of road, eight miles; steepest grade, 150 feet to the mile, the descent being in favor of the passage of heavy freight. It terminates at Sterling Hill, where mining can be carried on for years in open day, by simply blasting the ore and shoveling it, as it falls, into the cars.

The company have also converted one of their two charcoal furnaces into an anthracite hot air furnace, which will be driven by a steam engine of 150 horse power. The whole works are being reconstructed and enlarged. Besides the iron made on the ground, it is also designed to transport large quantities of ore by railroad to Piermont, whence it will be shipped to Pennsylvania to mix with the soft hematite ores of that State.

From Rockaway, on the line of the Morris Canal and of the Morris and Essex Railroad, two branch railways are now in operation. The older of these is five miles long, with numerous branches, and owned by the Mount Hope Mining Co., now a part of the Lackawanna Iron and Coal Co. This road was built seven or eight years ago, to be run on the gravity principle, the grade being 100 feet to the mile for most of its length. The superstructure is light, the rail being not over 30 lbs. to the yard. The gauge is about 40 inches. The frequent repairs called for will probably justify the company in reconstructing it in a more substantial manner. Six trains conveying 250 tons of ore, pass daily over the line between Rockaway and Mount Hope. This ore is shipped by canal to Scranton, Pennsylvania.

From Rockaway another line was built and opened, about two years ago, terminating at the Hibernia mine, with a branch to the Beach Glen. The latter is owned by Messrs. Fuller, Lord, & Co., of Boonton, New Jersey; the former is leased to and operated by the Trenton Iron Co. The road is owned by stockholders in both, and conveys about the same quantity of ore as its Mount Hope neighbor. Its length is four miles. The track is substantially built, and laid with a rail weighing about 50 lbs., so that it can be operated by steam. The gauge corresponds with the Morris and Essex. At present horse-power only is used. It is understood to be sufficiently profitable.

Still another line is in progress near the western margin of Morris county and north of the canal. From Shippingport the summit level of that route, a range of hills, known as Mine Hill or Schooley's Mountain, extends north-east and south-west, containing immense and rich veins of iron ore, though sulphury in places. The most extensive as well as the purest, of these is the Ogden mine, about seven miles north-east from the head of Lake Hopatcong. That property, some time last year, passed into the hands of the Ogden Mining R. R. and Manufacturing Co., chartered by the Legislature of New Jersey, the most of its stock being held in Pennsylvania, and by persons who have an interest in the Glendon Iron Works, to which the ore will be sent.

The new company at once proceeded to make the necessary surveys for a first-class railway to their extensive property; and shortly afterwards set a body of laborers at work in grading the line. Its length will be 10 miles, terminating for the present at a point on the eastern shore of Lake Hopatcong, about half-way down the lake, where there is always a sufficient depth of water. Thence it works its way through a very rugged section of country to the mine, which is nearly 600 feet above the lake, or 1,500 above the sea. It will be laid with a 68 lb. rail, and finished in the most substantial manner, so as to be operated by steam. It is expected to be in operation by the spring of 1866. Something like 150 men and horses are

now at work, and we learn that all the means required for its completion have already been furnished. This road will transport ore for the Weldon, the Ford, the Schofield, and other mines in that neighborhood.

It is in contemplation, however, to extend this line to a point on the Morris and Essex, enabling the owners to transport ore westward during the winter season, as well as by the canal in the summer. To the northward surveys have been made across the mountains as far as the village of Franklin in Sussex county, noted for its immense deposits of zinc and franklinite, which are now worked by three or four companies. The ores or metals have now to be transported by wagon eight or ten miles, either to Andover on the Newton Branch Railroad, or Woodport at the head of Lake Hopatcong. A railroad to those mines would return its whole cost to the companies before five years.

The difficulty in descending the western slope of the mountains would be serious, the best grade being 180 feet to the mile. The company, however, would seem to be as determined as they are quiet in their movements, so that other interests threatened by it are bestirring themselves in the matter. We hear that the managers of the Sussex road have at last been aroused to the necessity of building another branch from their line at Andover, passing through the villages of Sparta, Franklin and Hamburg, and terminating at the State line near Warwick, to which point a branch of the Erie is now in successful operation. This, or the extension of the Morris and Essex, would open a new line between the Hudson at Newburgh and the Delaware at Easton, traversing one of the most beautiful and fertile valleys on the American continent.

We hear that the Morris and Essex company are also taking steps to build an independent line from Stanhope on their road, northward to Warwick, for which they have also the requisite legislative authority. It may be added that a clause in the charter of the Ogden company, empowers them to manufacture iron, as well as dig the ore. It is not improbable that in time the far seeing managers may establish blast furnaces and rolling mills among those iron hills, instead of transporting their ores to Pennsylvania and the iron back to New York for a market.

Still another work of the kind is about to be undertaken in the same range of mountains. A mine known as the "Forrest and Dean," and situated five miles from the Hudson river at Fort Montgomery, having recently passed into the hands of the Poughkeepsie Iron Company, its managers are taking steps for an immediate survey, and the construction of a railway thither. The mine is fully 600 feet above the river, with an uninterrupted descent, so that it is believed the loaded cars can descend all the way by their own gravity. At the landing trestle-work and shutes will be constructed so that the cars can discharge ore directly into the boats. The mine is unusually rich, and will probably yield 30,000 tons of ore annually, after the present year, out of which at least 12,000 tons of first-class iron can be made. The railroad is to be in operation early next year.

☞ The work of laying the track of the railroad between Princess Anne and Salisbury, Md., has been commenced.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st ult., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	556,200	9,933,300	5,537,200	166,100
1865	391,600	4,686,600	7,054,000	174,800
Dec.	164,600	5,246,700	Inc 1,516,800	In. 8,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,213,940 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August, in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, bbls	725,000	556,200	391,000
Wheat, bush	10,557,100	9,933,300	4,686,600
Corn, bush	14,685,100	5,537,200	7,054,000
Barley, bush	73,700	166,100	170,800
Oats, bush	5,099,200	4,979,200	5,341,400
Rye, bush	252,200	80,900	282,600
Malt, bush	.....	.....	355,300
Beef, bbls	9,870	5,400	7,190
Pork, bbls	227,000	54,700	14,350
Bacon, lbs	3,371,900	559,300	1,258,100
Butter, lbs	78,300	20,100	52,400
Lard, lbs	18,545,200	1,451,600	1,750,400
Cheese, lbs	368,100	49,100	2,842,800
Wool	58,400	233,600	341,900

Morris and Essex Railroad.

The earnings of this road for the years ending December 31, 1864, have been as follows:

From passengers		$401,684 58
" freight		158,994 19
" mails and sundries		10,085 25
		$570,764 03
Expenses viz:		
Repairs of road, bridge, buildings, etc.	$84,995 88	
Repairs of engines & cars	80,106 45	
Wood, oil and waste	88,003 17	
Operating the road and transporting passengers and freight	115,455 40	
Salaries and insurance	13,554 55	
Government tax on receipts and dividends	16,893 84	
		399,009 29
Net earnings		$171,754 74
Interest on debt	$37,506 08	
Less interest	1,541 41	
		35,964 67
Balance		$135,890 07

Two semi-annual dividends and one semi-annual interest dividend have been made during the year, payable in cash, and amounting to $121,440 12. The directors in their report say:

The construction of the road, from Hackettstown to Phillsburg, contracts for which had been made at the time of our last Annual Report, will, in the opinion of the Chief Engineer, be so far completed as to bring the same into use by the 1st of October next. Additional right of way has been purchased, and a second track laid from Bergen Tunnel to Roseville, thus making a complete double track from Hoboken to Roseville. With a view to the expected requirements of the business of the company, as soon as the whole line shall be completed and in operation, there have been purchased and added to the equipment sixteen first-class Locomotives, twelve Passenger-cars and fifty-eight Freight-cars. Contracts have also been entered into for the delivery, by October of twelve additional locomotives, four hundred eight-wheel coal-cars and ninety eight-wheel freight-cars. An agreement has been concluded with Mr. Edwin A. Stevens, for the purchase of two tracts of land adjoining the company's original purchase at Hoboken, and exceeding it in extent. A portion of these tracts fronts on the river. The settlement for this purchase is to be by a mortgage on the same property.

This addition to the depot facilities at Hoboken, together with the expected completion of the Phillipsburgh extension by next October, and the preparations that have been made in reference to locomotives and coal-cars, lead the Board confidently to expect, that the transportation of coal over the road will be commenced during the coming fall. Of course it will not be practicable at first to transact the full complement of business, for which the line will ultimately be capacitated. The present road east of Morristown was not constructed for such an extensive and heavy transportation as the coal business must become. Hence the Board have anxiously turned their attention to a more feasible outlet for this branch of their anticipated traffic.

A late supplement to the charter authorizes the construction of a branch road from Denville to Boonton; thence through the Great Notch in First Mountain; and thence to connect with some point of the main road, east of said mountain. A survey of this route has been made and adopted, and filed in the office of the Secretary of State.

The examinations have been conducted in the most thorough manner, and the survey made with the utmost care and attention by the Chief Engineer, and reviewed and approved by an engineer of the very highest qualifications. The Board of Directors, from a full and careful consideration of the subject, have been finally led to the conclusion, that the interests of the company will be promoted by constructing this branch. It is advisable that the construction of the section from Denville to Boonton should not be delayed; and that, before the expiration of another year, the other portions of the work be prosecuted under such arrangements as to insure its early completion.

In their last annual report the board stated, that it was proposed to issue three millions five hundred thousand dollars of bonds, to meet the financial requirements of the company, in view of the improvements which were contemplated. This amount of bonds, and also the mortgage on the company's works to secure the same, have been executed; and a portion of the bonds has been issued. The bonds are seven per cent. coupons, redeemable A. D., 1914. The proceeds of those which have been already issued have been expended on the works and in the purchase of iron and rolling-stock. The proceeds of the residue are to be used for completing the extension of the road, purchasing equipments, erecting works at Hoboken, and for other improvements, contemplated for making the road a first-class through route for coal and other transportation.

The mortgage provides for an additional issue of bonds to the amount of one million and a half of dollars, should the necessities of the company require it. This margin will enable the Company to construct the Denville Branch; so that, under any reasonably favorable condition of the monetary affairs of the country, the financial arrangements of the company are adequate to the completion of all their contemplated improvements, with a full equipment for successful operation.

During the year, the capital stock has been increased $1,884,150, and the funded debt $824,500; and the floating debt has been reduced $[illegible]55 879 84.

The net receipts exceed those of the previous year $68,108 88. This result may be regarded as more favorable than could be expected at this time, considering that a considerable portion of the capital has been recently invested for improvements from Hoboken to Hackettstown, in view of the increased business anticipated upon the completion of the road from Easton to New York. And, besides, the line has not yet been into use in a manner to obtain such adequate

turns as may be expected when the whole is completed. In other words, much of the capital has been expended in view of the contemplated business of the Phillipsburgh extension, and not with regard to the present business of the road. The greatly increased rate of expenses, of every kind, during the past year, must also be taken into consideration. The above statement, however, shows, that the local business alone sustains the present road; and may lead us to indulge in the anticipation of a very prosperous and remunerative business, when the entire line shall be completed.

The receipts for the first five months of the current year show an increase over the corresponding period of the year 1864, of $73,772 03.

The expenses show an increase greater than the increase of receipts, being for the same months, $88,685 85, a result which arises from the advance of compensation to all the employees of the company, and in the cost of iron, ties, wood, and every article required in operating the road. Taxes now constitute a large item of expenditure.

The equipment of the road consists of 24 locomotives; 43 passenger, 7 baggage, and 217 freight, etc., cars. Miles run by passenger trains, 189,650; by freight trains, 60,000; by gravel and wood trains, 20,350—total 270,000. Number of passengers carried 1,032,978.

The following statement shows the financial condition of the company, December 31st, 1864:

Capital stock	$3,041,950 00
Funded debt	1,164,500 00
Floating debt	31,200 00
Contingent fund	299,266 07
	$4,536,916 07
Cost of road and appendages	$4,057,275 97
Capital stock N. & B. R. R. Co.	55,000 00
Wood on hand, paid for	18,800 00
Cash and cash items	405,840 10
	$4,536,916 07

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1864 and 1865, have been as follows:

Receipts:	1864.	1865.
From Passengers	$130,261 64	$172,385 17
" Freights	165,593 28	240,975 67
" Mails	9,725 00	10,600 00
" Express	2,416 67	3,000 00
" Rents	852 48	1,219 50
	$308,850 07	$428,180 34
Expenses, viz:		
Maintenance of road	$38,980 94	$58,950 77
Motive power	38,081 39	83,664 73
Fuel	10,428 80	28,961 92
Oil and waste	3,258 27	4,306 59
Passenger department.	9,088 38	13,983 61
Freight department	15,417 41	19,498 67
Loss and damage	2,750 70	5,323 36
Repairs of buildings	5,928 39	5,051 70
Insurance	1,736 07	1,495 57
Miscellaneous expenses	15,749 83	22,453 18
	$441,420 18	$243,710 10
Net balance	$167,429 89	$184,470 24

The track and road-bed are in good condition, 17,968 sleepers have been laid, 146½ tons iron re-rolled, and 2,557 rails repaired during the past year.

The increased business of the road has required large outlay for rolling stock during the past year. Locomotive "Clyde," formerly used on the train, has been rebuilt and is now a first-class passenger engine, and a new freight engine recently completed. We have added to our rolling stock the past year, 8 box, 17 rack, and 2 baggage cars, besides thoroughly repairing and increasing the value of the cars on hand at the time of making up our last Report.

In order to keep up our equipments with the increase of business, and to do so economically, an addition to our machine shop at St. Johnsbury of some sixty feet has been erected, and a larger engine procured for motive power; additions have also been made to car houses.

The gross amount of earnings shows a satisfactory increase of business in freight and passengers over any previous year, but the expenses have increased in a greater proportion, owing to the unprecedented high prices of supplies and labor, leaving a net increase of $17,040 35 over the year previous.

During the year $64,000 has been paid for interest on Bonds and to Trustees of the Sinking Fund; also two dividends of three dollars each, per share, on the Preferred Stock, amounting to $95,503 68, including tax on same to government of $4,774 68—also $5,341 for interest on notes.

Two thousand two hundred and eighty-nine shares of old stock have been preferred, agreeably to a vote of the stockholders at the last annual meeting.

The inflated prices of all articles used in railway construction, have prevented any progress being made to give us a connection with Canadian roads, but we may reasonably hope that with a return to something near a specie basis and the prospect that the stock will be remunerative, that sufficient encouragement from capitalists and parties in interest will be given, to go forward and complete the enterprise.

The equipment of the road consists of: 9 locomotives, 8 passenger, 6 baggage and mail, 1 drovers', 110 box, 42 rack, 62 platform, 13 coal, 10 gravel, 26 hand, and 10 wood cars, valued at $170,765. Value of materials on hand, $98,131 13. Miles run by locomotives, 164,794. Passengers carried, 110,275; do. carried one mile, 3,650,854.

TRIAL BALANCE, *July* 15, 1865.

Construction	$2,880,277 39	
Wood lots	5,291 14	
Supt., materials, &c., on hand, including sundry accounts unsettled	129,205 34	
Agent for construction	5,044 21	
Agent for collections	3,204 39	
Team account	963 00	
Notes receivable	5,243 00	
Excise tax	241 23	
Cash	3,996 66	
	$3,033,466 36	
Preferred stock		1,514,300 00
Old stock		163,700 00
Special stock		1,600 00
Bonded debt		638,500 00
Preferred stock reserve		129,901 87
Extension		292,614 00
Notes payable		94,000 00
Partial pay'ts on acc't supscription		10,522 23
Coupons and interest uncalled for		2,766 00
Contingent		24,852 56
Reserve		64,000 00
Trustees of sinking fund		33,500 00
United States		2,390 47
Interest		3,619 64
Earnings		57,199 59
		$3,033,466 36

President.—HENRY KEYES.
Treasurer.—N. P. LOVERING.

☞ The Liverpool *Post* of 26th ult., says: Sir Morton Peto, Mr. James McHenry, Mr. Brassey, jr., and a party of friends leave by the Scotia, today for America. It is their intention to visit the oil wells and inspect the works for the International Bridge which is to connect the American and Canadian lines of railway. Sir Morton Peto has taken the contract for its construction."

☞ The Mississippi Central Railroad will be completed and in running order by the 1st of October.

Interest and Dividends.

The Chemung Railroad Company will pay on demand, at Treasurer's office, No. 9 Broad street, a quarterly dividend of two per cent. free of tax.

The Bay de Noquet and Marquette Railroad Company of Michigan announce a dividend of 3½ per cent., payable at the office of Jos. F. Greenough, 10 Railroad Exchange, Boston.

The Lykens Valley Railroad and Coal Company have declared a dividend of four and one-half per cent., free of Government tax, payable on the 12th instant..

Railroads in South Carolina.

A correspondent of the *Herald* writing from Hilton Head, S. C., August 25th, says that Hilton Head will soon lose its commercial importance, unless one of the several railroad schemes now under consideration, is carried out. There are two principal projects—one for a road from St. Helena, on the opposite side of the harbor, to connect with the Savannah and Charleston road, which would make Hilton Head a sort of suburb of the new city; and the other for a road from this island across Skull creek, and the Savannah and Charleston road, to the Georgia Central road. Both parties are laboring for the roads in which they are respectfully interested very earnestly. Joseph H. Sears, Esq., of the *New South*—one of the oldest and most prominent citizens—is one of the principal workers for the Hilton Head line, and is confident of success. It is estimated that $400,000 will be all the capital required and claimed; that investments will soon prove of almost unprecedented profit. Whether either road is built remains yet to be seen.

Freights and Tolls on Coal.

The freights and tolls on the Philadelphia and Reading railroad were increased 50 cents a ton on the 1st instant. The rates are now as follows:

	To Pt. Richmond.	Phila.
From Port Carbon	$3 08	$3 18
" Mount Carbon	3 07	3 17
" Schuylkill Haven	3 00	3 10
" Auburn	2 90	3 00
" Port Clinton	2 85	2 95

The tolls and freights by canal have been advanced 45 cents a ton—30 cents toll and 15 cents on freights—which would make freights and tolls as follows from Port Carbon:

Tolls from Port Carbon to Philadelphia	$1 63
Freights " " "	1 35
Freights " " New York	2 75

From Schuylkill Haven the tolls and freights are 8 cents a ton less than from Port Carbon, and 18 or 20 cents a ton less from Port Clinton.

Central Pacific Railroad.

A dispatch from San Francisco dated August 29th, says: "The Central Pacific Railroad Company has purchased a controlling interest in the Valley Railroad, extending from Sacramento City to Folsom, thereby securing the central route between Sacramento and Washoe, *via* Placerville, and retaining also possession of their original route to Washoe *via* Dutch Flat. This has been followed by the consolidation of the two stage companies hitherto using both routes over the mountains, and their concentration on the Dutch Flat route. This movement greatly strengthens the Pacific Railroad Company by destroying all opposition, enabling it to charge much higher rates for passage and freight, as will make the completed portion of their road pay handsomely."

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.		When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds, Central Pacific R. R. Co	6 per cent.		$1,258,000 00	Payable after Jan. 16, 1895	$75,480 00	Jan. 16 and July 16.
July 11 1862	Temporary loan	4 per cent.		618,127 98	Ten days' notice after thirty days.	24,725 11	
July 11, 1862	Temporary loan	5 per cent.		35,429,397 65	Ten days' notice after thirty days.	1,771,469 88	
July 11, 1862	Temporary loan	6 per cent.		71,101,187 53	Ten days' notice after thirty days.	4,266,071 25	
March 1, 1862	Certificates of indebtedness	6 per cent.		85,093,000 00	One year from date	5,105,580 00	One year from date.
March 3, 1863	One and two years' notes	5 per cent.	$211,000,000 00				One year from date.
Less withdrawn and destroyed or ready to be destroyed			177,045,770 00				
				33,954,230 00		1,697,711 50	
March 3, 1863	3 years' compound interest notes	6 per cent.	15,000,000 00				
June 30, 1864	3 years' compound interest notes	6 per cent.	202,024,160 00				
				217,024,160 00	Three years from date		At maturity
June 30, 1864	3 years' Treasury notes	7 3-10	234,400,000 00				
March 3, 1865	3 years' Treasury notes	7 3-10	65,600,000 00				
				300,000,000 00	Three years from date	21,900,000 00	Aug. 15 and Feb. 15.
March 3, 1865	3 years' Treasury notes	7 3-10		300,000,000 00	Three years from date	21,900,000 00	June 15 and Dec. 15.
March 3, 1865	3 years' Treasury notes	7 3-10		230,000,000 00	Three years from date	16,790,000 00	July 15 and Jan 15.
Aggregate of debt bearing lawful money interest				$1,274,478,103 16	Aggregate lawful money interest	$73,531,037 74	

DEBT BEARING INTEREST IN COIN.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When redeemable or Payable.	Interest.	When Payable.
January 28, 1847	Bonds	6 per cent.	$9,415,250 00	Payable after Dec. 31, 1867	$564,915 00	Jan. and July.
March 31, 1848	Bonds	6 per cent.	8,908,341 80	Payable after 20 years from July 1, 1848.	534,500 00	Jan. and July.
June 14, 1858	Bonds	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859.	1,000,000 00	Jan. and July.
June 22, 1860	Bonds	5 per cent.	7,022,000 00	Payable after 10 years from Jan. 1, 1861.	351,100 00	Jan. and July.
February 8, 1861	Bonds	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880	1,104,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	3,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds exchanged for 7 3-10	6 per cent.	139,194,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,351,540 00	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862	30,886,830 00	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per cent.	91,789,000 00	Redeemable after 5 and payable 20 years from November 1, 1864	5,507,340 00	May and Nov.
March 3, 1864	Bonds, 10 40s	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864	8,638,505 00	Mar. and Sept.
March 2, 1861	Bonds, Oregon War	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861	60,960 00	Jan. and July.
March 3, 1863	Bonds	6 per cent.	75,000,000 00	Payable after June 30, 1881	4,500,000 00	Jan. and July.
Aggregate of debt bearing coin interest			$1,108,310,191 80	Coin interest	$64,500,590 50	

The following is the detailed official statement of the public debt, just issued by Hon. HUGH McCULLOCH, Secretary of the Treasury:

The National Debt.

plimentary terms to the services of E. C. Delavan, E. P. Prentice and Richard Franchot, the former Presidents of the company, and the great labor and sacrifices of several of the Directors and other friends of the enterprise in securing its success thus far, and that he hoped before many months to congratulate them upon the final completion of the road to Binghamton.

Albany and Susquehanna Railroad.

By the recent extension of this road its whole traversable length is now 82 miles, leaving 58 to be finished. The part opened is that between Cobleskill and Oneonta, running through Schoharie and Otsego Counties, and a beautiful, productive and picturesque country. On Tuesday, 29th ult., the opening to Oneonta was duly celebrated. A fine train of new cars started from Albany well filled with persons of note; among whom were the principal State officers. At all the principal stations the party was received with due honor, and at the last mentioned place a sumptuous collation was provided, at which appropriate addresses were made. The following were the remarks of Mr. Ramsey, the President, under whose direction the road has been constructed:

In reaching Oneonta it might truthfully be said we had penetrated the "Sequestered Region." Nearly 82 of the 140 miles between, are now completed and in operation through a portion of Albany, Schenectady, Schoharie and Otsego counties. Thirty-seven miles of the track has been laid from Cobleskill to this place since the first of May last. Most of the grading has been done for the next twenty miles to Unadilla, to which point we hope to extend the track by winter. Considerable work has been done beyond that, with the "right of way" secured the entire distance to Binghamton. There is no place of more interest to the enterprise than Oneonta. It was here the first meeting was held that has resulted, thus far at least, in opening this secluded section, and placing it upon a level, to a considerable extent, with other and more favored portions of the State. It was here, in the spring of 1851, that E. C. Delavan and Robert H. Pruyn, of Albany, with Charles Courter and John Westover, of Schoharie, George W. Chase, Jared Goodyear, E. R. Ford, A. B. Watson, of Otsego, and other enterprising citizens, met and formed a nucleus of what has since been known as the Albany and Susquehanna Railroad Company.

Enterprises of this character usually have their trials and vicissitudes; but this seems to have had more than its full share. No one can estimate the labor and toil that had to be gone through with in carrying it forward, except those who have participated in it. In the first place over one million dollars, individual subscriptions to the stock, were obtained in comparatively small amounts; of which, be it said to her credit, Otsego county contributed more, in proportion, than any other part of the line. After this, Albany came forward nobly, and, in addition to a liberal stock subscription, proposed to loan the company one million of her bonds, upon substantially the same terms she had before that made a loan to the Boston road; with this basis, and the bonds of the company, it was supposed, as other roads had before then been constructed, the road could be built. The work was accordingly let and commenced in the fall of 1853. It was continued up to the spring of 1854, when the revulsion came which not only suspended the further prosecution of this work, but almost every other in progress in the country; then came the reaction and the question was settled; the road could not be built without an increase of the stock basis.

It was, at this crisis, determined to increase the stock by town subscriptions. An act of the Legislature was obtained authorizing it, under which about one million was added to the stock, including the Binghamton subscription of fifty thousand. Work was again resumed in the fall of 1858, and has been continued up to the present time.

Mr. Ramsey then referred to the several applications for State aid, and the four several bills passed by the Legislature for that purpose, which were vetoed by Gov. Morgan—to the fifth and last bill passed granting State aid to the enterprise, which, to his honor be it said, received the signature of Gov. Seymour. He referred in com-

DEBTS WHICH INTEREST HAS CEASED.

Authorizing Acts.	Character of Issues.	Amount Outstanding.
Sept. 9, 50.	B'ds, Texas Indemn'y	$339,000 00
July 17, 61.	Notes, three years...	334,450 00
April 15, 42	Bonds	208,808 45
Prior to 57.	Treasury notes	104,511 64
Dec. 23, 57.	Treasury notes	8,800 00
Dec. 17, 60.	Treasury notes	600 00
Mar. 2, 61.	Treasury notes	5,650 00
July 11, 62.	Tempor'y loan coin.	1,200 00
Ag. of debt on which int. has ceased.		$1,503,020 09

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. notes	$60,000,000 00
Less amount withdrawn	59,597,032 00
Amount outstanding	402,968 00
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. notes	399,597,032 00
Total	$400,000,000 00
Issued in redemption of temporary loan, U. S. notes	49,300,202 00
Less amount withdrawn	16,139,633 00
Balance	$33,160,569 00
July 17, 1862, fractional currency	9,369,408 66
Mar. 3, 1863, fractional currency.	16,975,333 85
Total fractional	26,344,742 51
Total	$459,505,311 51
Suspended requisitions	2,111,000 00
Total	$461,616,311 51
Amount in Treasury, coin	45,435,771 14
Amount in Treasury, currency...	42,782,283 99
Total	$88,218,055 13
Aggregate of debt not bearing int.	$373,398,256 38

RECAPITULATION.

	Amt. Outstanding.	Interest.
Debt bearing interest in coin.	$1,108,310,191 80	$64,500,590 50
Debt bearing interest in lawful money ..	1,274,478,103 16	73,531,037 74
Debt on which int. has ceas'd	1,503,020 09	.....
Debt bearing no interest	373,398,256 38	.....
Total	$2,757,689,571 43	$138,031,028 24

LEGAL TENDER NOTES IN CIRCULATION.

One and two year 5 per cent. notes.	$33,954,230
United States notes, old issue	402,968
United States notes, new issue	432,757,601
Compound int. notes, Act of March 3, 1863	15,000,000
Compound int. notes, Act of June 30, 1864.	202,024,160
Total	$684,138,959

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 31st of August, 1865.

HUGH McCULLOCH,
Secretary of the Treasury.

☞ The Board of Public Works of Chicago has let the contract of building a tunnel under the river at Washington street, in that city, and the work will be commenced forthwith. The tunnel is to be 1,450 feet long. The estimated cost is $200,000.

☞ The passage of a boat through the Suez Canal and the alleged opening of the canal prove to be a very small affair. It is asserted that, so far from being open, the canal will not be open for three years at least, and the question will then arise how it can be made available for large ships.

California and Columbia River R. R. Co.

We received some time since from a gentleman of high standing in Oregon, a letter on the subject of the California and Columbia River Railroad, and a map showing the route. As we take a deep interest in all such works of internal improvement, and wish great success to their promoters, we give an abstract of the statements contained in that communication, remarking that the project seeks support in the Eastern States, and the personal assistance especially, of our enterprising capitalists in this city.

The Oregon Railroads are as yet in their infancy, none having been actually undertaken through any portion of the State. The company whose title is at the head of this notice, was organized about a year and a half ago for the purpose of presenting its claims to Congress in connection with a similar enterprise in California, the effect of which would be to extend the Pacific Railroad northward through Oregon to the Columbia River and Puget Sound. Col. Barry has fully surveyed the route and made a full report on the subject, of which we gave an abstract some months ago. The line on the map shows a connection with California at the Siskeyou mountains, and runs north parallel to the coast through the 9th standard into the 3d, to Eugene City, and from thence North in nearly a straight line to (at or near) St. Helens on the Columbia, a short distance from its mouth which is its contemplated terminus. Portland, recently described so glowingly by Mr. Colfax, enjoys the present trade of the Willamette Valley. This town is situated on a narrow river bottom on the Willamette River, about 12 miles from the Columbia River, and 115 from its mouth, containing about 4,000 inhabitants. The navigation is much impeded by the sand bars in the summer and by ice in winter, and the navigation is only adapted to vessels of light draught. Those of more capacity have to lighten 12 miles from the Columbia, and employ small steamers and sailing craft, which causes an expense of about $6,000 per month, and the damage to freight is also found to be considerable under these circumstances. It is also said that the work of the mines on the streams emptying into the Columbia is forming a serious obstruction to the navigation, particularly at the mouth of the Willamette. Besides this continually increasing bar, others quite as serious exist, and vessels have sometimes to entirely discharge their cargoes to get afloat. Portland is also surrounded by mountains, and has no back country to support it. At present it is sustained chiefly through the business of the farmers of Willamette Valley, who have to haul their produce and supplies over distances of 20 to 115 miles; and Portland being their shortest distance, they have been compelled to traffic there. But now the question is whether the old wagon route or a railway shall prevail; and the farmers, escaping the charges for lighterage, shall also escape monopolies and enjoy the fruits of their industry. The terminus of this railroad, if it be at Portland, it is contended, will not aid them in this particular; and in consequence two schemes are being agitated, one to make Portland the terminus of the Willamette Valley road, and the other St. Helens further down, thus avoiding all the present obstructions, and being accessible to ocean steamers. This last mentioned plan is being agitated to procure a connection with the line connecting California and Oregon.

Neither will, however, be probably attempted for some time to come without assistance; and will be compelled to seek the aid of Eastern capital. The writer of the communication disavows all personal interest in the matter, but prefers the route of the Columbia and Willamette Valley Railroad from Eugene to St. Helens, for which object an organization has already taken place which has made considerable progress. Its assets are subscriptions by the farmers principally, about $500,000, payable in 2 or 3 years, half a dozen good town sites, including the one on Columbia river of the value of $1,000,000, and 500,000 acres of valuable and productive land, worth even now $1 per acre, to be trebled in value by the making of the road. A transportation company on the Columbia River is expected to add to these resources a million more. It is argued then with much force, that in the hands of a good company and proper management, the road should be able to borrow on its bonds bearing interest in gold all it needs. The road will be only 130 miles in length, and will cost when completed about $4,500,000. Upon this statement the enterprise appears to be not only a paying one, but likely to prove very valuable, and as such we commend it to the notice of those enterprising men who look for investments of this kind.

The map and statements are at their service.

Winona and St. Peter Railroad.

We are enabled to state, on what may be considered reliable authority, that the iron necessary to compete the Winona and St. Peter Railroad from Rochester to Mantorville has been purchased, and that orders have been received here from the President of the company in New York, to commence track laying beyond Rochester at the earliest practicable moment after the arrival of the iron, which is now on the way to this place.

The extension of the road to Mantorville, distant from Winona about 68 miles, will open a home market to large portions of the fertile counties of Dodge, Waseca, Steele, Goodhue, Rice, Freeborn, and even Blue Earth, such as they have never had hitherto, and will consequently lighten the labor of their inhabitants as well as add to their wealth.

The road, we may reasonably expect, will be completed to the point named by the 1st of November, if not before. This will be in time for the greater portion of this year's crops, which are extraordinarily heavy and of the best quality.—*Winona Republican.*

Winchester and Potomac Railroad.

The Government is still running this road from Harper's Ferry to Stephenson's Depot, in a greatly improved condition over former times, having renewed the track with heavy rails in place of the flat ones. There is a probability that the road will eventually go into the hands of the Baltimore and Ohio Railroad Company, and will be continued to Winchester, its former terminus, and perhaps extended to Strasburg.

☞ The Seaboard and Roanoke Railroad, extending from Portsmouth, Va., to Weldon, N. C., 80 miles, will be in running order in a few days. A large gang of workmen is employed putting the road in order, and all the needed rolling stock is on hand.

☞ The dummy engine experiment has now been tried a year in Chicago, and is pronounced successful.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	10c
Acton Vale....Ca	50,000	5	----	5c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	----
Algomah .... "	20,000	----	2½	----
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	3
American ....Ca.	200,000	2½	----	5½
Amygdaloid ....L. S.	20,000	----	----	25
Annapolis ....Md.	50,000	10	----	----
Arizona ....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	4½
Aztec "	20,000	----	1	4
Balt. and N. C....N. C.	20,000	5	----	35c
Bare Hill "	----	----	----	215c
Bay State....L. S.	20,000	----	3½	12½
Beaver "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	50c
Black River "	200,000	2½	----	10c
Bohemian....L. S.	20,000	----	----	10½
Bolton ....Ca.	200,000	5	----	1½
Boston ....L. S.	20,000	----	----	1½
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca.	100,000	5	2	----
Cabot ....L. S.	20,000	----	----	----
Caledonia "	20,000	----	----	6
Cambridge "	20,000	----	----	20c
Canada ....Vt.	100,000	4	5	80c
Carp Lake....L. S.	20,000	----	----	1½
Cascade "	20,000	----	----	----
Central "	20,000	----	----	40
Champlain ....Ca.	200,000	1½	----	15c
Chatham "	200,000	2	----	----
Chaudiere "	100,000	1	----	50c
Chester "	200,000	1	----	12c
Cheticamp "	30,000	5	----	1½
Chippewa ....L. S.	20,000	----	----	----
Cleveland....Ca	100,000	5	----	----
Cliff....L. S	20,000	----	----	----
Clifton "	20,000	----	----	1
Collin "	20,000	----	¼	----
Columbian "	20,000	----	4½	9
Consolidated "	20,000	----	5	5c
Copper Falls "	20,000	----	24½	23½
Copper Harbor "	20,000	----	1	----
Copper Hill "	200,000	1	----	210c
Copperas Hill "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	25c
Dacotah....L. S	20,000	----	----	5
Dana "	20,000	----	3½	1½
Deep River....N. C.	----	5	----	10c
Delaware ....L. S.	20,000	----	----	15
Derby "	20,000	----	----	1½
Devon "	20,000	----	1	4½
Dorchester "	20,000	----	6	7
Douglas "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	3½
Dudley ....L. S.	20,000	----	¼	75c
Dunham....Ca.	200,000	2	----	25c
Durham "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex ....L. S.	200,000	----	----	20c
Etna ....L. S.	20,000	----	----	12½
Eureka "	20,000	----	----	----
Everett "	20,000	----	----	5*
Evergreen Bluff "	20,000	----	----	12
Flint Steel "	20,000	----	----	13
Forest City "	20,000	----	3	1
Forest Shepherd "	20,000	----	6	11c
Franklin ....L. S.	20,000	----	6½	37½
French Creek....Pa.	100,000	5	----	60c
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill "	20,000	----	5	85c
Girard "	20,000	----	----	6
Glade "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Globe ....L. S.	20,000	----	1	----
Grand Portage "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	60c
Great Western....L. S.	20,000	----	2	75c
Green Mountain....Vt.	20,000	10	----	4½
Guilford ....L. S.	20,000	----	5	50c
Hamilton "	20,000	----	----	1
Hancock "	20,000	----	6½	9½
Hanover "	20,000	----	1	1
Hartford "	20,000	25	12½	----
Hazzard "	20,000	----	----	----
Highland "	20,000	----	7	5½
Hilton "	20,000	----	----	1½
Hope "	20,000	----	¼	1½
Hudson "	20,000	----	----	2
Hulbert "	20,000	----	----	2
Humboldt "	20,000	----	2	2½
Hungarian "	20,000	----	1	1½
Huron "	20,000	----	16	41
Indiana "	20,000	----	----	6
Inverness "	200,000	2½	----	----
Isle Haute "	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw "	20,000	----	----	4
Kickapoo "	20,000	----	1	----
King Phillip "	20,000	----	2	----
Knowlton "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	50c
Logan "	100,000	3	----	2½
Lyster "	200,000	2	----	----
Madison....L. S.	20,000	----	1	2
Malden "	20,000	----	1	----
Mandan "	20,000	----	2½	45c
Manhattan "	20,000	----	2½	3
Marquette "	20,000	----	----	3½
Maryland ....Md.	----	5	----	60c
Mass ....L. S.	20,000	----	----	----
Massachusetts "	20,000	----	----	4
Mendota "	20,000	----	----	4
Merrimac "	20,000	----	----	----
Meteor "	20,000	----	----	----
Mesnard "	20,000	----	5½	2½
Michigan "	20,000	----	----	----
Middlesex "	20,000	----	----	----
Mineral Hill "	----	----	----	195c
Minnesota....L. S.	20,000	----	3½	10
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua "	20,000	----	----	----
National "	20,000	----	5½	21
Native "	20,000	----	3	1
Naumkeag "	20,000	----	1	3
Nelson....Ca.	200,000	1	----	10c
Nequaket....L. S.	20,000	----	1	2
Nevada (Silver) "	20,000	----	----	----
New England "	20,000	----	2	75c
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	½
N. Y. & Passaic....N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	1
North Silver Lake "	20,000	----	----	----
North State "	20,000	----	3	25c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich "	20,000	----	----	4
Ogima "	20,000	----	----	5½
Ontonagon "	20,000	----	----	2
Ottawa ....Ca.	200,000	1	----	23c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania "	20,000	25	2½	10
Petherick "	20,000	----	2½	5
Pewabic "	20,000	----	3½	36
Phila. & Boston "	20,000	----	15	2
Phœnix "	20,000	----	----	12½
Pittsburg & Boston "	20,000	----	5½	52
Pontiac "	20,000	----	3½	1½
Prince of Wales ....Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	½
Quincy "	20,000	----	10	56½
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	7½
Richford "	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland "	20,000	----	5	3½
Roscoe ....Ca.	200,000	1	----	----
Rudisell "	----	----	----	75c
St. Clair ....L. S.	20,000	----	3	3
St. Flavien ....Ca.	100,000	5	----	----
St. Francis "	100,000	5	----	----
St. Mary's (L. & M.)L. S.	20,000	----	8½	1½
Salem "	20,000	----	1	----
Sharon Consol "	20,000	----	----	3
Sheldon "	20,000	----	----	16
Silver Creek "	20,000	----	1	----
Silver Hill "	20,000	----	----	30c
Silver Lake "	20,000	----	----	----
Silver Valley "	20,000	----	----	10c
Southampton....Ca.	100,000	5	----	----
South Bedford "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	1½
Springfield....Md.	----	5	----	105c
Stadecona ....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	7½	3
Stark ....Vt.	100,000	2	----	----
Strafford "	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	3½
Sussex "	20,000	----	----	----
Sutton....Ca.	100,000	5	----	85
Toltec....L. S.	20,000	----	20	2
Tremont "	20,000	----	5*	1½
Union (L. & M.) "	20,000	----	----	----
Vernon "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan "	20,000	----	----	----
Washington "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	15c
Wankegan....L. S.	20,000	----	----	----
West Minnesota "	20,000	----	2½	1
Wickham ....Ca.	200,000	5	----	20c
Wickopee "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	1½
Wyandotte "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	----	1½
East River "	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood "	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts "	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	2
Tyson "	20,000	10	----	6½
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	----	8½
Bucks County ....Pa.	----	----	----	¼
Canada ....Ca.	50,000	5	----	2½
Clute "	----	----	----	¼
Crystal Lake "	----	----	----	----
Erie "	----	----	----	21
Gay's River "	100,000	2	----	----
Hampton "	100,000	5	----	----
Keystone....Pa.	----	----	----	1½
Lancaster "	----	----	----	----
Macomb....N. Y.	100,000	5	----	2½
Mineral Point "	100,000	5	----	¼
Mount Hope....N. Y.	80,000	5	2½	----
National "	200,000	1	----	----
New Jersey....N. J.	12,000	100	----	110
N. Y. & Boston....N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	½
Ramsay ....Ca.	20,000	25	----	----
Rossie "	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	40c
Union "	100,000	5	----	57c
Wallkill ....N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ....Pa.	37,500	25	----	65
Ashburton "	50,000	50	----	10
Atlantic & G. C. ...Md.	----	----	----	90c
Baltimore "	----	100	----	2
Bear Valley "	40,000	12½	----	16
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont "	10,000	50	----	5½
Big Mountain ....Pa.	----	----	----	5
Blackhall ....N. S.	8,000	25	----	----
Boston & Picton "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain "	30,000	10	----	----
Butler "	----	----	----	8½
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	3
Central "	----	----	----	54
Clinton "	----	----	----	½
Coal Brook "	4,000	50	----	----
Continental "	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	43½
Daniel Webster "	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart "	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	21
Fulton "	60,000	5	----	6
Gilbertson "	5,000	100	----	41
George's Creek....Pa.	10,000	----	----	102½
Grand Tunnel "	4,000	100	----	50
Green Mountain....Pa.	----	----	----	3½
Hampton & Balt...Md.	----	----	----	91
Hazleton ....Pa.	32,300	50	----	55
Henry Clay "	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain "	----	----	----	40
Lorberry "	4,000	100	----	11
Macan "	2,000	100	----	----
Mahanoy "	1,000	20	----	----
Metropolitan "	----	100	----	----
Middle Coal Fields "	----	----	----	10½
Milford "	2,500	10	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave "	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1½
North. & Luzerne "	----	----	----	----
Penn. "	100,000	50	----	160
Penn. Cannel "	6,000	50	----	----
Picton "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood "	4,000	100	----	----
Potomac ....Md.	40,000	10	----	3½
Powell "	----	----	----	----
Preston "	----	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway "	----	----	----	----
St. Clair ....Pa.	5,000	100	----	18½
Schuylkill Valley "	20,000	10	----	7
Shawmut "	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	22
Stafford "	----	----	----	----
Suffolk "	4,000	100	----	93
Sugar Loaf ....Pa.	----	----	----	----
Summit "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua "	----	----	----	----
Vandermark "	20,000	50	----	----
Wyoming Valley....Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	1	----	----
Albion (G.) "	100,000	3	----	¼
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) "	100,000	5	----	----
American "	200,000	2	----	----
Am. & Mex. (S.)-N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver) "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	60,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.)....N. S.	200,000	2	----	----
Benton (G.)....Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) "	10,000	50	----	105
Briggs (G.) "	10,000	100	----	----
Bullion (G.) "	200,000	25	----	----
Burroughs (G.) "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	50c
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	90c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	1
Consol. Greg'y (G.)Col.	50,000	100	----	2
Copalinshe (G.) "	200,000	20	----	----
Corisannie (G.) "	100,000	10	----	6
Corydon (G.) "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12	15
Dorset (G.) "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.) "	----	----	----	----
Empress (S.) "	----	----	----	----
Eureka (G.) ....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.) "	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	----
Gilpin (G.) ....Col.	100,000	5	----	----
Gold "	100,000	5	----	3½
Gold Field "	50,000	10	----	----
Gold Hill "	50,000	10	----	----
Gold River "	100,000	3	----	----
Gould & Curry (G. & S.)N.	----	----	----	----
Gunnell (G.)....Col.	300,000	10	----	1½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	10	10
Hope (G.) "	80,000	5	----	55c
Isaac's Harbor (G.)N. S.	100,000	----	----	----
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.)....Cal.	100,000	100	----	12½
Massachusetts (G.)..Ca.	20,000	5	----	50
Mex. Pac. (G. & S.)Mex	100,000	100	----	----
Montague (G.) ....N. S.	100,000	10	----	----
Montana (G.) ....Col.	100,000	5	----	1½
Montezuma (G. & S.) "	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) "	100,000	10	----	----
N. Y. & N. S. (G.)N. S.	100,000	5	----	10c
Nova Scotia (S.) "	100,000	2	----	2½
Oldham (G.) "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.) "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (G.)...L. Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.) ....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col	40,000	25	----	5
Quicksilver ....Cal.	40,000	25	----	50
Renfrew (G.) ....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10
Sacramento (S.)....Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100	50	5	----
Star (G.) ....Col.	100	50	25	----
Stewart (G.) ....Ca.	100,000	5	4	----
Tascher (G.) "	50,000	10	----	----
Victoria (G.) "	100,000	2	----	----
Waverly (G.) "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.50	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	——	41
30 Nov. '64	4.52	——	179	28	——	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	——	55
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	——	94½
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	——	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoll'n)		6	——	46
30 Nov. '64	2.80	——	26	6	——	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	——	——
30 Nov. '64	11.75	——	200	31	——	Lynn and Boston	254,611	200,000	50,000	18,166	129,927	12,197	8	——	85
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66,222	20,807	——	——	——	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)		50	25	——
30 Nov. '64	31.85	——	841	140	——	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	——	49
30 Nov. '64	6.84	——	263	41	——	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	——	3	——	62
30 Nov. '64	5.69	——	75	9	——	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	——	——
30 Nov. '64	6.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	——	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	——	26
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	——	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)	——	——	——	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	——	——
30 Nov. '64	——	——	411	63	——	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	——	——
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	——	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	——	——
30 Nov. '64	11.60	——	59	8	——	Worcester	96,657	75,800	——	53,068	25,453	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '64	10.76	——	——	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	48
30 Sep. '64	24.00	——	——	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	——	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	——	55
30 Sep. '64	11.75	4.00	——	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	——	——
30 Sep. '64	0.09	0.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	——	——
30 Sep. '64	——	18.00	——	——	—	Brooklyn City & Rockaway	—	—	12,000	——	700	——	——	——	——
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	——	——	——	——	——
30 Sep. '64	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	23.00	——	——	—	Canarsie, B'klyn & Winfi'd	33,509	15,000	18,500	——	——	——	——	——	——
30 Sep. '64	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	——	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	——	327,713	30,493	——	100	69
30 Sep. '64	17.25	——	——	52	—	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	——	——
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
30 Sep. '64	18.50	1.00	——	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	——	——
30 Sep. '64	12.00	1.00	——	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	176,056	22,293	——	——	——
30 Sep. '64	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	8	——	——
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g	——	——	——	——	——	——	——	——	——
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	——	——
30 Sep. '64	——	——	——	——	—	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '64	7.50	3.40	——	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	——	——
30 Sep. '64	16.00	——	——	——	——	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	60
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	125
30 Sep. '64	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	17.50	——	——	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	——	——	——	leased.	——	——	——	——
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	——	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	——	——
30 Sep. '64	——	12.00	——	——	—	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	——	——
						NEW JERSEY.									
Dec. '62	5.52	——	——	7	—	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
Dec. '62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	2,956	3	——	——
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	——
31 Dec. '62	5.50	——	——	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	49½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	——	——
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	833	6,876	1,473	——	——	——
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	——	20
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	——	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	——	26
31 Oct. '64	8.73	——	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166,776	51,494	20	——	30
31 Oct. '64	11.00	——	——	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	——	17½
31 Oct. '64	——	——	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	——	16
31 Oct. '64	11.17	——	——	——	——	North Philadelphia	——	——	——	——	——	——	——	——	——
31 Oct. '64	12.00	——	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	——	——
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	——	——
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,006	——	——	——
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	——	——
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	——	10
31 Oct. '64	5.20	——	——	——	——	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	——	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	——	13
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	75
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41,269	9,418	5	——	9
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gr. & F.)	175,610	159,312	15,500	——	79,670	21,297	6	——	23
31 Oct. '64	7.65	1.51	201	35	8	10th & 11th st. (Citizens')	176,049	192,750	——	——	162,367	51,179	20	20	45½
31 Oct. '64	5.25	——	125	17	6	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	——	20
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	——	65
						MARYLAND.									
31 Dec. '62	21.00	004	345	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	19½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	——
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	——
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	——
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	——	——	——
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	——
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1875	——
Real Estate	134,500	7	J. & J.	——	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	——
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	——	——
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	——
Hoboken and Wechawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	——	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	——	——	——
Middlesex:					
1st Mortgage	31,000	--	——	——	——
Malden & Melrose bonds	51,762	--	——	——	——
Real Estate	4,000	--	——	——	——
Ninth Avenue:					
1st Mortgage	67,000	7	——	——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	——
" O. & Newark	100,000	7	J. & J.	1890	——
2d Mortgage "	100,000	7	J. & J.	1892	——
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	——
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	——
Quincy:					
Plain bonds	50,000	--	M. & S.	1888	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	——	——
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	——
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	——
Real Estate bonds	180,000	--	——	——	——
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	——
Utica City:					——
1st Mortgage	65,500	7	——	——	——
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Aug. 31, 1865	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	839,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,194,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	91
" " " ..... coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ..... registered	91,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	105½
Treasury Notes of July 17, 1861 ..... coupon	334,450	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	85,093	6	At maturity.	.....	99½
One & Two Year Treas'y Notes (legal tender)	33,564,230	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	202,024,160	6	"	1867	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	26,344,742				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116½
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	96
" — " " " ..... "	1,000,000	6		1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'83-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	95½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	87
" — " " special stock "	1,216,787	5	" "	.....	----
— " Deferred stock ..... "	1,243,000	5	" "	.....	----
— " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1865	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	98
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	62½
— " (R. R. etc.) ... "	3,902,000	6	.....	'67-'90	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	93½
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
— " (st'k'g conv.) ...	200,376	5		1865	----
" — " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" — " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,350	6	" "	'88-'90	----
" — " " (" "). dollar	418,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	125½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ")] "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	105½
" — " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1886	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	71
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	72
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'94-'96	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " Comptroller's b'nds	700,000	7	" "	1870	112
" " — " " " " "	25,668	5	.....	d'm'd	----
" " — " " " " "	11,050	5½	.....	d'm'd.	----
" " — " " " " "	14,230	6	.....	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'66-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1866	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	100,000	6	" "	1867	----
" " — " " " "	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	'64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	74
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (") ..... "	1,015,000	5	" "	1865	95
" — " " (") ..... "	579,586	6	" "	1868	----
" — " " (") ..... "	2,163,532	6	" "	1870	100
" — " " (") ..... "	1,600,000	6	" "	1875	98½
" — " " (") ..... "	4,095,309	6	" "	1881	95½
" — " " (") ..... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	90½
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1862	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,768,214	5	" "	1870	90½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	90
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'66-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	18	
" — " " (interm. impr.) "	2,063,606	5	.....	V	
" — " " (railroads) ... "	12,799,000	6	.....		
" — " " (capitol) ..... "	608,000	5	.....		
" — " " (Hermitage) .. "	48,000	6	.....		
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'6	
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62	
" — " " (" ") ..... "	751,000	6	Jan. & July	18	
Virginia—Inscribed certificates (civil)	404,000	5	Various.	V	
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'82	
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'65	
" — " " (sterling) ..... "	1,866,000	5	" "	1	
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67	
" — " " (war) ..... "	200,000	6	Jan. & July.	1	
" — " " (domestic) ... "	100,000	6	" "		
" — " " (") ... "	1,100,000	6	" "		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	126,897	141,174	122,487	104,254	80,286	1,088,404
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,539	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,984	152,301	145,542	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,806	252,015	2,770,484
1865	261,908	252,583	288,159	283,149	312,316	343,985	315,944	391,574	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,829	92,872	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,361,050
1862	120,776	90,607	75,676	76,459	102,333	138,374	119,947	117,086	146,208	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	524,565	536,617	321,037	3,086,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,221	221,709	240,051	230,209	259,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	519,306	655,364	708,714	705,496	645,943	5,898,072
1865	535,676	481,165	506,290	467,710	568,904	727,193	688,172	743,359	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,229	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,529	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,207	143,836	185,990	1,579,509
1864	164,058	176,105	208,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	516,948	719,854	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	907,906	963,559	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,221	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,642
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,226,528	1,152,803	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	202,083	1,903,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	189,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 806	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,627
1862	307,380	281,568	308,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	434,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,758	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,789	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,435	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,286	661,391	657,141	605,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	69,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,509	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,569	122,272	61,535	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,485	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	223,402	134,972	2,093,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,568	178,778	235,690	276,181	231,266	189,077	2,189,077
1862	163,152	153,729	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	215 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	306,361	413 322	366,245	353,194	402,122	309,083	424,206	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	140,550	133,620	123,377	144,982	236,548	307,333	242,089	209,134	2,124,214
1862	230,159	160,653	151,902	175,696	186,039	174,002	172,189	216,624	295,966	322,389	307,474	258,634	2,655,707
1863	242,073	245,858	226,432	238,495	230,453	206,221	193,328	215,449	308,168	375,488	339,794	366,186	3,188,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,509	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	888,995	811,458	735,736	523,047	7,154,632
1861	489,065	420,793	627,051	669,688	677,073	558,743	523,138	581,076	696,175	827,006	802,980	872,985	7,996,783
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	958,228	1,002,766	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,597	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	581,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	254,622	283,646	288,619	245,977	2,725,596
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,950	321,208	349,032	3,315,561
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,529
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,320	4,088,837
1863	335,685	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	826,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,088	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,509	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	560,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,26	63,831	88,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,510	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	925 755
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,586	92,574	1,172,100
1862	82,235	47,142	66,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,821	91,971	103,056	132,111	134,272	152,585	155,554	116,379	120,595	151,062	134,563	111,330	1,436,795
1864	79,735	95,843	132,596	123,987	127,010	154,318	139,628	244,114	213,840	221,570	220,209	265,154	2,000,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1865	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	893,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1876	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'76	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	5,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	101
" " " 1850	700,000	6	Jan. & July.	"	1880	99
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1886	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Real Estate bonds	47,550	---	----	----	1866	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1667	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	----
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1665	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	500,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'75-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	65,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,880	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1870	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	95½
1st Mortgage prof. S. F.	554,000	7	April & Oct.	" "	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	87
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " ")	----------	8	" "	" "	19--	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	55,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	80½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Green Bay Extension Bonds	350,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
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Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1875	121
Dividend Mortgage	900,000	7	----	----------	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77
River Line bonds	20,000	7	----	----------	1887	---
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Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'84-'90	---
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	10
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	10
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	----
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	---
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	9
Columbus and Xenia:						
Dividend	30,850	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----------	----------	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston	1876	90
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Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----	----------	----------	----
Toledo depot bonds	162,500	---	----	----------	----------	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	----
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Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	103½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1868	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----------	----------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----------	----------	----
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:					----------	
State, 1st Mortgage	970,000	---	----	----------	----------	----
Endorsed by State of Tennessee	150,000	---	----	----------	----------	----
Mortgage (ordinary)	790,588	---	----	----------	----------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----------	----------	----
Endorsed by State of Tennessee	200,000	---	----	----------	----------	----
1st Mortgage (after State)	100,000	---	----	----------	----------	----
Redeemable in Stock	66,950	---	----	----------	----------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,555,000	7	----	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----------	1891	----
Free Land, 2d Mortgage	----------	8	----	----------	1891	----
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	500,000	7	----	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1948	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	112½
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	----	117
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	847,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	352,000	7	April & Oct.	" "	1875	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	250,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,735,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	87
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	300,000	---	----------	----------	----	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	----	----
1st Mortgage	1,600,000	7	----------	----------	1880	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	----------	1882	106
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1862	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	"	----	----
Oskaloosa Division	688,456	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	----------	" "	----	30½
2d Land Grant	691,000	---	----------	" "	----	----
Income bonds	513,300	---	----------	----------	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	251,000	---	----------	----------	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1908	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	105
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'6	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
Debts of former Co's outst'ding	224,920	---	----------	----------	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged St'ks (S. F.) B'ds	603,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	98½
Buffalo Branch	186,400	7	Jan. & July.	----------	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	103½
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,500	7	Jan. & July.	----------	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	75-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (Irredeemable).	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	96
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Debt to city of Baltimore	850,000					
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7†	" "	" "	1961	33½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "	"	1887	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'65-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284					
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1860	
" 1849, "	2,856,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	96
" 1844, "	804,000	6	" "	"	1880	96½
" 1848, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1850	96
" 1857, (convertible)	564,000	6	" "	"	1888	110
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1892	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	64½
2d Mortgage	937,500	7	" "	"	1868	23½
3d Mortgage	440,000	7	" "	"	1868	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	
2d Mortgage	185 000	7			1866	
3d Mortgage	818,500	7			1875	
Six per cents	113,228	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1866	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1956	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	153,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	86½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	76½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,201,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
1st M. (L. E., Wab. and St. Louis)	2,600,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7				88
Equipment bonds	600,000	7				
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	800, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	95
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,983	503,500	105,255	1,515,704	54.0	.....	101,102	37,586	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	401,506	80,991	—	335,016	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,775	21,000	—	.....
1 May, '61	469.3	18.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,209	6	.....
								ARKANSAS.													
3 Nov. '58	58.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,677	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	795,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	58,825	89,470	46,020	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,806	134,509	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,220	428,518	180,702	—	.....
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	350,167	140,391	16	.....
28 Feb '65	50 0	—	2 0	—	8	10	96	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.9	2.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	.....	—	—	49,663	197,387	88,948	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66.0	211.836	270.672	84.299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,765	1,847,291	622,596	9	118
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,590	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	2.0	13.0	3	1	6	*Florida and Alabama*	532,791	50,556	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	56.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	56.7	.....	418,086	205,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,580	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404.618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	248,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	18	.....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	959	Chicago and Alton	8,308,019	*	659,100	4,208,300	4,054,000	—	9,896,596	281.0	1,104,197	2,770,454	1,278,518	7½	95½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,235	400.0	1,963,105	5,728,910	2,752,273	20	113
1 Apr. '63	342.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,336,000	226,641	13.147.136	242.0	.....	1 085.854	448,500	—	29
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450.500	—	9,484,582	225 4	1,212,654	3,359,391	1,891,709	6	110
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,06	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,643,561	2,350,000	.....	4,214,342	180.0	.....	.....	.....	—	85½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13.232.000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	124½
1 Jun. '65	111.0	—	.....	—	15	14	292	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	439,874	210,950	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	38½
— — —	108.0	—	.....	—	...	...	.....	**INDIANA.**								108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	109.0	.....	.....	.....	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	105.0	.....	442,893	158,541	—	72
31 Dec. '64	54.0	—	.....	—	15	...	.....	Indianapolis and Cincinnati	2,497,982	540,043	25,589	1,699,900	1,262,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
1 Dec. '62	78.0	—	11.0	—	15	14	201	Ind., Pittsburg and Cleveland	1,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384.539	771.763	307,832	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Jeffersonville	1.549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527.883	268,156	—	.....
— — '58	238.0	—	.....	—	...	...	.....	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	122 0	.....	315,172	117,941	6	100
30 Nov. '64	73.0	—	.....	—	21	28	440	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
								Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,979	321,254	18	159½
								IOWA.													
30 Apr. '63	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	389,084	.....	86.0	7 mo's	85,238	45,508	—	.....
31 Dec. '63	100.0	—	.....	229.0	10	7	159	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,899	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,556	—	.....
30 Jun, '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	99,320	55,356	4	80
30 Jun. '63	65.1	—	.....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,906	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	1,251,690	1,502,853	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	338,297	5,355,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	266.0	—	.....	266.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	215,959	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,569	188.0	.....	540,899	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	165,225	6,491,386	7,565,499	—	14,781,571	329.3	1,582,793	4,121,213	1,715,062	18	110
31 Mar. '65	240.0	277.8	.....	—	90	101	1,350	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,116	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	238.0	—	.....	—	25	22	326	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	18.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,224	1,047,567	421,026	—	40
31 Dec. '62	208.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,595	—	.....
31 Dec. '62	102 0	—	5.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.5	34	30	420	*Pacific*	11,162,670	662,517	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	237,398	—	.....
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	87,361	6,906,277	90.1	232,631	253,230	66,269	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	36.5	76,344	79,761	43,401	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,963,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	9.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	96
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	650,555	33,673,644	286.8	1,983,709	4,481,859	3,054,653	6	117
30 Sep. '62	30.0	—	.....	—	7	83	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	.....	.....	.....	.....	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,830,000	940,000	12,326	2,996,246	70.9	423,213	650,999	182,610	6	90
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	114
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,537,510	83.0	638,622	1,471,985	487,804	10	124½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	881,066	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	80
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	57.4	223,318	472,321	165,932	6	100
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	96½
30 Nov. '64	51.0	42.5	75.8	—	25	36	457	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,846,886	93.4	434,622	868,352	309,341	8	104½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by B		oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,884	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,890	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	461,350	4,512,950	107.3	510,010	964,030	469,932	8	105½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,405	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper	by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,563	—	43
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	129
30 Nov. '64	45.7	—	9.8	—	10	13	143	Worcester & Nashua (par 83⅓)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	96½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	695,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.3	.....	470,078	125,286	7	60
31 Mar. '63	20.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	100
31 Mar. '65	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	548,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,336,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.0	32.2	.....	9.0	...	...	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	127
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,680	20	126
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270.000	570,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	...	...	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	825,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,956	29,200	—	.....
31 Dec. 64	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '64	18 2	—	.....	.....	...	...	.....	Warren	2,608,300	—	—	1,408,300	800,000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	88.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	558,400	700,000	—	1,258,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	35.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,888	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	200
31 Dec. '64	460.0	97.0	386.5	—	276	114	4,600	Erie	42,316,888	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	89½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,687,293	8	110½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	235,287	14	44
30 Sep. '64	297.5	258.1	408.3	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,990	3,506,745	9	92
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,243	176,640	—	35
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	296,340	311,500	23,708	901,853	38.9	88,498	218,904	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 651	432,832	218,303	8	—
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	105
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,287	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	186	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,965	35,572	—	—
— —	'58 223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— —	'59 97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	13.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,456	219,588	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,891	3,114,964	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	51.0	5.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	563,225	10	125
31 May, '59	131.3	—	.....	81.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4 000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	125
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	295,759	21,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	575 209	228,851	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,508,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,305	84,229	8,251,646	208.5	.....	1,436,317	542,800	—	78
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	105
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	969,873	575,250	632,488	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	51.0	6	9	103	Columbus and Indianapolis	2,556,000	*	—	750,000	1,600,000	206,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	64.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366,705	3,782,430	—	6,214,825	142.0	.....	1,469,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	556,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,406	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	329,932	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	38	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,866	3,280 887	1,496,728	11,190	6,139,662	205.9	388,894	600,162	133,747	—	19½
31 Dec. '65	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,336,166	*	—	362,671	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec 64	242.4	—	.....	—	48	15	989	Toledo & Wabash	10,080 918	*	—	2,427,060	6 853,868	—	10,243,015	250.0	1,244,248	2,080,222	945,492	2½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	10.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	55.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	195,991	8	15
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		8.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,500		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	15.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	306,743	335,280	148,472		20½
31 Oct. '64	80.0		34.0		119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,590	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,483,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	63
31 Oct. '64	28.3		8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(ope	r. by Rea	ding	R. R.)	6	29
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	a	")	7½	86
31 Oct. '64	55.5	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		25
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840		43,520,256	356.9	5,846,778	14,739 057	4,065,113	10	57½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norristt'n	1,139,079	292,399		1,35[illegible],100	315,[illegible]00		1,673,100	24.0	253,739	423,147	207,893	8	87
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,700,623			5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		23
30 Nov. '64	152.0	40.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072.323	7,271,879		27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	58½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	145½
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6[illegible],300	527,000		9,349,300	197.0	839,238	3,205,560	1,365,200	10	65½
31 Dec. '64	59.5		7.2	59.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004		1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569		94
31 Dec. '64	468.3		108.5		157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,060		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	98
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		900,000	791,597	Lease'd t	o Northn	Cen.	87,076	226,318	107,480	10	40
31 Oct. '64	28.4		8.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,855,443	28.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	295,538	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			52.0	321,000	557,587	254,506	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9		....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6		....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3	....				....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	126,871		
28 Feb. '59	102.0		....				....	North-Eastern	2,011,652	*		955,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0	....		52	59	790	South Carolina					2,643,333					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		....				....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,554	1,902,000	390,407		130.1	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,354	3,809,949	2,659,000	280,112	7,027,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0		—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	52,908		317,447	632,500	22,389		47.4	54,175	83,129	44,666		
1859	84.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		84.2	30,065	23,806	13,892		
30 Nov. '60	149.7	44.0	7.9		30	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.6		734,118	337,384	6	
1859	....		....					Nashville and Northwestern	....												
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	880,000	204,544		45.8	57,960	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0		....	168.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0		....	184.0	....	....	....	Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275.000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	329,000		70.0	102,200	282,846	190,548		
— — '59	25.0		....	110.0	....	....	....	San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '64	110.3		5.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	90.7	130,877	305,850	167,450		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,048	262,587		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	96
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,584,194						
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	705,054	195,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5		....		8			Northwestern Virginia	5,322,150	*		468,805	5,719,229			103.5	345,427	248,004	loss		15
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,666	2,517,500	590,056		167.7	270,846	420,427	222,214		
30 Sep. '59	123.3	10.1	....		19	13	279	Petersburg and Lynchburg	3,040,686	374,996		1,365,800	1,851,500	292,542	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59.2	21.3	....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	215,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,950	96,828		78.6	159,081	279,945	145,288	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,598	26,853		43.5	1,058,054	163,753	79,589	6	60
30 Sep. '59	23.7		0.2	14.6	2		28	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0		....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,063	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,920	4,832,929	195.0	290 968	654,081	250,120	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
1 Dec. '59	55.0		2.6	121.0	3	.2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25.000		55.0					
31 Dec. '61	199.9		24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	229,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,180	1,711,281	505,330		49½
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	$66,043	490,597	128,210		
								CANADA.													
31 Jan. '63	161.6		....		31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*		11,750,000	185,000		11,938,000	16.10		256.798	67,652		
31 Dec. '62	49.0		....		16	17	214	Montreal and Champlain	2,463,959	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510		1½
31 Dec. '64	94.5	1.6	....		18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132		
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,840	20,005		
1 July, '61	60.0		....		....	....	....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,281	60 0	.....	136,[illegible]	36,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....		20	18	180	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.													
31 Dec '63	48.7				11	22	120	Panama	5,000,000	*	615,558	5,000,000	3,275,000		10,763,723	48.7		5 027,438	1,228,924	12	25

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	44
Chicago & Alton (preferred)	2,425,200	7	7	101
Chicago & Northwestern (pref.)	2,400,000	7	5½	64
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,256,200	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	53
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	96½
" " " (2d pref.)	1,014,000	7	7	80
Milwaukee & St. Paul (preferred)	2,256,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	88
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66½
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	——	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	93
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	500,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1855	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	93
Six per cent. Loan	2,482,274	6	A. & O.	1884	96
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	------	------	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	70
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	350,000	6	J. & J.	1878	98

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	53½
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	30½
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan	----	----------	——	----
Lehigh Navigation	50	4,282,950	6	59½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,932,457	——	28½
" " (preferred)	50	2,722,607	——	34½
Susquehanna and Tide Water	50	2,048,260	——	8½
Union	----	----------	——	----
Union (preferred)	50	2,750,000	——	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	45 — @ 48 —
Pig, American, No. 1	43 — @ 45 —
Bar, Swedes, assorted sizes (in gold)	— — @ 92 50
Bar, Swedes, assorted sizes	155 — @165 —
Bar, English & American, Refined	110 — @115 —
Bar, English & American, common	100 — @105 —
Scroll, English	180 — @190 —
Ovals and Half round	130 — @140 —
Band, English	142 50 @145 —
Horse Shoe	135 — @140 —
Rods, English	112 50 @180 —
Hoop, English	150 — @210 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia per lb.	— 24 @ — 25
Sheet, English, Single, Double and Treble	— 6½@ — 9½
Sheet, Am., Single Double and Treble	— 6½@ — 9½
Rails, English (gold) per ton	56 — @ 57 —
Rails, American	80 — @ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)	— 12 @ — 14
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 20 @ — 22
American, Cast, Rolled	— 13 @ — 16
American Spring	— 12 @ — 14
American Machinery	— 13 @ — 14
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 30
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 30½@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	9 35 @ 9 50
German Refined	9 35 @ 9 50
English	9 35 @ 9 50
Bar per lb.	— @ — 11
Pipe and Sheet	— @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— @ — 28½
Straits	— 27½@ — 27½
English	— 24½@ — —
Plates, Charcoal I. C per box.	— @ 15 —
Plates, I. C. Coke	11 — @ 13 —
Terne, Coke	10 75 @ 11 —
Terne, Charcoal	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d. (cash) per 100 lb.	6 — @ — —
Clinch (cash)	— — @ 7 50
Horse Shoe, Forged (cash) per lb.	— — @ 32
Wrought, English (cash)	— — @ 50
Ausable Horse, Norway Iron, Forged	— — @ 35
Zinc Nails (6 mos.)	— — @ 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 32 @ — 32½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 72 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 54 @ — 55
Naptha, Refined (60@63 gravity)	— 45 @ — 46

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th 31.	F 1.	Sat 2.	M 4.	Tu 5.	W 6.
Atlantic M. S. S. Co	148	148	148	150	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	40½	40½	40½	39½	39½
Central Am. Transit	----	----	----	96	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	97	----	97½	----	----	100
" " 1 M.	----	----	----	95½	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	57	----
Chicago, Burl. & Q.	112	----	----	120	119	118
" " " 8 p.c.	----	----	111	----	----	----
Ohio. & Northwest'n.	28½	28½	28½	29½	29	28½
" " pref.	63½	63½	63½	64	64	63½
" " 1st M.	80½	----	80	80	80	80
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	109½	109½	109	110	110½	110
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	125	----	----
Clev. and Pittsburg	72½	72½	72½	73½	73½	73
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	101	102	102	103½	104½	104½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43½	43½	45½	45	45	45½
Del. & Hudson Canal	141	----	----	142½	----	142
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	86½	86½	86½	90½	91½	88½
" pref.	----	----	84	86	85	85½
" 1 M. 7 p.c. '67	----	----	----	----	102½	----
" 2 M. 7 p.c. '70	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	94	----	----	95	95½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	30
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110	110	109½	110	111½	110
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	124½	124½	125	124½	124½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	112½	----	----
Marietta & Cin. 1st pref.	----	----	43	----	50	50
" " 2d "	----	----	25	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	13	12½	12½	12½	12½
Michigan Central	107½	109½	109½	110	109½	109½
" S F. 8 p.c. '82	111	----	----	----	113	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	65½	66	66½	67	66½	66½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	96½	----	----	----	----	----
" " 2 M.	----	----	----	----	90	----
Mil. and P. du Chien	49½	49	----	48½	49½	48½
" " 1st pref.	95	----	96½	----	----	----
" " 2d pref.	80	80	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	11½	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	----	72	72	----	71	
" iss. to H. & St. J. R.	78	----	----	80	----	
" " Pacific	----	----	----	----	----	
New York Central	92½	93	92½	93½	93½	93
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	100	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	102½
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	72	71½	71	----	----	72
Ohio & Miss. cer.	24½	28	28½	30	28	29½
" " pref.	----	----	70	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	160	----
Phila. and Reading	106½	106½	106½	107½	107½	107½
Pitts. Ft. W. & Chicago	97½	98	97½	98	98½	98½
" " 1M.	103	----	----	----	----	104
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	53½	53½	53½	53	52½	51½
St. L., Alton & T. H.	36	38½	39	39	38½	----
" " pref.	----	63	----	65	----	65
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	76½	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	74½	75	74½	74½	75½	76
Toledo & Wabash	----	----	----	----	40	----
" Pref.	----	----	----	----	----	60
" 1M. ex.	----	----	----	----	85	88
" 2M.	----	----	----	----	----	77
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th 31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	98	94¼x	94⅝	94⅝	94⅝	94⅝
U. S. 5s, 10-40s, reg.	----	----	----	----	94¼	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	107¼	106⅝	107¼	107⅝	108	108
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	----	----	----	117¼
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	117
U. S. 6s, 1 year certif.	98⅛	----	----	98⅛	98⅛	----
U. S. 6s, 5-20s, coupon	106⅞	107	107	107⅝	107⅝	107⅝
U. S. 6s, 5-20s, new	105	----	105	105⅛	105⅛	105⅝
U. S. 6s, " reg.	105⅛	----	----	105⅛	----	105⅛
7.30 Notes, 1st series	99⅛	99⅛	----	99⅛	----	----
" " 2d series	----	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series	99⅛	----	----	99⅛	99⅛	99⅛
American Gold	141¼	----	----	----	144⅛	144⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Cattawissa	13	13⅞	13⅝	15⅛	15	
" preferred	25¼	25½	26	26⅜	27⅛	28
Camden & Amboy	----	----	127¼	----	127	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	88⅛	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	100	----	----	----	100⅛	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	30⅛	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	59	----	59⅞
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	95	95
Lehigh Valley R. R.	----	----	----	----	----	63
" " 6s	93	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55¼	55½	55⅝	56	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	120	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	25	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44¼	----	----	----	----	----
Pennsylvania R. R.	57¼	57⅝	57⅝	57⅝	57⅝	----
" 1st m.	----	----	104⅛	----	----	----
" 2d m.	101	101	----	----	----	----
Penn. State, 5s	90⅛	90⅛	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	101	100	100
Philadelphia City, 6s	88	----	----	----	----	----
" " new	91¼	91⅛	91⅛	91⅛	91⅛	91¼
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52¼	52⅛	53⅛	53⅛	53⅛	53⅜
" " 6s, '85	----	----	----	----	110	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	22	22⅛
" " 6s	----	----	----	94	94	94
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	24	25	----	26⅛	26⅛	----
" " pref.	----	34⅛	34⅛	----	34⅛	34⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	70	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	45½	----	----	----	----
Union Canal, pref.	----	----	----	----	----	2⅛
" " 6s '83	----	----	----	21⅛	----	22
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	61⅛	----	52	----	----	----
" " bonds	----	----	----	98	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	101	----	----	101	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	99
" " 1890	101¼	101	----	101	----	101¼
Balt. and Ohio	----	----	----	----	117	117
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	100	----	----	----	100	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	44⅛
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	98⅛	----	----	99
Boston and Maine	----	----	114	----	----	----
Boston and Providence	----	----	125	----	----	125
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	60
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	96	96⅜	----	96¼	----
Eastern, N. H.	----	----	----	----	----	95
Fitchburg	----	----	----	----	104¼	----
Manchester & Lawr'ce	----	----	----	----	----	106
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	85	----	85	----
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	65¼	----	65	----	65¼	65¼
Portl'd, Saco & Ports.	96	----	----	----	96	96
Vermont & Canada	----	----	99	----	98	98
Vermont & Mass.	43¼	----	43	43	----	43
Western	128	128	----	----	129	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	94¼	----	----	----
Metropolitan "	----	----	----	----	49	49
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	23½	23½	23⅝	23½	23⅝
Franklin "	35⅛	36¼	56	36¼	37	37½
Huron "	----	----	----	----	----	----
Isle Royale "	10⅞	10⅞	10⅞	11	11	11⅛
National "	----	----	----	----	----	----
Minnesota "	10	----	----	9⅛	----	10
Pewabic "	36	----	34⅛	35½	----	36
Pittsburg "	----	----	52	----	----	----
Quincy "	56¼	55½	----	----	56	56½
Rockland	----	----	----	----	3½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of August:

Maryland 6s	62	to	64
United States 6s, 1881	69	"	69⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	53½	"	53⅛
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	61¼	"	61⅛
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	78¼	"	79
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	82	"	85
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

rapidly increasing, and that by the fresh issue of compound interest notes the inflation of the currency was improperly kept up.

It now turns out that there was not a word of truth in these assertions. The Secretary's statement has disproved all these, and we have besides an explanation with regard to the issue of the compound interest notes which also disposes of that matter. It seems that a large amount of these notes had come into the possession of the Government at par as they had been passing, and that instead of reissuing them, others were substituted in their place, so that in the first place the interest on the old issue amounting to more than three hundred thousand dollars was saved and written off, and that the use of an equivalent amount payable at a future day had been retained. In our opinion this was a financial movement of a most opportune and judicious character, and shows the skill of the Secretary in a very striking way.

But a closer analysis shows the following gratifying results: The decrease in debt bearing interest in coin is $352,450, and interest on the same $21,247. The decrease in debt bearing interest in currency $14,678,442, and in interest on the same $1,209,593. The decrease in debt bearing no interest is $13,030,290, and in that which interest has ceased $24,100. It also appears that the aggregate decrease of debt is $28,085,282. Aggregate decrease of interest on the same $2,230,840. The decrease of currency in the Treasury is $38,619,491. Increase of coin in the same $10,097,914. Decrease of balance in the same is $28,521,577. It will thus be seen that this result is in all respects a favorable one. The effect of this is plainly observed in the tone of the market. The Government is seen practically to have left it as a borrower; more than this, its specie balance is $10,000,000 more than it was in July.

Connected with these facts is another, that our 5-20s have advanced in the foreign market, the customs for the week were three and a quarter millions, ten millions in gold are fully counted upon as the receipts of the present month, and we have over 100,000 bales of cotton in this port alone, the arrivals being 28,468 bales the week preceding the present one. In New Orleans the stock on hand at last date was about 90,000 bales. The receipts from internal revenue continue to be large, far beyond the expectations of the most sanguine. On Monday week the receipts were actually $4,200,000 for that day, and now it is admitted in quarters that have for some time been saying hard things against the management in the Treasury department, that it is "in an easier position than there was reason not long since to suppose it would be at this time." An admission which should cause such prophets to cease their predictions. Again the same writers who have foretold a drain of specie, in fact a specie bankruptcy, now admit that in the Sub-Treasury we have a balance of 45½ millions in gold! We trust their apprehensions as well as those of our foreign critics, who have asserted that we could not meet our gold interest, will be allayed. We notice that attempts are being made to array popular feeling against the holders of United States securities, by the cry that they are the aristocracy of the country and should be looked upon with suspicion, when the fact is patent that

American Railroad Journal.

Saturday, September 9, 1865.

Stock Exchange and Money Market.

Since our last we have been put in possession of the official statement of the condition of the Treasury department on the 31st ult.; and we but echo public opinion when we state that it is a most satisfactory document, and sustains the reputation of the Secretary as a man of clear perceptions, good judgment and eminent financial skill. It will have been noticed that it had been given out in advance by a class of journals whose principal object seems to be the disparagement of the National credit and resources, that we should have no statement at all, and it was even proposed he should be called to account for the probable neglect of his duty. It was also asserted by the same journals that the debt of the country was

the last loans have been mostly taken in small amounts by individuals in moderate circumstances, by persons both male and female who have earned their money by labor, and who practise habitual economy. The object of this outcry is nothing more or less than repudiation, and we venture to say such a policy will overwhelm, and justly, any class of men who shall adopt it. The money loaned the Government has from first to last been loaned by the patriotic portion of the nation, and those who have thus far defended the integrity of the country will maintain it.

It appears that for the period between the 31st of December last and the 2d September inst., the foreign imports at this port have been $125,250,992, against $176,498,813 for the same time in 1864, showing a decrease in amount of $53,247,831, and the exports of specie for the same period have been $20,403,559, against $32,166,744 the same time in 1864. At the same time and during the same, the receipts from California have been $11,701,028, against $7,779,452 in 1864, showing an increase of $3,921,571. The customs paid in gold at this port from and including 1st of Janu- last, have been $61,001,937, and the gold interest paid during the same time $24,120,876.

This shows power, resources and ability of the most reliable character, and when the Secretary's present statement gets to Europe, we cannot see why our National securities will not continue to advance. No country in the Old World can show any such record or balance sheet.

In looking over our last foreign files we find that in Great Britain it is now admitted that a large falling off in the crops of the season has taken place. The following extract from a leading London journal clearly shows this apprehension:

"A strange, fickle season for harvest operations is the present. From all parts of the country there are reports unfavorable to the prospect of a plenteous yield. In the markets wheat has advanced two, and in some cases three shillings per quarter during the past week, while the farmers are looking as anxiously for a few days of fine settled weather, as England but a short time since looked for the Great Eastern and news of the Atlantic cable. It is not for the purpose of creating alarm that we refer to this subject; but rather that possible evils awaiting us may be met manfully and as intelligent men should meet them. We are evidently menaced by two calamities. The first is a poor harvest, the second a scarcity of animal food. Our bread and our meat are threatened; and it is difficult to find graver matter for contemplation than this fact affords. Seldom has there been a more trying and ill-regulated year than the present. It has abounded in startling atmospheric phenomena, and sharp alternations of temperature. We have had great heats and intense colds within the twenty-four hours; we have had prolonged droughts, and soaking, destructive rains, while blights of a peculiar nature have swept over the fields and orchards, and injured or capriciously destroyed the fruits of the land.

"Throughout the United Kingdom generally, it is plain that the expectations of a month or so ago have in nowise been realized; and it is not too much to say that while wheat has thus suffered, oats and barley have on many lands experienced a similar visitation of evil. Thus, the prospects of the harvest home cannot be regarded with general satisfaction. Not even the known ability of Lord Palmerston's Government to perform all the beneficent offices for which it takes credit, can fill the granaries with food and make of a deficient harvest a good one. We are in the hands, not of the Whigs and Radicals, but of Providence in this matter. Above all, we must look the entire matter in the face, and not blink truths that are plain to all who have their wits about them."

As this information corresponds with what we stated some weeks since, we consider it is to be relied upon and the consequence must necessarily be that our cereals and provisions must increase in demand abroad, and add materially to our foreign exports as well as affect the price of foreign exchange.

The Money Market continues easy, and we see no reason why it should not. There is undoubtedly more money afloat and in banks, saving and other institutions than can be advantageously employed in the opinion of capitalists. Enormous deposit balances are held by our city banks. The only visible direction just now which capital seems to take, is southward, in the establishment of new steamship lines which are increasing at an unusual rate, and all doing a good business. As European ships have not yet commenced making direct voyages to our Southern ports in any considerable numbers, so far, the business incident to them is almost exclusively confined at present to our own vessels, and of course much to their advantage. This trade is now entirely free and unshackled, and is pursued by our merchants and shippers with great activity. The rates of money continue to be moderate, yet we see occasional signs of a great want of it. Thus on Wednesday morning we noticed an advertisement of a person who offered to sell a good mortgage on city property for $20,000, for $15,000, because he could not wait the time necessary to obtain it by foreclosure.

There is a great opening for investment in several new railways and schemes of internal improvement, the projects being sure of being carried through at some future day if not now. Some of these are offering a high rate of interest in gold. If our railways were managed more for the public than operators in the street they would be more in favor.

In the Southern States there many roads which require renewal, and there are many gaps in long and important lines to be filled up. These deserve attention, since the return to a proper spirit of loyalty there might be much easier, if intercourse and communication should be more generally practicable in those fertile regions.

Railway shares command fair prices with a tendency to remain at present quotations. Good management would cause an advance quicker than anything else. A suspicion of the motives with which they are carried on, destroys the desire of large numbers of persons to hold property in them except for temporary purposes.

Gold remains very steady at about the same line it has held for some time past. There is no demand for shipment, but a considerable one for the customs. There are some who believe that if the Secretary of the Treasury should dispose of 10 millions of notes receivable for customs, and sell them for what they would bring after public notice, he could reduce the premium at once to 15 per cent. Others again maintain that it is of no consequence whether the premium remains where it is, or not, there being full compensation in the abundant means for the promotion of industry of all kinds. We have before us a letter from a Banker of wealth and reputation who maintains this doctrine, but which we cannot accept. In illegitimate speculation there is certainly much activity, but the surplus money now in circulation seems chiefly to employ itself in purely gambling operations in the street, and in wasteful and extravagant expenditure on the part of those who still manage to keep out of prison and carry on their business.

Government securities stand firm and in good demand. These investments are so simple and so secure, so easily handled, controlled and disposed of, the interest is paid so promptly and conveniently, and they are so entirely beyond the reach of defalcations and rogues that it is no wonder they are universal favorites, and have in fact a preference over all other kinds.

Foreign exchange remains without much change. The amount of exports from this port for the week ending September 4 excluding specie was $2,323,000.

The balance in the Sub-Treasury on Tuesday was still large viz., $63,591,407 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 98½; Jersey City Water Loan, 94; Sixth Avenue R. R., 125; Morris and Essex R. R., 80; Stonington, 120; Central Coal, 54; Western Union Tel., 70; Brunswick Land Co., 8½; Union Trust Co., 99¾; 4th National Bank, 96; Merchants Bank, 109; Central Bank, 105½; Merchants Exchange Bank, 100; Continental Bank, 99; Irving Bank, 107; Metropolitan Bank, 116½; Park Bank, 140.

Philadelphia.—Allegheny Co. coupon, 5s, 78¾; Hestonville R. R. 17⅛; 18th and 15th streets R. R., 20; Union Canal, 1¼; Big Mt. Coal, 5⅛; New Creek, 1½; Hazleton Coal, 55; Keystone Zinc, 1⅜; Lehigh Zinc, 80; Mechanics Bank, 28½; Commercial Bank, 42¼; Farmers and Mech. Bank, 118; Big Tank Oil, ⅞; Curtin 2⅞; Caldwell, 2⅛; Clinton, 1; Cow Creek, ½; Dalzell, 3¼; Duncard, ⅛; Empire, 1⅛; Feeder Dam, ⅝; Franklin, 1¾; Gibson, ¾; Junction, 2⅛; Jersey Well, 1¼; McClintock, 1⅞; Maple Shade, 6⅞; Mingo, 2¼; Royal, ⅝; St. Nicholas, 1¼; Sugar Valley, 1¼; Sugar Creek, 6½; Sherman, ¼; Tarr Home, 3⅞; Upper Island, 1; Walnut Island, ⅞. The latest quotations are: City 6s, 88@88; do., new, 91@91¼; State 5s, 90½@91; do., coupon, 92@93; do., 6s, W. L., 100@100½; Phila., Wil. and Balt., 65½; Reading, 53½@53¾; do., 6s, 1870, 94¾@95¼; do., bonds, 90@95; do., con., 110@110; Camden and Amboy, 126½@127; Penn R. R., 58@58⅛; do., 1st mort., 104@105; do., 2d mort., 101@108; Little Schuylkill R. R., 29½@30¾; Morris Canal, 80@85; do., pref., 120@120½; do., bonds, 93@94½; Wyoming Valley Canal, 53¼@54; do., 6s, 90@91; Susquehanna Canal, 9@10; do., 6s, 45@46; Sch. Nav., 24@26; do., pref., 34@34½; do., 6s, 1882, 79½@80; Union Canal bonds, 20@21; Delaware Div. Canal 30@30⅔; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 46¾@47; do., 7s, 1873, 99½@100; do., Chattle 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 59½@60; do., 1884, 94⅛@95; North Pennsylvania, 25@26½; do., 6s, 85@86; do., 10s, 112@112; Philadelphia and Erie, 22@25; do., 6s, 94@94½; Minehill, 56@56½; Catawissa, 14@14½; do.,

pref., 27¼@27⅜; Lehigh Valley, 63¾@65; do., bonds, 92@95; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 75@75; Race and Vine, 10@12; West Philadelphia, 66@70; Spruce and Pine, 22@25; Green and Coates, 33@33; Chestnut and Walnut, 49@49½; Arch, 18@18; Thirteenth and Fifteenth, 20@20; Girard College, 26@26; Tenth and Eleventh, 48½@49; Norristown, 57@57¾.

Boston.—Rutland and Burlington 2d mort., 23½; Vermont Central 2d mort., 32; Western R. R., 6s, 1875, 96; Ogdensburg and Lake Champlain R. R., 32⅞; Worcester and Nashua R. R., 96¾; South Shore R. R., 5; Rhode Island 6s, 1882, 91¾; Boston 5s, gold, 1878, 97; do., 1884, 96; do., 6s, 1874, currency, 99½; Cambridge 5s, 1892, 96; Augusta 6s, 1870, 93¾; Boston Water Power Co., 31¾; Waverly Co., 2; East Boston Co., 10; Macomb Lead, 2; Massachusetts gold, 40c.; Merchants Bank, 110; National Bank, 98; State Bank, 107½; Market Bank, 102½; Suffolk Bank, 120; Pawner's Bank, 97¼; Bank of Republic, 112½; Albany and Boston Mining Co., 20; Bay State, 12¾; Boston, 1¼; Hancock, 97⅛; Humbolt, 2⅝; Hanover, 1; Mesnard, 2⅛; Native, 1; Phœnix, 13¼; South Side, 1½; Superior, 3½; St. Clair, 3; Toltec, 2.

Baltimore.—Maryland Mining Co., 0.65; Bare Hill, 2.15; Mineral Hill, 1.90; Copper Hill 2.10; Guilford, 0.50; Santa Clara, 18½; Penn. Oil, 0.60; Howard Bank, 8½; Farmers and Merchants Bank, 44½; Bank of Commerce, 25¼; Com. and Farmers Bank, 39⅛ The latest quotations are: Balt. and Ohio, 117@117¾; do., 6s, 1867, 98@99; do., 1875, 100@100; do., 1880, 100@101; do., 1885, 101@101¾; Northern Central, 44½@45; do., bonds, 1885, 85@88; N. W. Va. 1st mort., 98@98; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 95@98; Marietta and Cincinnati 7s, 1891, 85@87; Cen. Ohio 1st mort., 88@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 79@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 99½@100; do., 1875, 101@101¼; do., 1886, 98½@101; do., 1890, 101½@101¾; do., coupon, 100@100; do., 5s, 1838-'70, 83@85; City Passenger R. R., 19¼@21¼; Canton Co. 38@39½; Gardner, 0.50@0.85; Gas Coal, 1.00@2.00; Maryland, 0.60@0.65; North State, 0.25@0.25; Springfield, 1.00@1.20; George's Creek, 106@115; Santa Clara, 17@18; Balt. Chrome, 1.30@1.75; Bare Hill, 2.05@2.10; Atlantic Coal, 0.95@1.10; Mineral Hill, 1.80@1.90; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.20.

☞ A letter to the *Tribune* from Brownsville, Texas, dated August 8th, says: "the railroad has now got as far as Boca Chica—that is about 5½ miles from Brazos—and there is an engine on the track to assist in construction. It will be the end of October before the road can reach Brownsville, for all the material has to be brought in transports from Mobile, and there are not many of the latter."

☞ Mr. E. B. Phillips, the Superintendent of the Boston and Worcester Railroad, has resigned his position to accept the Presidency of the Michigan Southern and Northern Indiana railroad company.

Willamette Falls Canal Company.

This is a project somewhat adverse in its character to that we have spoken of in another column. We copy the following from a communication from a respectable source which speaks for itself:

"The business of the company is to construct and operate a steamboat canal around the falls at Oregon City, in the Willamette River. The canal will be about one-half mile in length, and made up of rock excavation for about 500 feet of the length and width of the canal, and at a point where the locks in the canal would be placed. The balance of the canal is simply and easily constructed by running a cobble rock, or cut stone wall from the head of the rapids to the head of the hocks and forming a basin for that distance, a natural basin now existing. The wall to be constructed would be laid on solid rock, need not be more than eight feet in height to raise it above all floods, the opposing wall being a natural one of solid Basalt some twenty feet in height. I of course cannot give you a complete idea without the surveyors' maps and sections; but it having been surveyed by competent engineers, the cost at the extreme is $300,000 in coin.

"The falls which it is proposed to pass, form an impassible barrier to navigation, being 30 feet of a perpendicular fall. The country drained by the river which this will open to navigation, embraces nearly all the agricultural land in the State, of which only about one-tenth is now under cultivation. From the steamboats plying on the river above the falls, and likewise from those connecting below, we make up the estimates of present income to the canal (if now finished,) and they may be relied on. The great Willamette Valley is rapidly filling up with enterprising farmers from the East, and it must be that the business on the river will be greatly increased.

"The canal company desire to borrow the means to build this canal. Everybody out here is running wild after gold and silver mines, and the people are yet poor, so that between the capitalists who think that gold and silver mines offer a better field, and those who loan their money at two per cent. per month, and the farmers who are yet too poor to invest in public works, there is no chance of getting the money here, on such terms as will enable the company to hold on to its valuable franchise. It will be observed here, that the company is organized under a general law which imposes no restrictions or limitations, not even that of common carrier, on our company, so that when our canal is finished we control the navigation of the river, and can add to the revenues of the canal the profits of transportation. (The steamboats have already netted this year, since January last, the sum of $80,000 in gold, on a capital of about $100,000 invested in boats.) We desire to borrow the money in New York to construct the work, either by sales of our coupon bonds or otherwise. The security we can give, is a stock subscription good for $40,000, gold, a subsidy of $25,000 per annum in gold, granted by the State for five years, to be then returned with interest, provided we finish the work by January, 1867, which we can do if we get the funds in season, and a mortgage on the work. We would not want the money faster than expended, receiving it in instalments. We would be willing to have the work inspected by some disinterested and competent man, as the money is expended, and upon the condition that, we should not further draw if we did not conduct the construction and management properly. We can satisfy capitalists that our directory is competent and respectable and worthy of confidence. I enclose prospectus. It will require from $300,000 to $400,000 in greenbacks at present rates in this country. We are willing to pay 8 per cent. interest in gold, payable semi-annually, or ten per cent. in currency, in the same manner. We can of course supply all necessary references, papers, vouchers, maps, estimates, &c., that will be desired by capitalists."

The prospectus alluded to may be seen at this office. It contains estimates of the cost of construction and probable revenue, and some extracts from the by-laws which are stringent against contracts to be made by officers, require publication of the same, and forbid the transfer of stock until liabilities of the holder are first settled.

Central Railroad and Banking Company of Georgia.

A correspondent of the *N. Y. Herald*, writing from Savannah, under date of August 31st, says:

One of the greatest events of the season occurred yesterday—the running of the first train for passengers over the Central Railroad. The road has been completed and put in good running order for a distance of forty-five miles out, to station Four-and-a-half. To that point trains will now run regularly, leaving Savannah at half-past six o'clock each morning. From there passengers will be taken through to Waynesboro, fifty-one miles by stages, and thence to Augusta by train, the whole trip from Augusta occupying only twenty hours. Many thousand bales of cotton hitherto awaiting transportation will now come at once to market. A correspondent informs me that for days wagons loaded with cotton have been arriving at Station No. 4. As soon as the road is completed through to Waynesboro, which is promised before November, the corporation will do an immense freight business.

The work on the Gulf road is being rapidly pushed. We have communication already with the lower portion, which is in running order, by steamers which run regularly between here and Doctortown. The completion of this road will give us direct daily communication with Southern Georgia and with Florida.

The trade with Augusta, even before the opening of the Central road, had materially increased, and is constantly improving.

☞ A communication to the *Tribune*, dated Matamoras, August 14th, says: "It is now settled that the new road to the coast is to run to a port named Carbonero, which lies at the mouth of the San Fernando River, about 45 miles to the south of the Rio Grande. The line of railroad will be about 70 miles long, and the road seems to me to be a set-off against our road from Brazos to Brownsville. I learn that the depth of water on the Bar of the San Fernando range from 8 to 12 feet."

☞ Mr. Walker of Atlanta has been appointed superintendent of the Macon and Western Railroad. The Montgomery and West Point Road was completed on the 13th ult.

☞ Col. Edmund Fontaine, President of the Virginia Central Railroad, has received a pardon from the President.

☞ Col. Enos has been appointed Superintendent of the Nashville and Chattanooga Railroad by the company.

Railroad Earnings---Monthly.

The earnings of the Chicago and Rock Island Railroad Company for the month of August, 1865, were..... $288,095 00
Corresponding month of previous year 307,874 00

Decrease $19,779 00

The earnings of the Chicago and Northwestern Railroad in August 1865, were $743,359 01
Same period last year..... 519,305 93

Increase $224,053 08

The earnings of the Michigan Central Railroad for the month of August, 1865, were.. $413,501 21
Corresponding month of previous year 346,781 36

Increase..... $66,719 85

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of August, 1865, were $424,206 00
Corresponding month of previous year 358,862 00

Increase..... $65,344 00

The earnings of the Marietta and Cincinnati Railroad for the month of Aug., 1865. $112,155 85
Corresponding month of previous year 90,972 33

Increase..... $21,183 52

Railroad Earnings.---Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in August, 1865, were:

	1865.	1864.
Passengers	$19,724 76	$16,732 92
Freight	20,164 62	15,133 08
Mail, express & telegraph	1,582 72	1,127 05
Total	$41,472 10	$32,993 05
Total this month to date	112,155 85	94,375 22
Total for the fiscal year commencing Jan. 1	$765,264 03	$588,295 95

The traffic of the Great Western Railroad for the week ending Sept. 1, 1865, was as follows:

Passengers $41,471 31
Freight and live stock..... 31,339 91
Mails and sundries..... 1,882 38

Total $74,693 60
Corresponding week of 1864 ..... 58,805 45

Increase..... $15,888 15

The earnings of the Grand Trunk Railway for the week ending Aug. 28, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers $56,341 00
Express, freight, mails and sundries.. 4,036 00
Freight and live stock..... 61,391 00

Total $121,768 00
Corresponding week, 1864 ..... 107,510 00

Increase..... $14,258 00

The earnings of the Chicago and Northwestern Railway for the fourth week in August, 1865, were..... $291,176 89
Corresponding week of previous year. 197,590 48

Increase..... $93,586 41

The earnings of the Chicago and Rock Island Railroad for the fourth week in August, 1865, were..... $98,579 00
Corresponding week of previous year.. 98,972 00

Decrease..... $383 00

The Detroit and Milwaukee Railroad traffic for the 4th week in August, was $37,177 00
Corresponding week of previous year.. 33,089 00

Increase..... $4,028 00

Journal of Railroad Law.

CORPORATION BONDS, WHERE PAYABLE.—WHEN INTEREST CEASES TO RUN.

The issue of railroad bonds having many years to run, without specifying a place of payment, is a practice that naturally involves some embarrassment in case the holder does not present them for payment when due, and the company does not wish to renew them. The following case is a very clear illustration of the law in such instances:

This was an action of covenant by Deborah Emlon against the Lehigh Coal and Navigation Company, in which the following special verdict was found by the jury:

"The defendants are an incorporated company, under the act of February 13th, 1822, and its supplements.

"The plaintiff on the 21st of April, 1840, lent to the defendants the sum of $1,900, on the terms set forth in the following certificate:

Lehigh Coal and Navigation Company Loan.

No. 6798. $1900

Lehigh Coal and Navigation Co. Loan.

This is to certify, that there is due from the "Lehigh Coal and Navigation Company," to Miss Deborah Emlon the sum of $1900 payable to her, or her assigns at the expiration of fifteen years from the 1st day of October, 1838, and bearing interest at the rate of 6 per cent. per annum, payable quarterly yearly, viz., on the 1st day of January, April, July and October of each and every year; this amount being borrowed in pursuance of authority granted by the stockholders, and for the punctual payment of which the company is hereby pledged.

Transferable at the company's office only.

Witness the corporate seal of the company, and the signature of the President and Secretary affixed at Philadelphia the 21st day of April, 1840.

Corporate seal.

By order of the Board of Managers.
Joseph Watson, President.

Signed
Edwin Walter, Secretary.

Incorporated February 13th, 1822.

On the 12th October, 1861, the defendants paid to William S. Vaux, the Attorney in fact of the plaintiff under a written power of Attorney, executed at London, September, 1861, the principal of said loan.

"That on the 3d December, 1862, defendants paid to said Vaux, Attorney as aforesaid, the arrears of interest on said loan down to October 1st, 1853.

"That said payments were made without prejudice to either party.

"That the plaintiff on the 1st of October, 1853, was absent from the United States, being somewhere in the central part of Europe, and had been absent from the United States for several years previously, and had no fixed residence in Europe.

"That the loan above referred to was made by the plaintiff through the said William S. Vaux, as her representative.

"That the said Vaux down to and on the 5th of January, 1842, had received from defendants interest on the said loan under a power of Attorney, theretofore given by the plaintiff to one Bartholomew Wistar, which contained a power of substitution, and the said Vaux having been substituted for the said Wistar thereunder.

"That the said Wistar died in or about the year 1842.

"That subsequently thereto, and prior to October 12th, 1861, the said Vaux demanded at the office of the defendant interest on said loan, which had become in arrear since the prior payments thereof, which demand was refused on the ground that the said Vaux had no power of Attorney.

"That said defendants, on and at all times after October 1st, 1851, had in bank cash to their credit sufficient to pay the loan to said plaintiff, principal and interest and all other accruing and payable debts of the said company, but the said defendants did not keep the principal of said loan, or the interest thereof, separate and apart from the rest of their funds.

"That the said company had a known office at No. 122 South Second street in the city of Philadelphia, when the said loan was created, and prior thereto and constantly thereafter, at which office all payments on their account were made by their officers.

"That on the 15th September, 1853, the following notice was published in the city of Philadelphia, to wit:

"OFFICE OF THE LEHIGH COAL AND NAVIGATION Co., Philadelphia, September 15th, 1853.

"Notice is hereby given that the certificates of the Lehigh Coal Navigation Company Loan, falling due on the 1st of October next, will then be paid on presentation of said certificates at this office; and notice is also given, that the interest on all certificates so falling due, will cease on the 1st of October aforesaid.

"By order of the Board of Managers,
"Otis Ammedon, Treasurer."

"That no personal notice was communicated to plaintiff of the contents of said published notice.

"That no demand was made by the plaintiff upon the defendants for payment of principal or interest of said loan other than as hereinbefore set forth.

"That no payments on account of said loan have been made to the plaintiff by said defendants, other than as hereinbefore set forth."

On these facts the learned judge, before whom the case was tried, (Stroud, J.) delivered the following opinion:

"The defendant corporation did not set apart, or in any way retain money specifically to pay either the principal of the loan by the plaintiff to the corporation, or the interest which is claimed. All that is found by the special verdict is, 'that the said defendants on, and at all times after October 1st, 1853, had in bank cash to their credit sufficient to pay the loan of said plaintiff, principal and interest, and all other accruing and payable debts of the said company, but that the said defendants did not keep the principal of said loan, or the interest thereof separate and apart from the rest of the funds.'

"This is nothing more than could be said of any debtor of large means in respect to his business affairs. Money thus placed and kept in bank is entirely subject to the control of the depositor, may be drawn upon by him at pleasure, and constitute the source of general credit. It might also be attached in the custody of the bank to answer any claim or judgment against the com-

pany, whether that judgment had been recovered upon a contract, or on account of negligence or torts. All that the special verdict finds is that the company 'had in bank cash to their credit sufficient to pay the loan of said plaintiff, and all other accruing and payable debts of the said company.' They had no provision for the great risks to which they are continually exposed, of a destruction of their dams and canal, by which they had been brought to the brink of insolvency again and again, nor for the heavy verdicts which are often visited upon corporations for injuries to others through the negligence of their numerous officials and other agents.

"Nothing short of a setting apart specifically, for the benefit of their debtor, so as to be entirely beyond their own control, or subject, under any contingency for their debts or other liabilities, ought to exempt them from a charge for interest accruing upon loan.

"Nothing short of this would satisfy the requirements of the law on the subject of tender, which is referred to by the Court in Miller *vs.* Bank of Orleans, 5 Whart., 503 and 505 as a proper test on a question like the present.

"Fasholt *vs.* Reed, 16, S. & R., 266, and Commonwealth *vs.* Crever, 3 Binn, 121, which are cited by the Court in Miller *vs.* Bank of Orleans; Troubat *vs.* Hunter, 5 Rawle, 257, Martin *vs.* Schaeffer, 9, S. & R., 263; and Hummel *vs.* Brown, 24 P. S. R., 310, are authorities on the same point."

The opinion of the Court was delivered, March 28th, 1864, by READ, J.—The general rule in this state is, that all debts draw interest, the legal rate of which, for one hundred and forty-one years, has been six per cent. This moderate and uniform rate has arisen in a great measure from our short and inexpensive proceedings in the case of mortgages, which securities have formed a permanent standard for other money contracts. There are, however, exceptions to the general rule as in the case of banks, who are the debtors of their depositors, and of trustees who have not failed in the discharge of their trusts. And we must undoubtedly add the cases which the United States and the several States have been prepared to pay their landholders when their loan fell due, of which it is their practice to notify their creditors beforehand. It is true that these Governments cannot be sued except by their own consent, and can therefore impose terms upon their creditors; but this is not the only reason, for it is obvious that they cannot go round the world searching for the individuals to whom they owe money. The result is that these debts are payable at a fixed and known place of payment and at a known period, at which time and place the loanholder is to present his evidence of debt and receive payment. Whether he does or not interest stops from that moment.

Within the present century large loans have been effected by great municipalities, and by canal and railroad companies of large capital, which are assimilated in amount and extent to at least the loans by the State Governments. The city of Philadelphia has a funded debt of nearly twenty-five millions of dollars, and the Pennsylvania Railroad Company has home mortgage debts of over seven million five hundred thousand dollars. Both these large corporations have their known officers in the city of Philadelphia, and the only real difference between their situation and that of a State Government is, that they can be sued. The same rule might therefore be properly applied to them with perhaps the proper condition that they should be able to show that they always had on hand a sum sufficient to pay the principal and any interest that may be due. In the present case the defendants are one of those large canal and railroad companies, whose office and place of business have always been in the city of Philadelphia, and they had in bank, when the bond of the plaintiff fell due, and at all times afterwards, cash to their credit sufficient to pay the loan to the plaintiff, principal and interest and all other accruing and payable debts of the company, but they did not keep the principal of said loan or the interest thereof, separate and apart from the rest of their funds. The plaintiff's bond was dated 21st of April, 1840, for $1900, payable on 1st of October, 1853, with six per cent. interest payable quarterly. No interest was paid from 1842, when her Attorney in fact, Mr. Wistar, died. The plaintiff having no fixed residence, and having no person here authorized to act as agent until by power of Attorney, executed in London in September, 1861, she appointed Wm. S. Vaux her Attorney in fact, who received the principal on the 12th October, 1861, and their arrears of interest up to 1st October, 1853, on the 3d of December, 1862.

On the 15th of September, 1853, the defendants published a notice in the newspapers of Philadelphia, that the certificates of the company falling due on the 1st of October, 1853, would be paid on presentation of said certificates at their office, and also that the interest on all certificates so falling due would cease on the 1st of October aforesaid.

The company were not bound to seek their creditors in a foreign country, (Co. Litt., 210 b.;) and the only difference between us and the Court below is, that we think it was not necessary for the defendants to set apart specifically for the benefit of their debtor, so as to be entirely beyond their own control, or subject under any contingency for their debts or other liabilities, a sum sufficient to cover the debt principal and interest. We are of opinion that the company did not show their willingness and ample ability to pay the debt at all times, and that it was the negligence of the plaintiff only, which prevented her receiving it when it fell due. In Miller *vs.* The Bank of Orleans, 5 Whart., 503, if it had been shown that the acceptors always had in bank a sum sufficient to pay their acceptances, although the balance to their credit was always being used for the general purposes of the business, they would not been held liable to pay interest on it.

Judgment reversed, and judgment entered on the special verdict for defendant.

Mississippi Central Railroad.

The force now employed on the Mississippi Central Railroad, between Holly Springs and Grand Junction, will have completed their work on that section within a week, and immediately afterward the united forces will be brought to operate upon the north section of the road, extending from Grand Junction to Jackson, with the view of pushing the work through with as little delay as possible. Within the space of three or four weeks, it is thought, all necessary repairs will be completed, and the road in good order, and in operation the entire length.

Lebanon and Pinegrove Railroad.

The surveys for this road have been completed and the work will soon be put under contract, with a view to its early completion. The length of the road located from Pinegrove to Lebanon is about twenty-three miles, with a maximum grade not exceeding thirty feet in the mile, against the coal trade, encountered in mounting over the gravel ridge through which the Union canal passes in a tunnel.

The Blue Mountain which is between Lebanon and Pinegrove, is cut to its base by the Swatara creek, through which gap the railroad will pass.

The North Lebanon railroad was built to carry iron ore from the Cornwall Hills to Lebanon, and the Pinegrove road will be built to carry anthracite coal to Lebanon, thereby giving Lebanon great advantages for the manufacture of pig iron, by reason of its proximity to ore and coal. And when the railroad surveyed from Carlisle to the South Mountain Iron Company's vast deposit of hematite ores shall have been completed, those ores will be mixed with the magnetic ores of Cornwall, just as iron ores of New Jersey are carried into the Lehigh Valley for admixture with Lehigh ores.

Lebanon is a most favorable point for the manufacture of pig iron, and must become a place distinguished as well for the quantity and quality as for the cheapness of its pig metal; for Lebanon is near anthracite mines, is close to mountains of magnetic ores, is convenient to richest hematites, and is in the lap of a limestone valley of unrivaled rural beauty and agricultural productiveness.

Railroads in Virginia.

The Superintendent of Construction of the Orange and Alexandria Railroad says the road to Lynchburg is now in full working order for freight as well as for passenger trains, and that the route from Lynchburg *via* Gordonsville is the only one by rail from the former place to Richmond.

Communication by rail is now complete to Staunton and to Lynchburg, and beyond Lynchburg to Bristol, in Southwestern Virginia or East Tennessee.

In a few weeks the road beyond Bristol will be finished, when the railroad communication will be complete to New-Orleans.

Troy and Greenfield Railroad.

The following gentlemen have been elected directors for the ensuing year: Alvah Crocker, Fitchburg; Harry Arnold, North Adams; George Grinnell, Greenfield; Otis T. Ruggles, Fitchburg; James Cheever, Geo. P. Sanger, Levi Rice, Otis Clapp and F. H. Forbes. The Board was subsequently organized by the choice of Hon. Alvah Crocker, President and W. T. Davis, Secretary and Treasurer.

☞ The work on the Allegheny Valley Railroad, between Kittanning and the mouth of Mahoning, is progressing briskly, and will be completed in a few weeks. The survey of the entire route of the road has been completed.

☞ The survey now being made for the railroad between Clearfield and Phillipsburg has established the fact that the summit will be surmounted at an elevation of seventy-five feet to the mile—thus making the grade much lighter than was generally anticipated.

Texas Indemnity Bonds.

The Secretary of the Treasury is now paying the Texas indemnity bonds, so called, which were issued by the United States to the State of Texas under the act of Sept. 9, 1850, when such bonds are presented by loyal holders, with evidence that they have passed through the hands of loyal citizens only.

☞ The public debt of Russia amounts to about $1,450,000,000, one-half of which is non-consolidated, two-thirds of the latter portion being paper money and one-third consisting of Treasury bills and other bonds bearing interest. The annual revenue of the country is nearly two hundred and thirteen millions of dollars.

☞ The interest of the City of Baltimore in the Northern Central Railroad Company was sold on the 1st inst., for $881,000. It is understood that the Northern Central Railroad Company were the purchasers.

☞ A steam street car with a dummy engine is in successful operation at St. Louis, making an average speed of fifteen miles an hour and running without noise or smoke.

☞ Major Thomas Colloway has been appointed President of the East Tennessee and Georgia Railroad, and H. H. Talmadge has been appointed Superintendent,

☞ The Cape Breton *News* says that the capital stock of the Marine Railway Company at North Sydney has been subscribed in full. It is in contemplation to construct two slips at a cost of fifty thousand dollars.

Natural Lubricating Oil
FROM THE
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NEW WELL, NO. 2,
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PROPOSALS FOR
$1,000,000
GEORGIA CENTRAL R. R.
AND
BANKING COMPANY
First Mortgage Seven Per Cent. Bonds,
OF $1,000 EACH,
REDEEMABLE IN TEN YEARS,
WITH COUPONS PAYABLE IN NEW YORK
1st March and September.

These Bonds are secured by a 1st Mortgage to MOSES TAYLOR and JAMES ROBB, Trustees, upon the Railroad of the Company from Savannah to Macon, Georgia, (190¼ miles). The Trustees' deed has been made under the advice and direction of SAMUEL J. TILDEN, Esq.

The proceeds of the Bonds are required to repair damages to the Railroad sustained by the late invasion of Georgia.

The Georgia Central Railroad and Banking Company constructed its railroad without contracting any bonded debt, and its capital account, represented by shares, amounts to $4,666,800, upon which, for several years preceding the war, its dividends were large, and, in 1860, amounted to 26 per cent. It possesses valuable assets, consisting of bonds and stocks in other Railroad Corporations for over One Million of Dollars, all of which are expected to prove good with a few years of peace.

The Georgia Central Railroad, connecting at Millen and Macon with the entire system of railways in Georgia, the South Atlantic and Southwestern States, is certain to command a traffic of value and importance; and it is not doubted that the active and enterprising people of Georgia will promptly accept the new state of affairs, and at an early day recover the prosperity lost by war.

We commend these bonds to the public as a safe and reliable security, and proposals will be received for the whole or any part thereof until the 10th day of September, when the bonds will be ready for delivery, or at any time thereafter within thirty days, at the option of the bidder, on a deposit of ten per cent.

The right to reject any or all of the bids is reserved, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

The bonds will be coupon, with the right of registration, or, by surrender of the coupons, made transferable on the books of the Company, at the pleasure of the holders.

Parties making proposals are requested to address us in writing, and state the amount of bonds desired.

WINSLOW, LANIER & CO., Bankers,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 16, 1865.

Statistics of Iron Mining.

In the Highlands of this State and New Jersey the principal mines occur in two great ranges or systems. Those in the more easterly are the Forrest and Dean, the Greenwood, and the Sterling, in this State; and the Ringwood, on the New Jersey side of the line. For the next 12 or 15 miles of its course no mining operations of any account are carried on at present; but in the same range of mountains in Morris County we find the Beach Glen, the Hibernia, the Mount Pleasant, the Mount Hope, the Richard, the Allen, the Swede, the Irondale, the Byram, the Dickerson and other mines—all within a breadth of two miles from northwest to southeast.

The Forest and Dean is five miles from the Hudson River at Fort Montgomery, with which it will shortly be connected by a railroad, five miles long, with a descent of 600 feet. This property was recently purchased by the Poughkeepsie Iron Company, who are making improvements with a view to making the mine more productive than formerly. Since the 1st of May about 2,500 tons of ore have been taken out and shipped. The number of miners now at work is 25, and about 20 others are engaged in making repairs. The vein worked is 60 feet wide at the depth of 135 feet perpendicular. Iron made from it of the best quality.

The Greenwood mines comprise three—the Bull, the Surebridge, and the O'Neill—the last yielding a celebrated ore. These, with a tract of 8,000 acres of land, and an anthracite and a charcoal furnace, are owned by Messrs. Robert P. and Peter P. Parrott, whose guns, manufactured at the West Point Foundry, have been in the habit of *speaking* for themselves to some purpose. The product of these mines last year, was about 20,000 tons, out of which were made 6,800 tons of metal. The anthracite furnace is now idle, but preparing to resume. Number of miners now engaged, about 75; and the whole force of employes is nearly 200.

The Sterling mine has lately been sold by Mr. P. Townsend to a party of Pennsylvania capitalists, known as the Mount Sterling Railway and Mining Company, who are constructing a first class railroad to their principal mine, to be operated by steam. They are also converting a charcoal furnace into a hot blast anthracite, to be driven by a steam engine of 150 horse power. Product of the works, last year, about 8,000 tons of ore, or 3,500 of metal. The number of employes in all departments, except railroad building, is about 135. Mr. Chas. T. Ford is Superintendent.

The Ringwood mine, with two forges, belongs to Messrs. Cooper, Hewitt & Miller, who purchased that extensive tract from the Trenton Iron Company. A branch Railroad to the Erie is in contemplation. Quantity of ore taken out last year, about 2,000 tons. Mr. Philip R. George is Superintendent.

The Beach Glen, the Swede, the Orchard and the Mt. Pleasant mines belong to Messrs. Fuller, Lord & Co., whose extensive works are at Boonton. Number of employes, about 120; quality of ore taken out last year, about 24,000 tons. Mr. Robert Oram is Superintendent, and in his absence, Mr. Joseph Richards.

The Hibernia mine is leased by the Trenton Iron Company. A substantially built railroad connects the works with the Morris Canal at Rockaway, four miles. Raised, last year, between 15,000 and 16,000 tons of ore. Number of empioyes, about 40. Mr. Richard George, Superintendent.

Another mine on the Hibernia tract belongs to the Glendon Iron Company, who employ about 125 men; raised, last year, nearly 20,000 tons of ore. Mr. George Richards, Superintendent.

The Trenton Iron Company own the Allen, the Dell, the Rosedell, and one of the Hurd mines. Quantity of ore taken out, last year, about 20,000 tons. Number of employes now, about 20, three of these mines lying idle. Ore shipped to Philipsburg, where are the company's blast furnaces. It is thence sent to the rolling mill at Trenton.

The Mount Hope mine, with a railroad four miles long, belongs to the Lackawanna Iron and Coal Company, who transport the ore by canal and railroad to Scranton, Pa., where it is converted into pig and bar iron. Number of employes, about 350, under the superintendence of Mr. Richard Stevens. Quantity taken out last fiscal year, 58,572 tons, of which 7,260 were raised in June. Included in the above, are the products of the Taylor, the Febo, and the Brannin mines.

The Thomas Iron Company, of Pennsylvania own the Richard mine, which turned out about 19,000 tons last year. Mr. D. Jenkins is the Superintendent. Number of employes at present, about 75.

The Irondale mines, half a dozen in number, lie on the south side of the Morris Canal and the Morris and Essex Railroad. They belong to the Sussex Iron Company, who sell the ore to various interests. The number of employes is about 70; quantity of ore raised in 1864, about 25,000 tons. Mr. John Hance is Superintendent.

The Lehigh Crane Iron Company of Pennsylvania own the Randall Hill mine, under the management of Mr. David Jenkins, with 25 men, who took out 4,500 tons last year; also the Hilts, the Solomon, and a few others in the western range. Most of these are for the present doing little.

The Dover Iron Company own the Byram mine, the deepest in New Jersey, the incline reaching to 550 feet without any appearance of exhaustion.

A magnificent steam engine of 100 horse power has just been put up on the property, under the directions of Mr. Charles King. Nothing has been done here for some years; but operations will soon be resumed.

The Allentown (Pa.) Iron Company lease and work the Dickerson mine, one of the richest and best in the country, which yielded, last year, 12,000 tons, and is still keeping up to that figure. Number of employes, 72, under the general superintendence of Mr. Canfield, assisted by Mr. W. F. Potter.

The Bethlehem (Pa.) Iron Company, own or lease the Logan mine, which yields about 500 tons annually; also the Birch and Wilkinson mines on the western range. About a dozen men in all are employed in these works.

The principal mines in that range are the Hurd, the Weldon, the Schofield, the Ford and the Ogden.

The first of these, on the northeastern shore of Lake Hopatcong, is leased by the Glendon Iron Company, who employ about 45 men. Took out, last year, 13,000 tons. Mr. George Richards, Superintendent. This year the product is expected to be only 10,000. There are two principal veins on this property, each from 6 to 10 feet thick, and somewhat sulphury, especially near the surface. The Ford mine, also leased by the same company, is now idle; last year shipped 2,200 tons, besides a considerable quantity which could not be sent off.

The Schofield mine, also idle, is owned and operated by the Lehigh Crane Iron Company, who shipped about 4,000 tons in 1864. This and the Ford are expected to resume shortly.

The Weldon is an old mine, which lately passed into the hands of a gentleman in Morristown. At present, about 30 men are at work, mostly sinking shafts and driving levels. Took out, last year, about 4,500 tons.

The Ogden mine is the most valuable on that whole range. It belongs to a company of Pennsylvanians, known as the Ogden Mining, Railway and Manufacturing Company. As implied by this title, they are constructing a first class railroad, 10 miles in length, from Lake Hopatcong to their property, to be operated by steam. They are also authorized to extend it in both directions, and engage in the manufacture of iron. No ore is being raised at present, on account of the difficulty of transportation. Last year, employed about 25 men, who took out 35,000 tons. Mr. George Richards, Superintendent. These veins, five in number, are entirely free from sulphur, and yield iron of the best quality.

Besides the works mentioned above, are probably a dozen others, each employing about as many men in brisk times, but for the most part now idle. They are owned by individuals, who sell the ore at the pits or on the canal.

At Potchuck, a few miles north of Franklin Furnace, are beds of *hematite ore*, believed to be quite extensive. More than a dozen years since, they were worked by the late Col. Edsall, who mixed with that variety of ore the magnetic kind obtained in the hills to the eastward. The product was an article which commanded the highest prices in market. Since his death, however, the works (such as they were,) have lain idle. The lack of sufficient railroad facilities is one of the chief drawbacks to the full development of this property. It is understood that a gentleman from Franklin Furnace is preparing to reopen that valuable deposit; and doubtless it will be turned to good account, if any of the three or four projects for building a railway along that beautiful valley are carried into effect.

From the statements given above it will be seen that seven-eighths of the iron ore mined in New Jersey are transported westward to be manufactured at points along or beyond the Delaware, the pig or bar iron to be re-shipped eastward to New York. The arguments advanced for this roundabout process, is that it is less costly than to ship to the iron fields of New Jersey the brown hematites of Pennsylvania, which do not ordinarily contain more than 25 or 30 per cent. of metal; while the ores of New Jersey contain from 50 to 70. Again, as it takes fully three tons of coal to mix in the furnace with two of ore, it is alleged the balance would be against any change in the situation of the works, or any transfer of the manufacture to this side of the Delaware.

But the fact that hematite already exists in New Jersey, within six miles of one of the richest and most extensive mines in the State, must suffice to neutralize the first part of the argument.

The cost of conveying coal to the iron would be little heavier, if anything, than that of conveying the ore in one direction, and the manufactured iron in another; and the difference would be fully made up by the saving of time, which is money.

But the grand consideration in favor of establishing anthracite furnaces in New Jersey and this State is, that millions of tons of ore, in mines which are now considered too lean to be profitably worked, would at once be available, their quality being as good as any, though the proportion of metal to ore is comparatively small. Few establishments in the country can boast of having enjoyed greater prosperity than the Boonton works, which make use of some ores not yielding above 25 or 30 per cent. If practical iron makers from Pennsylvania see fit to establish an anthracite furnace at Sterling, there are few other points in the Highlands where coal can be delivered more cheaply; consequently where the elements of success are within as easy reach.

THE ZINC AND FRANKLINITE MINES.

These ores are found in a range of hills, consisting chiefly of white crystaline limestone, and lying to the westward of the Highlands. The vein is first found at Sterling Hill, about four miles north of Sparta, extending from the north for three miles to Franklin Furnace, where it bends to the east in the direction of the mountains and disappears. At their highest summits these hills are only about 300 feet above the valley. Geologically, they form the boundary line between the primary gneiss, granite, &c., on the east, and the blue limestones on the west. At Sterling (which is not to be confounded with that near the Ramapo Valley,) the zinc and franklinite form two distinct beds, leaning against the southeast face of the hill, for about 160 feet above the valley. The dip of these veins is toward the southeast, and at about the angle usually found in iron mines. The principal shaft has been sunk 300 feet below the river, or 460 feet from the highest point.

The veins are two in number, separated by a smooth joint, the zinc lying to the east and the franklinite forming its foot-wall. The former is from 2 to 12 feet in thickness; the latter, from 5 to 15 feet. The former yields a greater proportion of zinc; the latter yields more iron. In point of fact, the zinc is mined and manufactured chiefly for the sake of the zinc; the franklinite, for sake of the iron contained in it. The zinc ore yields, on an average, about 25 per cent. of iron to 30 or 35 of zinc; the franklinite, about 30 per cent. of the former to 20 of the latter, when tested in the crucible.

Operations are now carried on by two companies, the Passaic and the New Jersey Zinc Companies. The former employ about 20 men, their works being situated at the southeast extremity of the vein; the latter, about 150, under the superintendence of Mr. John George. Works at Sterling Hill and Franklin Furnace. The former company transport their ores to Jersey City, where the zinc and iron are separated; the latter to their furnace at Newark. The products of the New Jersey mines, last year, amounted to about 7,000 tons, a rate which promises to be sustained, if not exceeded in future. Both companies are compelled to convey their ore long distances by wagon to reach the canal or the railroad.

There are other iron mines near Wawayanda, Warwick, and further northward, employing in all perhaps 100 men, the products of which we have been unable to gather.

RECAPITULATION.

We are now able to sum up the numbers of men employed at present, and the quantities of ore raised last year, which will be found nearly as follows:

Owners.	No. Employes.	Product of ore in tons.
Fuller, Lord & Co.	120	24,000
Poughkeepsie Iron Co.	45	.....
Parrott, Brothers	200	20,000
Sterling Mining Co	30	8,000
Cooper, Hewitt & Miller	250	4,000
Trenton Iron Co.	60	35,500
Glendon "	170	36,500
Lehigh Crane Iron Co.	25	11,500
Bethlehem "	12	1,000
Allentown "	72	12,000
Sussex "	70	25,000
Ogden Mining Co.	..	3,500
Lackawanna Iron & Coal Co.	350	58,500
Thomas Iron Co.	75	19,000
Dover "	15	.....
Others	150	60,000
Totals	1,644	318,500

Besides nearly 10,000 tons of zinc and franklinite ores, employing 200 men.

In addition to the number of employes given above might be reckoned those engaged in the Boonton works, now about 300, but in ordinary times nearly 600; also those in the numerous forges and other iron works in Sussex, Morris and Passaic Counties, amounting to at least 250 in ordinary times, but at present barely half that number. This would make the present aggregate of men about 2,500. Besides these are teamsters, boatmen, wood-choppers, &c., all dependent on the iron manufacture. Respectable as is the whole number, it is far from being what it might be, if the people of New Jersey were as wide-awake to their own interests as are their neighbors west of the Delaware.

Imperial Mexican Railway.

The report of the directors states that the works of this important enterprise are being executed by the contractors with vigor and despatch. The section between Vere Cruz and Paso del Macho, a distance of 48 miles, has been opened for traffic several months. The number of workmen employed upon the construction of the whole line has averaged daily 5,820, and in a few months the number of men will be doubled. The directors have arranged with the contractors for the completion of the railway between the city of Mexico and the junction with the Puebla branch in May next, and for completing the branch line to the city of Puebla in a few months afterwards. There will under this arrangement be opened for traffic not less than 160 miles of railway about this time next year, the greater part of which is expected to be worked at moderate cost. The population of the city of Mexico is about 500,000, and of Puebla 150,000. The gross amount of traffic earned on the two portions of line now open is exceedingly satisfactory under the circumstances. Upon the section from Vera Cruz to Paso del Macho the gross receipts from the 24th March to the 10th of June had been £19,684, and on the suburban line from Mexico to Guadalupe—3¾ miles—from 21st August, 1864, to 31st May, 1865, £5,143.

Boston, Concord and Montreal Railroad.

The receipts and expenditures of this road for the years ending March 31, 1864 and 1865 have been as follows:

Receipts:	1864.	1865.
From passengers	$113,868 59	$147,850 41
" freight	185,066 58	245,751 14
" mails	10,207 52	10,188 02
" express	3,000 00	3,500 00
" miscellaneous	1,281 20	1,098 79
Total receipts	$313,423 89	$408,388 36
Expenditures, viz:		
Maintenance of way	$61,718 00	$102,693 36
" motive power	34,844 23	50,765 42
Cost of working road	56,668 18	75,980 42
" management	6,601 55	7,790 93
Miscellaneous	18,181 76	29,751 31
Total expenditures	$178,013 72	$266,981 44
Net balance	$135,410 17	$141,406 92
Balance from last report	9,171 21	48,630 25
Interest received	1,504 00	3,003 00
Total income	$146,085 38	$193,040 17
Appropriated as follows:		
Paid coupons	$68,272 12	$61,003 96
Trustees of sinking fund	12,500 00	12,500 00
Patent rights, etc	1,417 50	2,325 00
Pemigewasset House	10,000 00	6,000 00
Materials, more than last year	2,201 50	5,996 10
In hands of superintendent more than last year	3,164 01	15,214 10
Cash on hand	48,630 25	90,001 01
	$146,085 38	$193,040 17

The receipts of 1864 exceed those of 1863 $66,-144 46; the expenses, $50,080 41; and the net receipts, $16,064 05.

Compared with 1865, the receipts of 1864 show an increase of $94,964 47; with an increase in expenditures of $78,967 72—making the increase in net receipts of $5,996 75.

The amount paid for taxes in 1863 was $4,799 18; in 1864, $10,300 38; in 1865, $18,975 81.

In the report of 1863, it was stated that this corporation had taken an interest in the new hotel at Plymouth, sufficient to insure its being kept as a first class house. The amount charged to that account in 1864 was $10,000; in 1865, $6,000.

The contract with the White Mountains Railroad expired February 1, 1864. The directors have made a new contract for the use of that road for 20 years from that date. The report says:

The high price for all materials and labor has largely increased the cost of working the road the last year. We have paid an increase of taxes this year over last year of $8,674. We have purchased and re-rolled 177 tons of iron, and laid 15,333 sleepers more than last year. Have purchased 10 new platform cars; besides building, and making more repairs to both freight and passenger cars in our own shops.

The motive power, freight and passenger cars are all in as good condition as last year.

The roadway and superstructure, when we have laid 100 tons of new iron, which will be done in the month of May, will also be in as good condition as last year.

The extended mortgage bonds ($500,000) become due in August next. We have the means to arrange for a part of these bonds, and we propose to the holders to give them in exchange the sinking fund bonds due in 1889. The redemption of these sinking fund bonds is provided for by a sinking fund, to which $12,500 is paid annually, and which, with the interest now amounts to $137,800, and will absorb all the bonded debt of the road before it becomes due. This makes these bonds the safest and most desirable security to be had. We also invite the stockholders to take their share of the amount, as it is all-important to them to have this debt arranged; for as soon as this is done there can be regular dividends made on the stock.

The number of passengers carried in 1863 was 86,430; in 1864, 105,322; in 1865, 115,356. Tons of freight carried in 1863, 42,706; in 1864, 50,032; in 1865, 51,583.

The following statement will show the financial condition of the company on the 31st of March, 1864 and 1865:

	1864.	1865.
Construction	$2,850,000 00	$2,850,000 00
Wood & oil on hand.	8,400 65	5,695 91
Stock, etc., on hand.	18,248 11	26,948 95
Bonds on hand	800 00	800 00
Trustees of S. F.	89,000 00	101,500 00
Pemigewasset House.	10,000 00	16,000 00
Superintendent	14,931 60	30,145 70
1865 bonds on hand.	20,000 00	20,000 00
Cash on hand for coupons unpaid	2,720 00	9,997 00
Cash	45,910 25	80,004 01
	$3,060,010 61	$3,141,091 57
Stock—old, div., etc.	$459,600 00	$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865	500,000 00	500,000 00
" 1870	350,000 00	350,000 00
" 1889	200,000 00	200,000 00
Coupons due & unpaid	2,720 00	9,997 00
Dividends "	1,448 89	1,448 89
Do., not yet payable	28,125 00	28,125 00
Profit and loss	177,716 72	251,520 68
	$3,060,010 61	$3,141,091 57

President.—JOHN E. LYON.

Directors.—John E. Lyon, Holmes Hinkley, Alexander H. Tilton, Joseph P. Pitman, John L. Rix, John A. Parks, Joseph W. Lang.

Superintendent.—J. A. DODGE.

Treasurer.—EDWARD D. HARLOW.

☞ Six miles of the iron on the Cape Cod Central Railroad are laid, and construction trains now run within three miles of Harwich Centre.

Railways in Switzerland.

It appears from a report of the Minister of the Interior of the Helvetic Confederation that at the end of 1864 Switzerland had 818¾ miles of railway in operation, while a further length of 57½ miles was in course of construction. The State had also accorded concessions of other lines to the extent of 115⅝ miles. Swiss railways have not been very brilliant successes in a financial point of view, but it appears that 565 yards of line had, nevertheless, been constructed at the close of last year for every 1,000 inhabitants.

Albany and Susquehanna Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Joseph H. Ramsey, Jacob Leonard, Peter Cagger, Edward C. Delavan, Albany; Charles Courter, Cobleskill; John Westover, Richmondville; John Cools, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Arnold B. Watson, Unadilla; Louis Northrup, Centre Village; Alonzo Everts, Binghamton; Daniel Drew, New York.

At a meeting of the Directors, Joseph H. Ramsey was chosen President, and Jared Goodyear Vice President for the ensuing year.

The Colebrookdale Railroad.

A corps of engineers are now engaged in locating the route of this proposed new railroad, which is to run from Pottstown to Boyertown, and thence to a point on the East Pennsylvania Railroad. The road will undoubtedly be built. A meeting of the stockholders and all parties interested in this enterprise, is to be held this afternoon at Boyertown, for the purpose of taking measures to raise the sum of money required to place the road under contract.—*Reading Gazette, Sept.* 2.

Railways in France.

The French Chamber of Commerce has just published the annual statistics of railways in France. According to this document it appears that 12,417 miles of railway were conceded in that country up to Jan. 1, 1865, and 8,113 miles opened for traffic. The fastest express train is that between Paris and Marseilles, which performs the distance (536 miles) at the average rate of 35.05 miles an hour.

Another Railroad in Chili.

Henry Meigs, of California notoriety, has closed a contract to build a railroad from the port of Tougal to the mine of Tamayo, in Chili. The contract stipulates that if Meigs fails to complete the road in eighteen months, his bondsmen are to pay the company $10,000 for each month after the time fixed upon for its completion. If completed before the time, he is to receive $10,000 a month for all time in advance of the time set.

☞ The exports of Specie from the port of Boston during the first seven months of 1865 were $1,301,798, against $300,971 in the corresponding period of 1864; and the imports, $97,-634, against $58,721—the increase in exports being $1,000,827, and in imports $38,913, making the excess of exports over imports $961,914.

☞ The receipts of cotton at Savannah during the months of July and August were 28,220 bales; and the exports during same time, 20,778 bales—stock on hand September 1, 1865, 4,241 bales.

☞ News from New Westminster to the 5th inst., *via* San Francisco, 7th, says the telegraph is now completed 370 miles northward from that place.

Right of Bondholder of Railroad Company to Convert Bonds into Stock.

This interesting question is discussed at length in a late case in Pennsylvania. The court held that where by the terms of a Railroad bond, a period was fixed within which it might be converted into stock at the option of the holder, an agreement for the extension of the time of payment before maturity of the bond did not extend the right of conversion after the time limited. The plaintiff Henry H. Mullenburg set forth in his bill, that he was the owner of two bonds of the defendants, the Philadelphia and Reading Railroad Company, issued in 1844 payable July 1st 1860, secured by a mortgage; that there was a stipulation in them that the holder, at any time before the 1st of July 1860, should be entitled to convert the principal sum into the capital stock of the company, at the rate of $50 for each share, on surrendering the bond with the dividend warrants annexed; that before maturity, the company issued proposals to renew the loan, and the contract securing it; that among the inducements offered was this: that the holders should retain their bonds in the precise condition that they were in, the defendants proposing to extend them for twenty years; that one of the conditions or terms of the original contract was the right to convert and participate in the increased value of the corporate property; and that this as well as all other stipulations was included in the proposed extension; and that if it was not intended to be included, it should have been distinctly excluded; that with the proposal, the defendants sent a printed form for assenting, which the complainant signed and received the bonus; and that his bond was stamped as extended, and the coupons for future interest received; that defendants now refuse to comply with their agreement to issue stock in exchange for bonds, and declined doing so on demand. Praying for a decree compelling defendants to receive the bonds, and issue certificates for shares of their capital stock at $50 per share as shall equal the amount of the bond and unpaid interest, &c.

The answer of defendants admitted that the complainant is the holder of two bonds issued by these respondents; that the copy annexed to the bill was a true copy thereof, and that they agreed as therein; that they may, if the complainant be thereto entitled, have authority to issue additional capital stock, but as the same was matter of law, they referred to their charter and the various supplements thereto, and submitted the same to the judgment and decree of this court; that a large number of bonds issued to raise money for the construction and completion of the said road become due and payable on the 1st of July A. D. 1860; that it was not then convenient for these respondents to make payment of the whole thereof, and that they desired to obtain an extension of time for twenty years, from the holders thereof; that accordingly they issued and published in the newspapers, and in the form of a circular, addressed to the bondholders a paper, a copy of which was annexed to the bill, which paper was accompanied by the opinion of counsel, and the form of the proposed contract; that at the time of the issue of the said circular, and at the time of the signing of the contract by complainant and other bondholders, as hereinafter mentioned, the market value of the stock was from $19 to $19 50 per share, nor was it nor could it have been anticipated that the market value thereof would increase as it has done, to the sum of $64 25 per share; but they desired that the right of conversion of the said bond into the capital stock of the company was or could have been deemed a right of any substantial practical value at that time; that the complainant with a full knowledge of the facts set forth in the said circular, and of the terms of the agreement proposed for his signature, afterwards, viz., on the 31st of January, A. D. 1860, came to the office of the said company, executed and delivered the contract mentioned, received the cash payment with the sheets of coupons referred to, and had his bonds stamped; that the said contract, so sealed and delivered, was the final binding obligation between the complainant and the respondents, and by the terms and provisions thereof they submitted that he and they are absolutely and exclusively bound; that by the terms of the said contract complainant is not entitled to convert the said bonds into the capital stock of the said corporation; that the value of the stock of the corporation respondent in the market is $57 per share, and that the very large amounts thereof are sold and purchased in the full faith and belief that the extended bonds, such as those held by the complainant, sell in the market for the sum of $110 for each $100 thereof, while the other bonds of the company, due and payable in the year 1866, and having the right of conversion have sold and do sell for the price of about $120 for each $100 thereof, that they are ready and willing to do and perform whatever in equity or justice can be required of them, but believing that they are not in good faith bound to comply with the request of the complainant, and that it would be great injustice to those who have purchased other securities of the company as above expressed; they prayed to be hence dismissed with their reasonable costs.

The circular issued by the company was as follows:

"Office of the Philadelphia and Reading R.R. Co.
"January 1860.

"The holders of bonds of this company, due July 1st 1860, can now receive upon application at this office 10 per cent. cash, upon the terms specified in the circular attached.

"The holders are also entitled to the benefit of a sinking fund of $140,000 per annum, as established by the stockholders at their annual meeting, held January 9th 1860, and in pursuance of the contract, entered into by the company and duly recorded, to carry the same into effect.

"S. Bradford, Treasurer."

"Circular."

"Notice to the holders of Philadelphia and Reading Railroad Co. Mortgage Bonds due July 1st 1860.

"These bonds are secured by the first mortgages on the road amounting in the aggregate to $8,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these bonds.

"The managers propose to extend them for a period of twenty years, the holders retaining the bonds, and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half yearly will be issued.

"A bonus of 10 per cent, will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the company, or to its agents, for indorsement.

"Forms of receipt and endorsement will be furnished on application.

"By order of the Board of Managers,
W. H. McIlhenny, Secretary."

The contract executed by complainant was in these words:

"The undersigned holder of $2,000 of the bonds of the Philadelphia and Reading Railroad Co., due 1st July 1860, and numbered 126 and 1,425, of $1,000 loan, 1844–'60, and secured by a mortgage, dated the 16th day of January, A. D. 1844, does in consideration of the payment in cash of a sum equal to 10 per cent. of the amount of said bond, the receipt whereof is hereby acknowledged, hereby agree with said company, that if the interest upon the said bond shall be well and punctually paid, upon demand and presentation of coupons, that the time of payment of the principal of said bond shall be extended to July 1st 1880.

"And the undersigned acknowledges to have received from said company, two sheets of half-yearly coupons or interest warrants, for the interest upon said bond which will be due and payable from July 1st 1860, to the time to which they are hereby extended, and upon presentation of the appropriate coupons the interest is to be paid. If the interest thus payable is in default, the bond thereupon becomes due, and this extension void.

"Nothing herein contained shall prejudice, in any manner whatsoever, the security for the payment of said bond given by said mortgage.

"Witness my hand and seal, this 31st day of January, A. D. 1860.

H. H. Muhlenberg. (seal.)

Witness: "John Walker, Jr."

On hearing the learned judge at Nisi Prius, without delivering any opinion, dismissed the complainant's bill; which was the error assigned.

The opinion of the court was delivered March 10th 1864, by Thompson, J.—It was optional with the complainant, by the terms of the bonds, the subject of this bill, to have converted them into stock of the company any time before the 1st July 1860. If the election were not made within that period, neither at law nor in equity could the company be compelled to submit to this conversion by reason of anything contained in the bonds. The option was for evergone, and could only be renewed, or the right to exercise its revived by virtue of a new contract. The time has long since elapsed within which the election could have been made without the right having been exercised, and the company refuse its exercise now. To compel them is the object of this proceeding in equity.

Neither in equity no more than at law, are courts at liberty to make contracts for parties. Their business is with the enforcement of these already made. The application to a court of equity to compel the specific performance of a contract, (which is this case), implies an obligation on part of the complainant to exhibit one entitled to be enforced. In this consists the difficulty here.

The contract of the plaintiff, accepted and acceded to by the company, is entirely silent on a

subject of a right to convert his bonds into stock after the 1st of July 1860, or at any time between that and the 1st of July 1880.

At the date of that contract, it is quite apparent that such a right was considered of no value. The bonds were a much better investment than the stock, and human foresight was not keen enough to perceive what has since taken place—that out of disaster to the country would come prosperity to the company. This was not anticipated, and accounts undoubtedly for the fact that no provision was made on the subject. It is quite evident that the arrangement made, resulting in the contract between the parties, was with the single view of postponing the day of payment of the bonds for twenty years. To this expressly is the consideration of ten per cent. referred, together with the stipulation for the prompt payment of interest in future. The right of converting the bonds after the 1st July 1860, rested therefore, upon no consideration whatever, after the original consideration had exhausted its purpose by the lapse of time. On the face of the plaintiff's contract, this is the state of the case.

But it is claimed that the right is substantially asserted in the circular of the company which was their proposal for extension. But the proposal is not accepted, or referred to in the plaintiff's agreement with the company, nor in any way made parcel of it.

The contract is independent of it, and must, on every principle, be considered the final consumation of the bargaining between the parties; unless, indeed, it could have been shown that it ought to be reformed under some head of equitable interference, which was not attempted or pretended here. Had there been a simple acceptance of the proposal of the company by the complainant, there would have been more plausibility, at least, in the argument of his counsel. But that was not the case. The plaintiff fixed his own terms of acceptance, and he did so without the remotest reference to the proposal, and in it he clearly discloses both the object of the arrangement and the consideration for it.

This view renders unnecessary any extended discussion of the clause of the proposal relied upon by the plaintiff's counsel, and which he seems to think preserves the right of the plaintiff to convert his bonds into stock.

That clause says the company "proposes to extend them (the bonds, and security of the mortgage, in the precise condition in which they are now held." We have said that these terms were not accepted, but others better adapted to the plaintiff's own views, and this might be enough to say of it; but I doubt much if even accepted expressly, it would have the meaning attributed to it.

It was unnecessary to stipulate that the holders should retain their bonds in the condition they were. That they would do without any stipulation, so far as form and obligation was concerned; but it was deemed material that the company should propose to hold the securities for their eventual payment in the precise condition in which they were. I think this was what the clause meant. The loss by lapse of time of the right to convert the bonds into stock would not change their "precise condition," they would be precisely the same in form and substance as bonds with a term of satisfaction gone; and that this was not regarded is shown by the care with which it was thought necessary that the assurance should be given that the securities should be held intact.

That this was what was understood by it, so far as the plaintiff is concerned, is plainly to be seen in what he chose to say in regard to this very matter himself. In speaking, in his contract, of the terms on which he agreed to hold the bonds in controversy, after stipulating for an extension for the consideration of ten per cent., and future prompt payment of interest he adds: "nothing herein contained shall prejudice in any manner, whatever the security for the payment of said bonds given by the mortgage." This was all he stipulated for, and he must be bound by it; and it accords exactly with what I conceive was meant in the circular. But whether or not, these are the terms of his acceptance, and no other, and he cannot enlarge or alter them. As we think the complainant is not entitled to the relief prayed the decree at Nisi Prius dismissing the bill, is affirmed.

Decree affirmed at the costs of the appellant.

Railroad Earnings—Monthly.

The earnings of the Erie Railway for the month of Aug., 1865, were..... $1,364,125 89
Corresponding month last year..... 1,105,364 58

Increase..... $258,761 31

The following is a statement of the business done by the Illinois Central Railroad for the month of August, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	8,228.29 for	$92,452 69
Acres Int. Fund Lands sold.....	185.20 for	3,096 20
Acres Free Lands sold..	1,556.26 for	20,168 69
Total sales during month of Aug., 1865.....	9,969.57 for	$115,712 58
To which add Town Lot Sales.....		1,585 00
Total of all.....		$117,297 58
Cash collected in August.....		$180,616 12

TRAFFIC DEPARTMENT.

Receipts from	Passengers.....	$243,343 17
do.	Freight.....	397,846 90
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	10,000 00
Total Receipts in month of Aug., 1865.		$661,548 40
Total Receipts in month of Aug., 1864.		586,964 55

☞ The latest advices from Mexico, *via* Vera Cruz and Havana, include several items of interest; among which is the following: The Emperor has conceded to Mr. Charles J. Arnoux, who represents various New York capitalists, the privilege of building telegraph lines, which will connect Toluca, Morelia, Ramora, Barca, Guadalajara, Tepic, San Blas, Mazatlan, Culiacan, and Guaymas, with San Francisco; another reaching from Mazatlan to Durango, Cuencame Parras, Villa Aldamas, Cerralvo, and Camargo, and another from Manzanillo to the city of Guadalajara. The terms of the telegraph contract oblige the successful capitalists to complete, within eight months, at least 210 kilometers of the telegraph line. The line from Mexico to San Blas must be finished in two years, and all the lines in five years. The builders have the monopoly of these lines for 15 years.

Cape Cod Railroad.

The report of the Directors of the Cape Cod Railroad Company for the year ending May 31, 1865, makes the following exhibit:—The receipts of the company from May 31, 1864, to May 31, 1865, were $161,047 10, and the expenses for the same period were $87,926 28, giving a net income of $73,120 82. Interest and taxes paid amounted to $14,936 88, leaving a balance of $58,183 94. The net income of the preceding year was $80,387 12, and the interest paid was $7,238 68, leaving a balance of $73,148 44, showing a decrease in the last year in net income compared with the preceding year, of $7,266 30, and a decrease in net income after paying interest on debt, of $14,964 50.

By the preceding report, the debt of the company stood at $117,300 12. The debt of the company now stands at $92,458 05, showing a reduction of the debt during the year of $24,842 07. The receipts of the company for the year ending May 31, 1865, were $17,686 56 more than in the preceding year, and the expenses $24,952 86 more.

In the year ending May 31, 1864, the receipts for passengers were.....	$105,744 90
In the year ending May 31, 1865.....	120,421 48
Increase in passenger receipts.....	$14,676 58
The receipts for freight in the former year were.....	$28 563 [illegible]
In the year ending May 31, 1865.....	32,738 31
Increase of freight receipts.....	$3,174 33

It will be seen that the net earnings for the year, after deducting interest on debt, and excise on earnings, are $66,542 04, or over 11 per cent. on the capital stock.

The road and rolling stock are in good condition.

Oil Creek Railroad.

Two locomotives have been purchased for the Pithole City and Oil City Railroad. The construction of the road from the city to Oleopolis, at the mouth of the creek, will occupy, it is thought about sixty days.

☞ The contract for the construction of the Springfield, Ill., and Northwestern Railroad has been let to Messrs. Ball & Schofield, at a cost $910,000 for the 42 miles complete, and is to be turned over to the company, finished by the 1st day of January, 1867.

☞ The Illinois and Michigan Canal is to be deepened so as to cleanse the Chicago river. The Chicago *Journal* says that the Board of Public Works has awarded to Messrs. Hasbrouck and Conro, of Milwaukee, sections one to thirty-eight inclusive, embracing 2,625,865 cubic yards of earth, at twenty-nine cents per yard, amounting to $708,500 85.

☞ The Allegheny Valley Railroad will soon be completed to Orrsville, at the mouth of Mahoning, about ten miles north of Kittanning. It will eventually be extended to Oil City.

☞ There will be held at Cedar Rapids, Linn Co., Iowa, on the 27th inst., a grand railroad convention of the friends of North Missouri and Cedar Rapids, to adopt means by which to reunite the commercial interests of St. Louis and Iowa, and to further the completion of the North Missouri and Cedar Rapids Railroad.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	10c
Acton Vale....Ca	50,000	5	----	5c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20
Algomah .... "	20,000	----	2	2½
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	3
American ....Ca.	200,000	2½	----	5½
Amygdaloid ....L. S.	20,000	----	----	25
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6¼
Atlas .... "	20,000	----	1	2
Aztec .... "	20,000	----	1	4
Balt. and N. C....N. C	2.,000	5	----	35c
Bare Hill .... "	----	----	----	20c
Bay State....L. S.	20,000	----	3½	13½
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	50c
Black River .... "	200,000	2½	----	10c
Bohemian....L. S.	20,000	----	7½	10¼
Bolton ....Ca.	200,000	5	----	1½
Boston ....L. S.	20,000	----	5*	1½
B. and Corinth ....Vt	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca	100,000	5	----	2
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	6
Cambridge .... "	20,000	----	5	20c
Canada ....Vt	100,000	4	90c	80c
Carp Lake....L. S	20,000	----	----	1½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	40
Champlain ....Ca.	200,000	1½	----	15c
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ....L. S.	20,000	----	----	----
Cleveland....Ca	100,000	5	----	----
Cliff....L. S	20,000	----	----	----
Clifton .... "	20,000	----	----	½
Collin .... "	20,000	----	½	----
Columbian .... "	20,000	----	4½	9
Consolidated .... "	20,000	----	5	5c
Copper Falls .... "	20,000	----	24½	23½
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	22c
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt	100,000	2	----	25c
Dacotah....L. S	20,000	----	----	5
Dana .... "	20,000	----	3½	1½
Deep River....N. C.	----	5	----	15c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	3½
Dudley ....L. S	20,000	----	½	75c
Dunham....Ca.	200,000	2	----	25c
Durham .... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ....L. S	20,000	----	----	12½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel .... "	20,000	----	----	13
Forest City .... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	11c
Franklin ....L. S.	20,000	----	6½	38½
French Creek.... Pa.	100,000	b	----	60c
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	85c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	60c
Great Western....L. S.	20,000	----	2*	75c
Green Mountain....Vt.	20,000	10	----	4½
Guilford ....L. S.	20,000	----	5	50c
Hamilton .... "	20,000	----	----	1
Hancock .... "	20,000	----	6½	22
Hanover .... "	20,000	----	½	1
Hartford .... "	20,000	25	12½	----
Hazzard	20,000	----	----	----
Highland .... "	20,000	----	7	4½
Hilton .... "	20,000	----	----	1½
Hope .... "	20,000	----	½	1½
Hudson .... "	20,000	----	----	2
Hulbert .... "	20,000	----	----	2
Humboldt .... "	20,000	----	2	3½
Hungarian .... "	20,000	----	1	1½
Huron .... "	20,000	----	16	43½
Indiana .... "	20,000	----	----	6
Inverness	200,000	----	2½	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	11½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	4
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	50c
Logan .... "	100,000	3	----	2½
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	2
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	45c
Manhattan .... "	20,000	----	2½	3
Marquette .... "	20,000	----	----	¾
Maryland ....Md.	----	5	----	60
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	4
Merrimac .... "	20,000	----	----	4
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	2½
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	----	16c
Minnesota ....L. S.	20,000	----	3½	10
Misslequoi ....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison ....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	21
Native .... "	20,000	----	3	1
Naumkeag .... "	20,000	----	1	3
Nelson....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	2
Nevada (Silver).. "	20,000	----	----	----
New England .... "	20,000	----	2	75c
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	1
North Silver Lake	20,000	----	----	----
North State .... "	20,000	----	3	25c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich .... "	20,000	----	----	4
Ogima .... "	20,000	----	----	5½
Ontonagon .... "	20,000	----	----	2
Ottawa ....Ca.	200,000	1	----	22c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	10
Petherick .... "	20,000	----	2½	5
Pewabic .... "	20,000	----	2½	38
Phila. & Boston.. "	20,000	----	15	2
Phoenix .... "	20,000	----	----	13½
Pittsburg & Boston "	20,000	----	5½	52½
Pontiac .... "	20,000	----	3½	1½
Prince of Wales ....Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	½
Quincy .... "	20,000	----	10	66½
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	4½
Roscoe ....Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair....L. S.	20,000	----	3	3
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L. S.	20,000	----	8½	1½
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley.... "	20,000	----	----	10c
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	1½
Springfield....Md.	----	5	----	12c
Stadeconna ....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	7½	3
Stark....Vt.	100,000	2	----	----
Strafford....	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	4½
Sussex	20,000	----	----	----
Sutton....Ca.	100,000	5	----	85
Toltec....L. S.	20,000	----	20	2
Tremont .... "	20,000	----	5*	1½
Union (L. & M.).. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan	20,000	----	----	----
Washington.... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	1
Wickham ....Ca.	200,000	5	----	20c
Wickopee.... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	1½
Wyandotte.... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	----	1½
East River....	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood .... "	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia....N. Y.	100,000	8	----	8½
Bucks County....Pa.	----	----	----	½
Canada ....Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake....	----	----	----	----
Erie	----	----	----	21
Gay's River....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	----	----	----	1½
Lancaster.... "	----	----	----	----
Macomb ....N. Y.	100,000	5	----	2½
Mineral Point....	100,000	5	----	½
Mount Hope ....N. Y.	80,000	5	2½	----
Perkiomen....	200,000	1	----	----
New Jersey....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	½
Ramsay ....Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	40c
Union	100,000	5	----	87c
Wallkill ....N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ....Pa.	37,500	25	----	65
Ashburton .... "	50,000	50	----	10
Atlantic & G. C. ...Md.	----	----	----	90c
Baltimore .... "	----	100	----	2
Bear Valley.... "	40,000	12½	----	15
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	5½
Big Mountain ....Pa.	----	----	----	5½
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler .... "	----	----	----	8½
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	3
Central.... "	----	----	----	59½
Clinton .... "	----	----	----	½
Coal Brook .... "	4,000	50	----	----
Continental.... "	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	43½
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	21
Fulton.... "	60,000	5	----	6½
Gilbertson	5,000	100	----	41
George's Creek....Pa.	10,000	----	----	102½
Grand Tunnel	4,000	100	----	50
Green Mountain....Pa.	----	----	----	3
Hampton & Balt..Md.	----	----	----	91
Hazleton ....Pa.	32,300	50	----	55
Henry Clay....	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40
Lorberry .... "	4,000	100	----	11
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan .... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn.... "	100,000	50	----	160
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood....	4,000	100	----	----
Potomac ....Md.	40,000	10	----	3½
Powell ....Pa.	----	----	----	----
Preston .... "	----	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway....	----	----	----	----
St. Clair....Pa.	5,000	100	----	17½
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ...Pa.	16,000	50	----	22
Stafford....	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ....Pa.	----	----	----	----
Summit	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	41
Tamaqua .... "	----	----	----	----
Vandermark	20,000	25	----	----
Wyoming Valley..Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.).... "	100,000	3	----	½
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	800,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver).. "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	35
Bay State (G.) ....Col.	200,000	5	----	----
Rencon (G.) ....N. S.	200,000	2	----	----
Benton (G.)....Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	105
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.).... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	55c
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	1
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.).... "	200,000	20	----	----
Corisannie (G.).... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.).... "	----	----	----	----
Empress (S.).... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	1½
Gold .... "	100,000	5	----	3½
Gold Field....	50,000	10	----	----
Gold Hill....	50,000	10	----	----
Gold River....	100,000	3	----	----
Gould & Curry(G.&S.)N.	----	----	----	----
Gunnell (G.)....Col.	300 000	10	----	1½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.).... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	55c
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.)....Cal.	100,000	100	----	12½
Massachusetts (G.)..Ca.	500,000	5	----	50
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ...N. S.	50,000	10	----	----
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ...Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.).... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.).... "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.)....Col.	50.000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col	40,000	25	----	5
Quicksilver ....Cal.	40,000	25	----	40
Renfrew (G.) ....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) ..N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.)....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) .... Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.).... "	100,000	2	----	----
Waverly (G.).... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	20	6	—	Lowell (Horse)	43,894	40,120	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,705	129,927	12,197	8	....	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,222	20,897	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	—
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	49½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	62
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	175,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	26
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,00	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,293	—	....	—
30 Nov. '64	—	—	411	66	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	—	21,359	—	—	....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	33,008	3[illegible]38	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,189	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.50	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.00	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,337	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'k'w'y	90 000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550.000	—	327,713	30.493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,800	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,380	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	5.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	60
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	8.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	49½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	44
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	18
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'rg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	90	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22.600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	10
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	—	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	75
31 Oct. '64	5.62	—	76	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra. F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	23
31 Oct. '64	7.65	1.51	200	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	20
31 Oct. '64	9.31	—	316	63	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	5.03	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1893	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	67,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	....
Malden & Melrose bonds	51,762	—	.....	.....	....
Real Estate	4,000	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Aug. 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered..	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon..	839,000	5	" "	1905	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	93½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	95
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	102
" " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,194,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ....registered	514,780,500	6	May & Nov.	1882	105½
" " " (5-20s)..... coupon		6	" "	1882	107½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s)...registered	172,770,100	5	Mar. & Sept.	1904	94½
" " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ....registered	91,789,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	106½
Treasury Notes of July 17, 1861..... coupon	334,450	7.3	April & Oct.	[illegible]	[illegible]
" June 20, '64 & Mar. 3, '65.. 1st series	300,000,000	7.3	Feb. & Aug	[illegible]	[illegible]
" March 3, 1865..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " " 1865..... 3d series	230,000,000	7.3	Jan. & July.	1868	----
Debt Certificates	85,093,000	6	At maturity.	----	96½
One & Two Year Treas'y Notes (legal tender)	33,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	----	----
" " " " " of '64	202,024,180	6	" "	----	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	26,344,742				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1917	----
Arkansas—State bonds (R. R. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	90
" — " " " ..... "	1,000,000	6		1887	----
Florida—State bonds..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'64-'80	80
" — " " (R. R.)..... "	525,000	7	" "	'92-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock.....	737,222	6	" "	1860	60
" —Refunded stock ..... coupon	2,187,000	6	" "	'83-'90	94
" —War bonds..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	87
" — " " special stock "	1,216,737	5	" "	------	----
— " Deferred stock ..... "	1,243,000	5	" "	------	----
— " " special stock "	479,545	5	" "	------	----
Iowa—State stocks..... coupon	700,000	7	Jan. & July.	1868	----
" — " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	62½
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	------	----
" — " " (war loan)..... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g)..... coupon	816,000	5		1566	----
" — " (st'k'g conv.)... "	200,376	5		1965	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1855	----
" — " " (") ..... "	767,560	5	Chiefly	'42-'58	----
" — " " (") ..... "	399,408	5	quarterly.	1880	----
" — " " (") ..... "	148,711	5		'89-'90	101
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").. dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	123½
" — " " (Eastern R. R.) "	600,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	125½
" — " " (" ") "	345,000	6	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'95-'12	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
— " "	247,000	6	June & Dec.	'65-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	104½
" — " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	547,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	83,000	5½	Jan. & July.	1883	----
" — " " "	199,000	6	" "	1863	72
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1858.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	72
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
—Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
—State Defense warrants	780,000	---	----------	----	----
New Hampshire—State bonds.....coupon	635,100	6	Feb. & Aug.	1878	92½
" —Notes	200,000	6	----------	----	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" —State bonds (war loan)..coupon	581,820	6	" "	'65-'71	----
" — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " " ...	900,000	5	" "	1875	----
" " — " " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " " ...	1,300,000	6	" "	'65-'78	100
" " — " " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O	1894	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " "	16,889,025	6	" "	64-'76	117
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	76
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1900	110½
" — " " (" ") ..... "	1,015,000	5	" "	1895	95
" — " " (" ") ..... "	870,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,332	6	" "	1870	100
" — " " (" ") ..... "	1,000,000	6	" "	1875	96½
" — " " (" ") ..... "	2,400,000	6	" "	1881	98½
" — " " (domestic debt).....	125,680	6	" "	1886	97½
" — " " (war loan)..... coupon	1,500	---	" "	1893	102
" — " " (" ")..... "	279,313	---	" "	1866	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,272	---	----------	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	90
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,253	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	"	" "	1864	----
" — " " "	875,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,829	5	June & Dec.	1864	----
" — " " "	1,558,573	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds..... coupon	4,500,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans.....	320,937	5	----------	----	----
" —Relief Notes in circulation...	97,360	---	----------	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	109
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'80	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1892	80
" — " " (internl impr.)	2,063,500	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	80
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	80
Texas—Had no debt in 1861	----------	---	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'62-'64	----
" —State bonds (war loan) .....coupon	55,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	58
" —State bonds (railroad) .....coupon	12,124,500	6	" "	'85-'95	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	---	----------	----	----
Wisconsin—State bonds (civil)..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'75-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,293	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	281,510	357,866	3,709,970
1865	354,755	383,147	449,815	406,580	460,422	521,174	595,523	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	56,211	76,426	81,453	103,635	94,926	107,758	73,751	64,937	938,641
1861	81,281	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,444
1862	73,169	93,501	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,356	104,372	122,084	152,301	145,542	149,137	157,948	170,044	170,910	158,809	154,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,679	307,803	252,015	2,770,484
1865	261,908	252,583	288,159	263,149	312,316	343,985	315,944	391,574	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,560	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,310	118,753	1,261,050
1862	120,776	90,507	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	198,435	201,154	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,531	289,403	186,172	227,260	311,180	232,257	285,095	------	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	259,888	275,506	299,607	473,185	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,365	371,461	466,530	565,145	477,743	519,806	655,364	708,714	705,496	645,943	5,898,072
1865	536,676	481,165	506,290	467,710	508,904	727,193	658,172	743,359	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,783	44,781	61,701	72,389	79,673	76,504	52,229	789,236
1860	78,170	67,210	85,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,063	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	995,989
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,561	150,397	143,826	145,920	1,579,509
1864	164,058	176,105	205,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,583	372,298	380,343	349,953	330,657	361,819	359,114	455,235	465,959	456,608	414,764	4,681,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,236,426
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,415	528,842	595,024	615,562	756,421	885,136	902,706	963,559	8,499,334
1863	845,695	839,949	956,445	948,059	848,782	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072, 92	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,639	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,264,126	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,018	1,933,454
1860	212,714	209,422	161,047	134,606	156,281	129,995	140,860	167,220	180,000	193,961	169,549	229,370	2,076,822
1861	228,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	259,911	270,083	403,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726. 40
1864	501,231	472,240	356,625	278,540	281,759	283,049	273,726	306,595	361,800	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,570	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	228,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	188,280	258,983	289,862	284,029	243,249	224,401	2,889,613
1862	190,130	236,637	181,084	191,648	206,248	269,282	261,079	352,785	414,543	410,336	372,593	359,483	3,445,627
1863	299,944	271,085	275,843	289,224	354,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	646,410	522,855	592,276	491,297	454,604	590,061	531,996	661,548	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,354	37,271	56,687	46,452	81,229	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,843	710,225
1864	77,010	74,409	89,901	72,389	83,963	78,697	91 809	90.972	93,078	93,548	96,908	95,453	1,068,165
1865	98,112	86,628	98,503	82,186	73,842	110,186	108,052	112,156	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,682	48,797	37,429	50,229	139,761	163,615	90,900	44,895	799,841
1861	64,246	44,027	43,637	48,102	112,266	141,771	107,117	90,462	134,726	177,879	130,184	67,920	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,353	1 8,417	205,055	158,342	112,913	1,247,268
1864	102,749	116,135	88,221	140,418	186,747	212,200	139,547	113,399	168,218	178,526	149,099	117,013	1,711,241
1865	98,183	74,283	70,740	106,689	146,943	221,838	217,159	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,528	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,519
1860	131,467	119,833	166,454	170,842	176,481	134,088	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	163,170	186,951	170,362	161,391	126,568	178,773	235,690	276,181	231,205	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,814	276,109	325,818	305,284	279,539	2,647,853
1863	248,784	230,508	257,227	268,613	264,035	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,954	411,806	4,120,153
1865	368,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,124	2 124,214
1862	220,159	159,658	151,802	175,898	186,939	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	305,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,902	338,276	271,553	285,780	263,244	346,781	408,445	410,902	408,510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,596	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,061	699,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,906,793
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	986,228	1,002,768	9,603,344
1863	920,272	790,167	987,590	911,297	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,167,818	11,069,583
1864	921,831	936,587	1,059,023	1,105,664	1,004,425	1,029,736	1,055,763	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,427
1865	899,478	881,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	243,562	241,695	264,622	283,646	288,619	245,977	2,735,596
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,208	252,154	263,917	270,051	289,987	295,358	284,456	276,209	291,763	278,219	2,905,339
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,573	456,557	454,826	4,028,337
1863	385,684	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,902	815,902	746,955	526,009	6,324,083
1864	436,742	532,756	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,935	754,561	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1859	139,951	152,674	192,779	182,566	158,831	165,795	154,032	203,853	245,933	286,844	251,253	191,158	2,325,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	297,525	401,299	364,334	370,983	3,745,210
1863	337,250	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,569	506,814	491,300	457,642	5,132,934
1864	290,676	457,227	611,297	588,066	625,751	432,911	506,641	625,947	675,360	701,352	691,556	914,082	7,120,466
1865	684,200	696,738	886,511	738,107	691,236	650,311	612,128	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	65,748	71,854	112,384	93,766	67,721	85,359	95,969	118,837	129,166	125,616	1,117,597
1863	109,806	110,803	120,310	123,115	113,798	123,949	118,077	130,878	153,470	144,736	143,748	102,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,818	42,064	64,414	75,679	67,945	67,423	84,879	122,785	126,100	125,027	77,599	51,296	926 725
1861	59,630	47,043	62,551	76,274	79,278	80,974	93,464	133,722	112,537	162,858	137,036	94,574	1,172,100
1862	82,235	47,142	56,090	83,982	106,545	113,578	115,214	155,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,331	91,971	103,056	132,111	134,272	142,585	105,554	116,379	129,595	151,002	134,582	111,339	1,459,796
1864	79,735	95,543	132,896	123,967	127,010	146,338	139,026	244,114	241,840	221,570	230,209	265,154	2,060,402
1865	144,084	139,171	156,763	144,901	138,738	194,625	271,799	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1903	
Alabama and Tenn. Rivers:						
* Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Conpon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	99
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	98
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land mort	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	69,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $300,000	427,350	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	89
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
1d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,16 ,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	95½
1st Mortgage pref. S. F.	564,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	87
Chicago and Milwaukee:						
1st. General Mort.		7	Jan. & July.	New York.	1903	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8		" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1864	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1985	97
General 1st Mortgage	3,000,000	7	" "	" "	1885	80½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	164,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	" "	1864	110
3d Mortgage	668,200	8	" "	" "	1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1873	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1872	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	150,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	5,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,256	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,295,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,000	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,635,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	152,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	55
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	800,000	8	April & Oct.	New York.	1871	104
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,666					
East Tennessee and Virginia:						
State, 1st Lien	1,502,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,95)					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1861	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7			1861	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	93¼
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1833	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1900	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	110
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,000					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	100
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	88
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	450,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	355,800	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'62-'72	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	350,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,891,293	7	Feb. & Aug.	New York.	1891	88
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. R. mort.	500,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	113
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1865	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	93½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,566	7	Jan. & July	" "	1876	18½
1st Land Grant	3,612,000	7		" "		38½
2d Land Grant	691,000			" "		
Income bonds	513,200					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1856	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subs (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1873	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	647,500		Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	225,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1888	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	541,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,568	6	May & Nov.	New York.	1883	95
Debts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,198,000	7	Feb. & Aug.	" "	1876	106
Exchanged Stks (S. F.) Bds	663,000	6	May & Nov.	" "	1883	95
" " " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,556	6		" "	1883	
Bonds of Aug. 1859, Convertible	804,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	3,644,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	972,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	95
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Debt to city of Baltimore	850,000			"		
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7†	" "	" "	1861	33
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1878	85½
Chattel Mortgage	360,000	10	" "	"	1857	108
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Pennsylvania:						
1st Mortgage	4,950,000	6	Jan. & July	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284					
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	385,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1866	105
Convertible Loan	292,800	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	98
" 1844, "	864,000	6	" "	"	1880	95½
" 1845, "	101,000	6	" "	"	1880	96
" 1849, "	67,000	6	" "	"	1880	96
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1866	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	91
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	97
2d Mortgage	937,500	7	" "	"	1902	22½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.		1890	
2d Mortgage	185,000	7			1860	
3d Mortgage	316,500	7			1875	
Six per cents	113,228	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.						
1st Mortgage	800,000					
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1885	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	86½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	76½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7				88
Equipment bonds	600,000	7				
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'65-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	97½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1843	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	563,500	105,955	1,515,704	54.0	.....	101,102	37,886	—	—
28 Feb '59	80 3	—	....	55.1	2	2	19	*Alabama and Mississippi*	461,508	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	699,370	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	253	Montgomery and West Point	1,838,718	427,205	100,000	1,419,769	922,622	21,579	2,582,505	116.2	.....	505,156	280,269	6	.....
								ARKANSAS.													
3 Nov. '58	33.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104 584	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316 299	66,453	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17 0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,896	134,509	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3 260,908	254,000	137 036	2,350,000	927,000	—	4,280, 09	72.8	458,245	1,232,307	686,219	17	217
31 Dec. '64	74.0	—	5.9	—	10	12	272	Housatonic	2,439 775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,729	428,518	180,702	—	—
31 Dec. '64	57.0	—	1.2	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300 000	29,149	....	62.0	14 ,55	360,167	140,391	15	—
28 Feb '65	50 0	—	2 6	—	9	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	735,538	766,000	.....	....	62.0	16 ,182	274 87	loss.	—	117½
30 Nov. '64	84.8	8.9	9 5	—	3	2	—	New Haven and Northampton	2,326 445	41,560	—	1,010,000	650,000	—	....	—	49,863	107, 87	86,946	8½	—
31 Dec. '64	86.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	710 982	66 0	211 846	270 672	54 299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,697	932,365	—	3 61 ,60	2,000,000	—	6,810,940	117 4	65 ,725	1,847,201	622,516	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,729	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	...	...	.....	Delaware	1,552,257	.....	—	406,132	570,600	271,877	1,607,684	54.5	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	704,860	.....	18,535	744,520	.....	6,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	82.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	54.0	—	5.0	...	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,086	205,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,466	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,092,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,643	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,858	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	82,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	742,097	377,476	—	65½
31 July '60	104.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.8	.....	202,714	110,516	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	837,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,190	4,208,300	4,054,000	—	9,896,558	281.0	1,104,197	2,770,454	1,273,618	7½	95½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,218,238	—	8,376,510	5,924,969	—	16,464 265	400.0	1,963,105	5,728,910	2,752,273	20	119
1 Apr. '63	242.0	—	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	8,731,316	8,336,000	226,541	13,147,136	242.0	.....	1,083,054	448,503	—	28
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	112½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,023,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,451	1,279,408	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	124½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	484,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,074	800,767	—	33
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,485	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,051	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,061	26,541	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,039	1,689,900	1,362,284	140,659	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	334,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	106.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '64	75.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,160	*	169,379	1,900,150	85,000	—	3,963,108	75.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri Riv'r*	2,603,580	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	156,347	—	—
31 Dec. '59	58.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	269,084	.....	86 6	7 mo's.	85,239	46,771	—	—
31 Dec. '62	100.0	—	....	260.0	10	7	180	Dubuque and Sioux City	3,260,485	68,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	458,821	21,356	—	—
30 Jun, '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	55
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,632	4,375,003	111.8	.....	426,408	227,534	—	—
30 Jun. '63	22.0	—	....	—	18	5	150	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	.....	99,320	53,353	4	80
30 Jun. '63	65.1	—	....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,694	301,000	—	1,663,713	65.1	181,633	222,909	120,060	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300 0	841,558	3,261,600	1,803,963	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	4,355,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	812	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	.....	.....	.....	06.0	.....	1,232,624	555 434	—	—
31 Aug '60	52.7	—	....	135.8	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,023	647,590	—	2,950,000	4,250,000	.....	9,008,289	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,228	6,491,386	7,565,489	—	14,781,571	329.0	1,552,793	4,121,213	1,715,063	18	110
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,696,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	68½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	—	.....	1,850,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	675,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	35	22	336	*Mississippi Central*	4,966,022	756,292	*	2,000,961	2,584,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	47	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,432	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,559	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,336	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	45
31 Dec. '62	283.8	—	17.7	68.0	21	26	507	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	188.8	.....	444,480	182,895	—	—
31 Dec. '62	152.0	—	5.6	...	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	54	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South Western Branch*	4,776,786	116,883	—	71,513	4,500,000	—	.....	114.0	99,371	241,482	128,886	—	—
30 Sep. '62	86.5	8.6	8.2	—	16	13	219	*St. Louis and Ir'n Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	268,235	65,259	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*		151,333	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,988,476	142.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779		271,143	2,990,998	109.5	129,963	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,850	3,068,491	139,264	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000			1,690,004	51.5	161,056	450,222	236,767	6	96
31 May, '59	37.0	—	*	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,408	25,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,758	3,990,254	16,151,962	10,781,823	630,555	33,673,564	295.8	1,953,769	4,481,859	3,054,653	6	117
30 Sep. '62	80.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			2,122,272	32.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000		12,273,647	261.0	1,090,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64					8	—	7	Boston, Hartford & Erie	9,971,991	249,748		8,500,000	3,806,000	169,363	12,475,363						11½
30 Nov. '64	26.7	1.8	16.8	—	24	35	534	Boston and Lowell	2,452,248	181,345	300,753	1,880,000	640,000	12,326	2,996,346	70.9	423,218	650,999	182,610	6	98½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	445,332	8	115
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000		3,160,000	27,720		3,608,159	61.8	457,640	1,117,340	383,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000		229,061	5,567,510	83.6	638,622	1,471,985	487,864	10	127½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,565		661,666	102,900		1,103,851	47.1	92,108	161,208	78,265	6½	80½
30 Nov. '64	80.0	2.4	9.6	—	12	23	168	Connecticut River	1,614,376	187,560		1,591,100	250,000	— —	2,079,944	52.4	223,318	472,321	165,932	5	102
30 Nov. '64	44.2	30.5	27.8	—	31	74	454	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	5	97½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149		3,540,000			3,846,885	93.4	434,622	868,352	309,241	8	106
30 Nov. '64	12.4	—	2.8	—				Lowell and Lawrence	382,883	30,275		200,000	75,000	3,574	386,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684		600,000		50,446	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,600		719,600	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,890		788,047	1,072,900	187,590	2,048,537	35.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,568		3,609,000	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	107½
30 Nov. '64	43.4	1.0	14.9	—	14	18	164	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543		243,365	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	223,942	279,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '64	99.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	3,057,916	297,343	248,495	2,214,225	924,950	—	3,982,647	77.5	151,327	342,297	134,363	—	43½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,718	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,854	1,178,712	10	120
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,098,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	98½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000	—	3,141 001	93.5	.....	408,288	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266		2,085,925	685,400	—	2,989,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000		—	1,564,506	61.8	.....	470,078	125,286	7	60
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar '63	59.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*		2,958,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*		800,000	780,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,236,285	*		997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	—
31 Dec. '64	93.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,804,131	6,472,406	10,264,463	—	.....	124 2	.....	5,794,980	1,140,788	35	127½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*		1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	54
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,208,924	1,078,538	—	6,600,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	120
31 Dec. '64	65.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	81,200	4,636,916	53.0	276 000	570,764	171,755	7	80
31 Dec '64	53.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,297,800	685,000	145,000	5,960,452	53.8	610,427	1,563,607	777,626	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	432,116	*	—	158,800	286,000	45,072	463,872	21.9	99,787	146,936	29,200	—	—
31 Dec 64	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec 64	18 2	—	—	—	—	—	—	Warren	2,108,300	—	—	1,405,300	600,000	—	2,008,300	18.2	.....	190,022	130,510	6½	46½
31 Dec '64	38 5	—	.....	43.	—	—	—	W st Jersey	1,461,349	*	—	555,400	700,000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	35.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,211	126,847	—	1,347,192	816,739	26 350	2,156,188	36.0	29,820	97,861	42,379	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	288,069	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	488,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,295,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	58.8	—	19.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,580,000	88.3	645,234	1,945,466	709,028	10	200
31 Dec. '64	460.0	97.0	326.5	—	276	114	4,600	Erie	42,216,853	*	4,104	24,935,500	17,823,400	1,067,068	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	87½
30 Sep. '64	144.0	—	128.5	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	111½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	992,000	—	2,928,474	103.5	290,474	497,259	235,287	14	44
30 Sep. '64	297.8	258.1	408.5	—	361	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,204	12,997,899	3,506,745	9	95½
30 Sep. '64	130.7	2.1	45.0	—	55	57	566	New York and Harlem	9,610,739	1,108,299	1,022,656	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,671,900	—	4,671,900	121.7	458,311	726. 43	176,610	—	35
30 Sep. '64	35.9	—	2.2	—	8	13	61	Oswego and Syracuse	773,654	128,199	—	550,340	311,500	23,708	901,855	35.5	84,498	218 924	119,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	253,750	—	1,033,750	58.2	129 084	432,832	218,303	8	—
30 Sep. '64	149.6	48.5	18.2	—	26	34	598	Rome, Water'n & Ogdensb'g	3,095,871	368,305	—	1,774,175	1,729,900	59,228	3,554,303	228.1	432,370	827,615	360,754	10	108
30 Sep. '64	40.9	6.7	3.9	—	8	17	96	Saratoga and Whitehall	824,728	105,601	—	500,000	380,000	—	920,324	51.3	114.725	257.035	91,060	—	—
30 Sep. '64	13.0	—	0.8	—	2	6	6	Staten Island	282,417	54,227	—	628,100	230,000	140,000	998,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	134	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	5.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,448	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,563	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206.917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	132	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,954,509	171.9	.....	469 458	219,688	—	—
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107 000	1,240,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,709	290,212	—	70,960	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	166.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154 600	78.927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040 550	—	3,719,374	118.2	523 741	976,881	270,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,519,508	922,670	106,133	1,625,356	3,573,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '63	60.5	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	493,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	565,228	10	122
31 May, '65	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,461,176	3,062,000	228,975	.....	181.6	304,168	190,745	19,180	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,082 368	2 499,348	1,238,162	15	125
31 Dec. '62	67.0	—	.....	18.0	13	8	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,936,062	1,752,400	128,857	2,917,322	67.0	248,387	375 209	229,651	—	45
31 Oct '64	95.5	—	40.5	—	32	21	599	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,661 9'0	26	—
30 Nov. '64	101	102.5	.....	—	55	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266 988	4 026,551	—	8,776,552	208.5	1,256,812	2 512,315	438,897	3	72
31 May '62	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,787	4,590,600	2,614,310	—	8,070,880	188.6	2,104,098	1,691,266	854,780	10	106
31 Dec. '59	61.4	—	.....	53.0	8	6	90	Clev., Zanesville and Cincin.	1,574,698	*	—	369,573	975,250	652,455	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '59	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.6	144,000	84,000	17,760	—	99
30 Nov. '64	54.6	61.5	12.0	—	14	13	210	Columbus and Xenia	1,444,924	268,317	35,315	1,692,300	248,800	—	2,122,089	ope	r. w. Lit.	Miami.	307.921	30	—
31 Mar. '64	42.0	—	7.9	—	15	9	413	Dayton and Michigan	5,496,811	495 803	.....	2,266,705	3,782,430	.....	6,214,625	142.0	.....	1,069,187	1,069,187	—	—
30 Nov. '64	33.1	—	39.4	—	29	27	422	Little Miami	3,599,644	556,634	457,103	3,572,436	1,400,000	—	5,111,626	138.0	1,117,826	2,433,28	614 641	30	140
31 Dec. '64	173.8	77.9	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,806,315	250.8	456,408	1,058,165	427,405	—	—
30 Apr. '64	192.8	—	.....	—	46	34	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,370,000	4,243,042	20,549,420	192.3	.....	829,982	119,082	—	—
31 Aug. '63	137.0	8.6	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	153.5	52.0	.....	—	53	28	446	Sandusky, Dayton and Cinc.	5,983,573	595,400	109,866	3,260 887	1,495,728	11,190	5,139,662	205.9	885,894	600,162	133,747	—	19½
31 Dec. '63	116.0	9.0	.....	—	16	11	208	Sandusky, Mansfield & New'k	2,235,156	*	—	862,671	1,266,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec 64	342.4	—	.....	—	48	15	969	Toledo & Wabash	10,080 918	*	—	3,427,060	6 655,857	—	10,243,018	250.0	1,244,258	2,060,323	945,492	5½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	466	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	56.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	142.0	316,747	380,459	149,013		
31 Oct. '64	52.0		9.7		12	13	52	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	195,901	8	16½
31 Oct. '64	115.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	145½
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	163,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	306,770	656,518	43,741	2½	30
31 Oct '64	18.5		5.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	486,788	199,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,500		256,500	900,000	637,886	1,794,386	81.0	71,880	162,502	59,456		
31 Oct. '64	36.0	13.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	535,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	34.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,462,134	20	64
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading		R. R.)		6	50
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000			3,700,000			3,700,000	("	"	")		7½	95
31 Oct. '64	55.5	14.2	13.3		20	26	574	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.5	320,638	741,977	346,401		25
31 Dec. '64	300.5	56.1	319.0		290	178	4,926	Pennsylvania	27,639,576	3,385,315	5,604,810	19,860,060	16,634,840		43,520,356	356.9	5,846,778	14,759,697	4,065,113	10	58½
31 Oct. '64	17.0	3.0	22.0		15	4	101	Phila., Germant'n & Norrist'n	1,139,079	252,599		1,354,100	315,500		1,673,100	24.0	253,739	423,147	207,893	8	57
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,760,623			5,013,054	9,940,009	10,500	14,963,554	(oper. by Penn. R.R.		Co.)			23½
30 Nov. '64	152.0	45.8	206.5		216	81	14888	Philadelphia and Reading	18,998,276	5,786,480	734,788	20,072,322	7,271,879		27,716,253	509.5	3,328,229	9,289,341	4,308,160	15	63½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404	*	245,695	999,300	250,000		1,249,200	28.2	175,447	824,006	477,658	10	145½
31 Oct. '64	96.0		51.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	697,000		9,349,300	197.0	839,288	3,205,560	1,365,200	10	65
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	89,253	3,666,877	72.0	256,176	815,725	101,569		9½
31 Dec. '64	468.5		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,125	12,667,000		23,947,870	468.5	3,940,773	7,120,466	3,019,067	10	98
31 Dec. '64	25.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,086	1 009,095	162,312	1,855,443	28.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	302	Tioga	802,253	165,884		391,800	372,000	1,343	965,137	29.6	95,560	298,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	129
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,526	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,151		1,429,006	1,145,000	545,545		164.5		341,190	128,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	980,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	108.0			62	59	790	South Carolina					2,643,823					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,127,707	47.6		29,067	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,716	167,466		
1859	140.0		5.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		526,654	1,902,000	390,407		159.5	150,143	297,806	149,167		
1860	271.6	19.4	20.0		43	37	567	Memphis and Charleston	5,866,578	675,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,961,000	145,000							
1859	100.0		30.6	55.5				Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	50.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	584,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	54.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		54.2	30,065	25,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	800,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			156.0				Buffalo Bayou, Braz.& Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		275.000	240,000	171,560		50.0	31,566	32,670			
1 May '60	70.0		5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	589,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		5.6		9	8	280	Connect. & Passumpsic Rivers	2,880 277	*		1,679,000	634,500		3,033,486	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		14.0		26	25	553	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	82.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.6	136,761	185,474	67,786		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	1,500,000	1,500,000	10.000,000	174.8	826,269	941 045	292,887		1
31 May, '63	47.0	8.6	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt.		Central			
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,201,886	23.7	48,995	64,267	26,451	8	96
30 Jun. '63	59 6	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			oper. b. Troy		& Bost.	33,852		
								VIRGINIA.													
1 Aug. '59	41.5			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	26,188	88,131	1,534,194						
30 Sep. '59	77.8	5.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	126,302	43,092		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		10
30 Sep. '60	88.3	68.4	10 0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,058		167.7	270,846	850,427	322,714		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,686	374,996		1,366,900	1,861,500	292,842	4,745,256	123.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	151	Petersburg and Roanoke	1,728,526	*		853,200	102,500	5,799	1,486,527	80.5		226,554	213,852		7½
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,087	*		1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	252,328		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	645,960	96,828		78.6	159,581	279,043	145,385	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		535,750	204,808	26,853		43.8	1,058,064	163,755	79,586	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		667,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,929	1,539,648	80.0		240,445	121,052	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,102,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,250	838,476	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	490,193	749,489	347,967		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		500,000	700,000	25.000		55.0					
31 Dec. '61	199.9		34.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,550		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,773	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,230		45
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '65	161.0				31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*		11,750,000	188,000		11,938.000	16.10		236,799	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,463 989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,796	117,842		15
30 Jun. '63	1,096	127.0		78.0	204	130	2,899	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210.345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	62.0		92	126	1,589	Great Western	23,933,750	*	1,250,000	16,902,745	9,281,455		26,084,190	357.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6			15	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,939	5,678,939	96.1	402,670	567,266	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,568,706			4,568,706	108.0	160,421	107,640	20,095		
1 July,'61	60.0							New Brunswick and Canada	1,402,748	102,288		1,380,000	13,100	126,000	1,799,282	60.0		152,455	56,070		
								NOVA SCOTIA.													
Dec. '62	51.5	30.5			20	18	160	Nova Scotia	4,273,451	*		4,273,251			4,273,251	92.0	155,416	139,107	87,161		
								NEW GRANADA.													
31 Dec 63	48.7				11	22	120	Panama	8,000,000	*	615,886	6,000,000	3,875,000		10,763,739	48.7		5 027,458	1,328,924	15	25

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	550,000	7	—	----
Camden & Atlantic (preferred)	629,800	7	—	26½
Catawissa (preferred)	1,150,000	7	—	38
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,925	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	1 2
Chicago & Northwestern (pref.)	2,400,000	7	5½	61½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & William port (preferred)	500,000	—	—	45
Erie (preferred)	8,535,700	7	7	83½
Hannibal & St. Joseph (preferred)	5,253,556	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	48
" " (2d pref.)	3,819, 7	7	3	24
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	86½
" " " (2d pref.)	1,014,000	7	7	83
Milwaukee & St. Paul (preferred)	2,245,000	7	—	82½
New Haven & Northa npton (guar.)	1,010,000	---	4	---
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,00	6	6	----
Paterson & Hudson (guarantied)	630,' 00	---	8	----
Paterson & Rama o (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	91
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65½
Toledo & Wabash (preferred)	954,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	..	---	----
" " " (2d pref.)	904,478	---	---	----
Troy & Greenbush (guarantied)	2'4,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40 ,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,345	6	J. & J	1856	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	----	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	------	---
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,999	6	" "	1865	----
Lehigh Navigation					
1st Mortgage	414,605	6	M. & S.	1870	95
Six per cent. Loan	2,432,274	6	A. & O.	1884	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	------	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	566,500	6	M & N.	1876	70
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	850,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,467	—	23½
" " (preferred)	50	2,722,607	—	32½
Susquehanna and Tide Water	50	2,048,260	—	9½
Union	----	----------	—	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	46 — @ 48 —
Pig, American, No. 1			— — @ 45 —
Bar, Swedes, assorted sizes	(in gold)		— — @ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes			160 — @170 —
Bar, English & American, Refined			115 — @120 —
Bar, English & American, common			105 — @110 —
Scroll, English			145 — @190 —
Ovals and Half round			135 — @145 —
Band, English			145 — @ — —
Horse Shoe			135 — @145 —
Rods, English			117 50 @185 —
Hoop, English			150 — @215 —
Nail Rod		per lb.	— 9½ @ — 11
Sheet, Russia		per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble			— 6½ @ — 9½
Sheet, Am., Single Double and Treble			— 6½ @ — 9½
Rails, English	(gold)	per ton	— — @ 57 —
Rails, American			— — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring	(1st & 2d qlty.)		— 12 @ — 14
English Blister	(1st & 2d qlty.)		— 13 @ — 20
English Machinery			— 14 @ — 16
German			— 15 @ — 17
American, Blister			— 12 @ — 14
American, Cast, Hammered			— 20 @ — 22
American, Cast, Rolled			— 13 @ — 16
American Spring			— 12 @ — 14
American Machinery			— 13 @ — 14
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— — @ — 45
Sheathing, Yellow			— — @ — 30
Pig, Chile			— — @ — —
Bolts			— — @ — 45
Braziers'			— — @ — 45
American Ingot	(cash)		— 31 @ — 32½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— — @ — —
Spanish			9 50 @ 9 75
German Refined			9 50 @ 9 75
English			9 50 @ 9 75
Bar		per lb.	— — @ — 11
Pipe and Sheet			— — @ — 14

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— — @ — 28½
Straits			— 27½ @ — 27½
English			— 24½ @ — —
Plates, Charcoal I. C		per box.	14 50 @ 15 —
Plates, I. C. Coke			11 — @ 13 —
Terne, Coke			10 75 @ 11 —
Terne, Charcoal			15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb.	6 — @ — —
Clinch	(cash)		8 50 @ 9 —
Horse Shoe, Forged	(cash)	per lb.	— — @ — 32
Wrought English	(cash)		— — @ — 50
Ausable Horse, Norway Iron, Forged			— — @ — 35
Zinc Nails	(6 mos)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 35 @ — 35½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 76 @ — 78
Refi'd, in bd. L.S. to pr. Wh.(110@120 test)		— 58 @ — 59
Naptha, Refined (60@63 graviky)		— 46 @ — 48

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th 7.	F. 8.	Sat 9.	M. 11.	Tu. 12	W. 13.
Atlantic M. S. S. Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	90	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	116	----	----	116
Canton Co.	----	39½	----	----	40	39½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	101	----	101	----	----	102
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Buri. & Q.	----	----	----	----	----	119
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29	28½	27½	28	28½	28
" " pref.	64	63½	61½	6 ½	62½	62
" " 1st M.	----	----	----	81	80½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " L. R.	----	----	----	----	----	----
Chicago & Rock Isl.	110	110½	110	112½	113½	112½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	125	----	----	----	126	----
Clev. and Pittsburg	73	72½	71½	72	72½	72½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	100	106	105	104½	----	106
" " S. F. 7 p.c.	----	----	----	95	95	----
Cumberland Coal, pref	45½	44½	----	45½	45½	44
Del. & Hudson Canal	142	141½	142	----	140	140
Del., Lack. & West.	----	----	----	----	----	----
" 1 M. 8 p.c. '71-5	----	----	----	----	104	----
" 2 M. 8 p.c. '81	----	----	----	----	103	----
Erie	89½	89	88½	87	88½	87½
" pref.	88½	87½	----	----	88	84
" 1 M. 7 p.c. '67	----	102	----	----	102	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	99½	----	----	----	----	----
" 4 M. 7 p.c. '80	95½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hudson River	110½	110½	110	110	110½	111½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	102½	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	124	124	----	124½	124
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	110	----	----
Marietta & Cin 1st pref.	48	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	87	----	----	----	----	----
Mariposa Mining Co.	12½	----	12½	----	12½	12½
Michigan Central	110	110	109½	110½	110	110
" S F. 8 p.c. '82	----	----	----	112½	----	----
" conv. 8 p.c. '69	----	----	108	----	----	----
M. S. and N. I.	67½	66½	66	67½	68½	68½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	96½
" " 2 M.	----	----	----	----	90	----
Mil. and P. du Chien	49½	48	48	----	49½	49
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	83	----	----
[redacted] 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds.	----	----	----	----	----	----
Missouri 6s	72	73	73	73½	73	73
" Iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	73	----	----	----	----	----
New York Central	93½	93	92½	92½	93½	94
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	94	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	74	75	----	75	----	75
Ohio & Miss. cer.	29	25½	28½	28½	29	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	151	----	----	----	155	160
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	----	----
Phila. and Reading	107½	107⅞	106½	107½	107½	107⅝
Pitts. Ft. W. & Chicago	98	98	----	98	98½	98
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	95	----
" " 3M.	91	----	----	----	----	----
Quicksilver Mining Co.	50	50½	49	49½	50½	49½
St. L., Alton & T. H.	----	38	----	----	----	----
" " pref.	65½	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	77	80	80	78½	80	80
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	89	----	90	----
" " 2M.	----	----	----	77	76½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	58	59	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	94¼	----	----	94¼	94¼	94
U. S 5s, 10-40s, reg.	94	94¼	94¼	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	107½	107¾	----	107¾	107	107¾
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	----	----	120	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98¾	99	98¾	99	98¾	----
U. S. 6s, 5-20s, coupon	107¼	107½	107¼	107¾	107¾	107¾
U. S. 6s, 5-20s, new	105¾	105¾	105¼	105¼	105¼	105¼
U. S. 6s, " reg.	105¼	----	----	----	105¼	----
7.30 Notes, 1st series	99¼	99½	----	99¾	----	99¾
" " 2d series	99¼	99¼	99¼	----	99¾	99¼
" " 3d series	99¾	----	99¼	99¼	99¼	99
American Gold	----	----	144¼	144¼	----	143¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Cattawissa	14¼	14¼	14¼	14¼	14	----
" preferred	27¼	27¼	27	28¼	26¼	----
Camden & Amboy	126¾	127	127	----	----	127¾
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	89	89	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	100	----	----	----
Lehigh Navigation	60	60	60	60	----	----
" 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	64	----	----	----
" " 6s	----	----	----	----	----	94
Little Schuylkill R. R.	30	30	30	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	85
Minehill	56	----	----	----	56	56
Morris Canal	----	----	----	----	----	82
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	25	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	58	----	58	----	58¼	58¼
" 1st m.	104	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	90¼	----	91	----	90	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	100	100	100	----
Philadelphia City, 6s	----	----	----	----	86¼	87
" " new	91	91¼	91¼	91¼	91¼	91¼
Philad., Germ. & Nor.	57	----	----	----	----	----
Phila. & Reading	53¼	53¼	53¼	53¼	53¼	53¼
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	95	95	----	----	----	----
Philadelphia & Erie	----	----	----	23¼	23¼	23¼
" " 6s	94	94	----	----	----	94¼
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	26	26	----	25	25	25¼
" " pref.	34¼	34¼	----	----	----	33
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	10	10	9½	----	----	----
" " 6s '78	----	----	45	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	22	----	----	22	----
West Br. Canal 6s '75	----	----	92½	----	----	----
Wyoming Valley Canal	----	----	55	----	----	----
" " bonds	----	88¼	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	30	----	----	----	----
Race and Vine, "	----	----	----	----	----	11
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore City 6s, 1875	----	----	----	----	101¼	101¼
" " 1886	----	----	----	----	99¾	----
" " 1870	99	99	----	----	----	----
" " 1890	101¾	101¾	101	101¼	----	----
Balt. and Ohio	----	----	----	----	117	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	100	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	101¼	----	----	100¼	----	----
Northern Central	44¼	----	44¼	45	----	----
" " b'ds, '85	----	86	----	----	----	----
" " " 93	----	----	----	----	----	----
City & Passenger R. R.	20	20	20	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Boston and Lowell	----	98	----	----	98¼	
Boston and Maine	115	----	115	115	----	
Boston and Providence	----	125	125	----	----	
Boston and Worcest.	----	----	----	127	127¼	
Cheshire, pref.	----	----	----	45	----	
Concord	----	----	----	60	60	
Connecticut River	102	----	----	----	----	
Eastern, Mass.	97	96¾	98	----	----	97¾
Eastern, N. H.	95	96¼	----	----	97	
Fitchburg	----	106¼	106	106	----	
Manchester & Lawr'ce	----	----	----	----	105¼	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony and Fall R.	108	----	----	107¼	----	
Ph., Wil. & Baltimore	65¼	65¾	----	66	65¼	
Portl'd, Saco & Ports.	----	----	----	----	----	
Vermont & Canada	----	----	96	95¾	96	
Vermont & Mass.	----	45¼	45¼	----	----	
Western	----	129¾	130¼	130	130	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	----	----	92¾	
Metropolitan "	----	49	----	49	49¼	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	24¼	24	23¾	23¾	24¼	23¾
Franklin "	----	38	38¼	39¼	39	38¼
Huron "	----	----	43	43	43¼	
Isle Royale "	11¼	11	11	11	10¾	10¼
National "	----	----	----	----	----	
Minnesota "	----	----	----	----	----	
Pewabic "	86¼	----	37¼	37¼	----	38
Pittsburg "	----	----	52¾	----	----	
Quincy "	56¾	57	----	56¾	56¾	56¾
Rockland	----	4	4¼	----	----	4¼

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of August:

Maryland 6s	62	to	64
United States 6s, 1881	68¾	"	69¼
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	70	"	72
Erie shares, $100 (all paid)	52¾	"	53¼
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	55
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	61¼	"	611
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	77¾	"	78¼
Marietta and Cincinnati Railroad Bonds	67	"	69
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82.x. c	60	"	66
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.		"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	84	"	85
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	33	"	35

American Railroad Journal.

Saturday, September 16, 1865.

Stock Exchange and Money Market.

To no other part of the world do emigrants from Europe come in such numbers as to the United States. On Monday last nearly 2,000 arrived in steamers from England and Germany. Upwards of 34,000 are reported to have come from the port of Bremen to New York during the present year. This is an element of strength which cannot be overlooked. The value of this immigration whether we consider the amount of physical strength it brings, or the funds, or the value of its labor at the high wages it earns, can scarcely be computed. From the 30th of Sept., 1819 to 1860, inclusive, the number of foreign emigrants who have made this country their home, was 5,062,414, and this added to the previous arrivals from the time we became an independent nation, makes a grand total of 7,406,414. This represents a larger population than the whole of that of Ireland at the present day. Australia is the only other country in the world where emigration has had any success, and this been comparatively small. Though settled as early as 1788, it had in 1860, with its group of islands only 1,445,000 inhabitants, while here we are recruiting our numbers by yearly additions from foreign countries of from 150 to 400,000. It is easy to ascertain by taking the probable earnings of adults alone per month, that they amount to millions of dollars a year.

We well know that when a long time ago colonies of Flemings and other Germans emigrated in some small number to England, their arrival was hailed as an advantage to some species of manufactures, but so far from a desire to encourage immigration into Great Britain, there has been on the contrary a wish to get rid of its redundant population, and parliamentary inquiry has several times in late years been made, to see how this could be best accomplished. Great efforts have been made to get rid of this redundancy by assisting parties to reach Australia and Canada, but they have not checked in the least the disposition to prefer the United States. Now that we have shown ourselves so powerful, by the successful termination of a rebellion on a vast scale, and have been able to raise among ourselves twenty-seven hundred millions of dollars to suppress it, and also find ourselves rich enough to pay our taxes readily with the certainty that the debt itself, instead of being a perpetual burden like that of England, can readily be paid off within a reasonable time, it cannot be doubted but these facts being comprehended abroad, emigration to this country will be continued on an enormous scale. And though our currency is at present depreciated, it is notwithstanding easily to be demonstrated, that even now, wages are when reduced to the gold standard, much higher than in Europe. We propose at an early day to show this by proper figures and calculations, founded on official returns made to Parliament, and the statements of agriculturists employing laborers on our fields, and the managers of factories in the neighboring States as well as our own. Our foreign readers perhaps cannot imagine the changes which take place here in a short time in the condition of the industrious immigrants that come among us. The men who land here in very rough and cheap attire are very soon seen in the finest broadcloths of fashionable cut, and the women who at first wander from the ships that bring them, through our streets without bonnets, and often without stockings, are very shortly seen wearing silks and laces and bonnets of the latest shapes, and costing one pound if not two pounds each. Personal comfort and good food are the certain gains of industrious foreigners coming to labor among us. Good agricultural labor has been paid for the last summer on many estates at the rate of $35 and $40 per month, besides board and lodging. Female servants, and farm assistants have received as much as $10 per month. Certainly we have reason to believe that as these facts are known abroad emigration will be largely increased.

A most influential society in this city is in fact publishing a weekly paper in which these and

other facts of similar purport appear, and which are carefully tabulated and in this shape sent abroad.

We must therefore insist upon it that the wealth, resources and population of this country from this one source must be largely progressive.

There being no considerable demand for gold for export, in fact according to the calculations of the London bankers it does not pay to import it at present, the price is mainly kept up by the demand for customs duties alone. In this condition of things it is quite natural that some relief should be sought by the importers and those who are compelled to use gold in their business. Whenever the Secretary of the Treasury sells any to help the market, there are journalists who abuse him roundly for so doing, while at the same time he is censured for not withdrawing his circulation in paper. The Chamber of Commerce at the instance of its President, has taken up the subject, and a report may be expected from it in the course of next month.

The plan suggested is, that 10, 15, or 20 per cent. of legal tenders should be received as a portion of any duties payable at the Custom House, and in this way there would be effected a gradual diminution of the currency, and also a reduction in the price of gold. But by this plan the merchants would be the only class immediately benefitted. Other holders of legal currency would gain nothing directly at least, the process of the reduction of the premium would be too slow, and consumers would be imposed upon just as they are now, by those who happen to occupy the position of producers or sellers. Many kinds of goods are higher now than when gold was 280, a fact that speaks volumes as to the mischievous consequences of an inflated currency, which furnishes the excuse for extortion and rapacity, and blinds the judgment of the people as to the real value of an article.

Now there are those who believe that the better way to accomplish the desired result will be for the Secretary of the Treasury, after ascertaining precisely what surplus in gold he has, after calculating all demands upon it for interest, falling due for months ahead, to issue interest notes, notes with nominal interest only, which shall be receivable in all the custom houses in the Union for duties *as gold*. These notes when prepared, to be sold for legal tenders publicly, and with due notice for the largest premium that can be obtained for them. In this way he can at present prices, realise over 40 per cent., and could cancel that amount without difficulty. For example there is no doubt but at this very moment he could well spare $10,000,000 of his gold. This would give him at present prices $40,000,000 in greenbacks as profit, or proportionably as the rate declined. This sum put upon the street would be more than the gold operators could stand. The small sums sold by the assistant Treasurer from time to time amount to nothing. It is very easy to use up half a million or a million by the houses engaged in this business, but ten millions would trouble them considerably. The effect of such a measure would doubtless be to knock the price down in a few weeks to 25, and immediate relief in prices would be felt by all consumers. This method pursued every few months, as the gold surplus warranted it, would destroy the whole business of the houses, who are getting wealthy by the manipulations of one article Mr. Low, the President of the Chamber of Commerce, asserted that at the present disproportion between gold and currency, very large profits were realised by the foreign importers. It really surprises us to examine their invoices, showing the intense folly of our own merchants. When tobacco of our own raising, and even old scrap iron can be imported into this country from England at a profit, we think we are losing not only all economy but the use of our senses. We believe upon good authority that Mr. McCulloch considers it inexpedient to receive anything but coin in payment of duties.

A very spirited discussion is now taking place among our Bank officers, as to the propriety of compelling the National Banks of the interior to redeem their bills either at Boston, Philadelphia or New York. It is contended that while the City Banks are compelled to receive these notes, they cannot pay them out again. We do not so understand it. There is no law compelling them to receive these notes, unless when national depositaries for tax money and revenue, and that they do pay out other notes than legal tenders to their customers cannot well be doubted. The fact is the City Banks want to hold large balances of the Country Banks, and in these to operate for their own benefit. This is all the regard they really entertain for the uniform currency about which they are so anxious. All they have to do is to receive these bills, and pay them out again as a systematic thing, and the difficulty vanishes. Let this be understood as the rule of any or all of the Banks, and the customers will gladly adopt it, and all our currency will be really at par.

The money market is easy, notwithstanding we are treated to a daily dish of stringency about to commence. Governments maintain their high reputation unchanged and are in fair demand. We see some persons are selling gold at 30 days, at a decline from the present quotations which indicates the expectation of a further fall. Bank stocks are lower in consequence of the recent robberies, forgeries and defalcations. People see how these Banking institutions are managed, and have not the confidence they had in them in former years. The street continues to be attracted by the operations going on in some of the leading Railway shares. Every great speculator who takes one of these companies under his control has always a large following who do just as the master spirit does. It is the kite and its tail. When the former keeps up majestically in the wind the latter streams behind with a very graceful and pleasing motion, but when the kite breaks from its string, the tail comes down ignominiously into the gutter. On the whole, railway securities maintain themselves very well. Despite the street operators the roads are doing well, and increasing their earnings.

The balance in the Sub-Treasury on Tuesday was, $69,039,398.

The receipts from the internal revenue continue on the most liberal scale, while the requisitions from the War Department are "unexpectedly light." In fact the department is getting on quite comfortably.

The exports for the week from this port exclusive of specie were $3,083,089.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 96; Illinois coupon bonds, 1879, 98; N. Y. City 6s, 1887, 99; Brooklyn City Water Loan, 95; Ohio 6s, 1886, 98½; Norwich and Worcester R. R., 95; Buffalo and State Line R. R., 180; Central Coal, 59½; American Coal, 62⅜; Wyoming Valley Coal, 31; Western Union Tel., 72; Central Am. Transit, 43; New York Gas, 270; 4th National Bank, 95; Pacific Bank, 155; Am. Exchange Bank, 114; Phœnix Bank, 93; Bank of Commerce, 105; Continental Bank, 93.

Philadelphia.—Pittsburg 5s, 71; Allegheny Co. coupon 5s, 72½; Westchester 7s, 100; Hestonville R. R. 18; 10th and 11th streets R. R., 48½; 5th and 6th streets R. R., 44; West Philadelphia R. R., 70; 2d and 3d street 2d mort., 100; Fulton Coal, 6½; New Creek, 1; Swatara, 2¾; Big Mt., 5⅜; Green Mt., 3; Locust Mt., 40; Hazleton Coal, 55; Keystone Zinc, 1¼; Commercial Bank, 44; Farmers and Mech. Bank, 118½; Corn Ex. Bank, 61; Philadelphia Bank, 133; Mechanics Bank, 29; Atlas Oil, ¼; Big Tank, ⅞; Caldwell, 1½; Curtin, 2½; Crescent, ⅜; Coal Ridge, 9; Cow Creek, ⅜; Dalzell, 2⅝; Duncard, ⅛; Eldorado, ⅛; Feeder Dam, ¾; Jersey Well, 1¼; Mingo, 2; McClintock, 1⅝; Mt. Farm, ⅛; Maple Shade, 6⅝; Pitt Hole, 2⅛; Rock, ½; St. Nicholas, 1⅛; Sugar Valley, 1⅛; Sugar Dale, 1⅛; Sugar Creek, 6; Walnut Island, ⅞. The latest quotations are: City 6s, 88@88; do., new, 91@91⅛; State 5s, 90⅛@91; do., coupon, 92@93; do., 6s, W. L., 101@101⅛; Phila., Wil. and Balt., 65½; Reading, 53⅛@53⅝; do., 6s. 1870, 94¾@95; do., bonds, 90@93; do., con., 110@120; Camden and Amboy, 127¼@127½; Penn R. R., 58¼@58⅛; do., 1st mort., 104@104¾; do., 2d mort., 101@103; Little Schuylkill R. R., 29@30; Morris Canal, 80@85; do., pref., 120¾@121; do., bonds, 93@94½; Wyoming Valley Canal, 52@56; do., 6s, 90@91; Susquehanna Canal, 9@9⅞; do., 6s, 45@46; Sch. Nav., 25¼@25¾; do., pref., 32¾@33¾; do., 6s, 1882, 80@81; Union Canal bonds, 20@21; Delaware Div. Canal 30@30¼; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 43@45; do., 7s, 1873, 99½@99¾; do., Chattle 5s, 70@78; Long Island R. R. 6s, 85@86½; Lehigh Coal and Navigation, 59½@60; do., 1884, 94¾@95; North Pennsylvania, 25@27; do., 6s, 87@87¾; do., 10s, 112@112; Philadelphia and Erie, 23⅜@24; do., 6s, 94@94⅛; Minehill, 55½@57; Catawissa, 14⅜@14⅝; do., pref., 26¼@26½; Lehigh Valley, 63@65; do., bonds, 93½@95; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 77@80; Race and Vine, 11½@12; West Philadelphia, 69@70; Spruce and Pine, 22@25; Green and Coates, 33@34; Chestnut and Walnut, 50@52; Arch, 18@18⅝; Thirteenth and Fifteenth, 18@20; Girard College, 26@26; Tenth and Eleventh, 48@49; Norristown, 57@59.

Boston.—Rutland and Burlington 1st mort., 67; do., 2d mort., 22¾; Vermont Central 1st mort., 70½; 2d mort., 22; Northern (Ogdensburg) 1st mort., 92; do., 2d mort., 33; Eastern R. R., 6s, 1874, 95¼; New York and Boston Air Line 6s, 38; Stoney Brook R. R., 85; Ogdensburg and Lake Champlain R. R., 34; Conn. and Pass. Rivers R. R., pref., 70; New York and New Haven R. R., 114½; Boston and Lynn Horse R. R.,

86; Maine 6s, 1880, 94½; Massachusetts 5s, 1894, gold, 95; Albany 6s, 1870, (W. R. R.) 97¾; Cambridge 6s, 1875, 95½; Boston 5s, 1878@1883, gold, 95¾; do., 6s, 1874, currency, 100; Chicago 7s, 99½; do., Water Loan, 95¼; do., sewerage, 95; Bangor 6s, 1871, 95½; Boston Water Power Co., 30¾; Cary Imp. Co., 13; East Boston Co., 10; Essex Co., 92¾; Boston and Roxbury Mill Co., 45; Union S. S. Co., 100; Waverly Co., 2; Mammoth Vein Coal, 16¼; Cambridge Gas, 99½; South Boston Gas, 100¾; Merchants Bank, 111; State Bank, 108; Exchange Bank, 136; Hide and Leather Bank, 129. Shoe and Leather Dealers Bank, 130¼; Fannel Hall Bank, 118¼; Suffolk Bank, 121; Atlas Mining Co., 2; Albany and Boston 23; Bay State, 12⅞; Concord, 2¼; Dana, 1; Humbolt, 3⅛; Hancock, 12; Hanover, 1; Mesnard, 2; Native, 1; New England, 75c.; Phœnix, 14¾; South Side, 1⅝; Star, 2¾; Superior, 4; St. Clair, 3; Tremont, 2; Winthrop, 1½.

Baltimore.—Marietta and Cincinnati bonds, 86; City Park, 6s, 100; Western Maryland 1st mort., 98½; Mineral Hill, 1.65; Copper Hill 2.20; Maryland Copper, 0.60; Springfield, 1.20; Bare Hill, 2.05; Santa Clara, 17¾; Balt. Chrome, 1.55; Penn. Oil, 0.60; Baltimore and Cuba Smelting and Mining Co., 115; Bankers and Brokers Telegraph, 14; Union Bank, 73; Howard Bank, 8½. The latest quotations are: Balt. and Ohio, 116⅛@117; do., 6s, 1867, 98@99; do., 1875, 100@100; do., 1880, 100¼@101; do., 1885, 101@101¾; Northern Central, 44¾@45; do., bonds, 1885, 85@86¼; N. W. Va. 1st mort., 98½@101; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 85@86; Cen. Ohio 1st mort., 88@98; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 76@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 100@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 99¼@100; do., 1875, 101¼@101¾; do., 1886, 99½@99¾; do., 1890, 100@101¾; do., coupon, 99¾@100; do., 5s, 1838-'70, 83@85; City Passenger R. R., 20@20½; Canton Co. 39½@41; Gardner, 0.50@0.75; Gas Coal, 1.00@1.50; Maryland, 0.55@0.60; North State, 0.25@0.25; Springfield, 1.20@1.30; George's Creek, 105@110; Santa Clara, 18@19; Balt. Chrome, 1.80@1.55; Bare Hill, 2.00@2.10; Atlantic Coal, 1.00@1.15; Mineral Hill, 1.60@1.65; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.10.

The Ramapo Car Factory.

About a dozen years ago a new car factory was built at Ramapo, on the line of the Erie Railway. This establishment has recently been greatly enlarged and fitted up with first class machinery. It is owned by Messrs. Pierson, who carry on the concern in the interest of the Atlantic and Great Railway Company, employing about 300 men in the different departments. Some of the finest passenger cars that we have seen, have just been turned out at these works.

☞ The receivers of the Vermont and Canada and Vermont Central Railroads have petitioned the chancellor of Vermont for authority to raise $700,000 by the issue of Canada stock or otherwise to enable them to carry out needed improvements.

The English Railroad Capitalists.

The large party of gentlemen who recently arrived in this country from England with the intention of examining the Atlantic and Great Western line, as well as the other important railroads in this country. At the last accounts were at Cincinnati on their way to St. Louis. They have everywhere been received with great attention, and appear to be highly gratified with their reception. Sir Morton Peto, the great contractor, is the principal celebrity of the party, and is accompanied by Mr. McHenry, of Liverpool, the promoter of the Atlantic and Great Western, and the fast friend of this country; also by other gentlemen of note representing French, English and Spanish interests.

Sanderson, Brothers & Co.

This well known and celebrated house has a specialty of its own, that of the manufacture of cast steel, warranted and known to be the very best material for tools. No less than three important and extensive works in Sheffield, England, are under their management, and produce the article in immense quantities, for which they find a steady demand in all parts of the civilized world. They have two establishments for its sale in this city, 16 Cliff street, and 241 Pearl street, besides agencies in Philadelphia, New Orleans, Baltimore and Montreal. Their reputation is of the first class, and they stand at the head of British manufactures.

Commission and Financial Agency.

August Limbert and Charles H. Leland, the latter Consul for the Republic of Uruguay, have formed a co-partnership for the purpose of buying and selling gold and Government securities, bills of exchange, commercial paper, and the collection of coupons and dividends. Their references are of the very highest character. Mr. Limbert has had the valuable experience of twelve years service in the well-known house of Schuchardt & Gebhard, and is well-known in the street.

The Pacific Railroad.

The importance of an early completion of the Pacific Railroad manifests itself more and more distinctly every day. The United States Government is represented in its Board of direction by gentlemen no doubt highly respectable, and for ought we know very trustworthy politicians. As to their other qualifications, especially those suitable for the positions they occupy, we are not quite so certain. For if ever there was a project in which the Government should take a lively and positive interest, it is that of the Pacific Railroad. The necessity of its being pushed to an early completion is now obvious. A contract for the establishment of a line of steamers to Japan and China of from 3,000 to 4,000 tons, with a subvention of half a million of dollars annually, has actually been made with responsible parties. The effect of this is already seen and felt abroad. The British press admits that the present route of the East India mails and travel must be changed, and that passengers cannot much longer submit to be many weeks exposed as they are, to a burning tropical sun and intense heat in going to and returningfrom India, when by the new route, *via* the United States, they may enjoy cool weather, and save many days in time. Even the London *Times* admits, reluctantly enough, no doubt that the California route must have the preference. Even now the mails and news by that route have beaten the Oriental and Peninsular line full three weeks in time. It in fact occupies ordinarily 24 days longer time to communicate by the latter than the other channel. It has recently taken but thirty days to forward dispatches from Japan to Leavenworth city. If we can do so much without the Pacific Railroad, what splendid, nay almost incalculable benefits would arise from its completion.

We have from time to time recorded the activity and zeal with which the western division of this work is being pressed forward; and the progress also making on the eastern divison. Yet, notwithstanding this, it seems that many years must elapse before the whole route is open to travel. We think there is no necessity for this delay. Our readers will remember that at the close of the war we advocated the employment of a large body of our disbanding soldiers, with their consent, and with certainty of pay and grants of land as a reward for their labor, upon the whole line at once. This suggestion was well received by some members of the cabinet, and was approved by some of the press. But there was no one to push the subject, and it has been forgotten. Meanwhile there are thousands of these very men, who are clamoring for office and for employment, and already complaining that they have not the opportunity of earning even a daily subsistence. Had our suggestions been adopted, by this time a hundred thousand men might have been at work earning good wages, been certain of receiving grants of land on which to settle and retire; and the whole road could have been finished in the coming year. We should then have permanent settlements along the line; towns and cities begun and populated; in fact a well settled street all the way from the Missouri river to California. Not only this we should have all the correspondence, all the remittances, and a great part of the traffic of the East Indies coming and going this way; most assuredly, the spices, gums, silks, and the most valuable of all its products. Besides this foreign transit, we should be practically opening our gold and silver mines by the thousand, as the facilities of reaching them, transporting machinery for working them, and laborers to operate the machinery would be illimitable, and the results be beyond the most sanguine expectation.

We therefore hope that congress will at its next session look at this question in all its breadth, length and depth, and take such measures as will secure the immediate construction of the whole line. We have hosts of Engineers leaving the army who could safely be placed at the head of the force required; and there are also hundreds of thousands of tried faithful and hardy soldiers now begging for employment, who would be but too happy to engage in this work. Mr. Stewart senator from Nevada, has publicly declared his approbation of the plan, and we hope he will have persistence enough, as he has talent and energy enough to press the subject on the attention of the next congress, and carry it through triumphantly.

The Pacific Railroad will directly and indirectly do more to pay off the National debt, and lessen the burden of taxation, than any other method which the wit of man can design.

The arrival in this country of a number of dis-

tinguished capitalists and contractors, has led to the supposition that they might be induced to take hold of this great work. But our plan is, that our own Government should have the entire control of the work, which would enable it to secure its speedy completion irrespective of jobbers and speculators. With 5,000 laborers, the Atlantic and Great Western Railway Company constructed some portions of their line at the rate of a mile a day; a hundred thousand men, under good discipline, at this rate of construction, could easily finish the road at the rate of 20 miles a day.

The London *Economist* praising the latent power of this country, says unhesitatingly "its wonderful capacity has unlimited extent." Here is precisely a case where it may be exercised.

☞ The St. Paul *Pioneer* learns from Hon. Edmund Rice, that while in England he effected arrangements whereby the construction of the St Paul and Winona Railroad will be commenced immediately, and pushed to completion next summer. The ground will be broken as soon as working parties can be organized, and it is hoped that ten or twenty miles will be graded this season.

☞ The Punjaub Railway, 252 miles in length, was opened for through traffic on the 24th of April.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 1st week in Sept., 1865, were:

	1865.	1864.
Passengers	$15,072 50	$12,983 06
Freight	14,322 25	8,370 50
Mail, express & telegraph	1,100 00	1,119 58
Total	$30,494 75	$22,473 14
Total for the fiscal year commencing Jan. 1	$795,758 78	$610,769 09

The traffic of the Great Western Railroad for the week ending Sept. 8, 1865, was as follows:

Passengers	$44,189 21
Freight and live stock	34,487 32
Mails and sundries	1,858 21
Total	$80,534 74
Corresponding week of 1864	65,374 75
Increase	$15,159 99

The earnings of the Grand Trunk Railway for the week ending Sept. 2, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$55,293 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	74,344 00
Total	$133,673 00
Corresponding week, 1864	116,520 00
Increase	$17,153 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending August 31, were:

	1865.	1864.
Passengers	$5,402 28	$4,872 84
Freight	15,048 86	14,336 30
Express	265 22	104 16
Mail	296 58	296 58
Total	$21,012 94	$19,609 88

Receipts from January 1 to August 31:

1865	$421,390 88
1864	368,504 79
Increase	$52,886 09

The earnings of the Michigan Central Railroad for the 1st week in Sept., 1865, were. $108,416 95
Corresponding week of previous year.. 94,081 82

Increase. $9,335 63

The earnings of the Chicago and Rock Island Railroad for the first week in September, 1865, were $105,959 00
Corresponding week of previous year.. 90,853 00

Increase $15,106 00

The earnings of the Chicago and Northwestern Railway for the first week in September, 1865, were $216,965 88
Corresponding week of previous year. 130,639 61

Increase $86,326 27

Egyptian Railways.—The Isthmus Transit.

We copy from the correspondence of the *Herald* the following account of the railways across the isthmus, between Alexandria on the Mediterranean and the Red Sea. It states some interesting facts, one especially in relation to the manner in which the track is placed on the road bed, or the sections of sand over which it passes, While the railway itself is a great advantage to Eastern travellers, it is yet deficient in complete accommodation. What is said of the preference given by the Viceroy to American cars and engines is very gratifying, and is highly complimentary to American taste and skill:

The first stage of the journey from the Mediterranean to the Red Sea is from Alexandria to Cairo, a distance of one hundred and twenty miles over the Viceroy's railroad. There are daily two trains each way over the road—one at nine o'clock A. M., and the other at four o'clock P. M. In order to escape the intense heat of the middle of the day I chose the afternoon train. Selecting a seat in one of the first class carriages, I stepped out on the platform to await the signal for departure. Although the time announced for leaving is specific, it does not follow when the time arrives that the train is off. Everything on the road is subject to the convenience of the Viceroy. If he happens to be at Cairo, or at one of the villages on the way, no train is allowed to depart until he has ended his journey. Consequently it often happens that passengers are delayed from six to twenty-four hours. There would be some apology for this if there were no telegraphs, but no less than ten wires extend between Alexandria and Cairo. But it is part of the system of government. Everything, the country and the people, is subservient to the will and convenience of one man.

An Egyptian railroad train is quite a curiosity. The locomotives and carriages for ordinary use are English built. The first class carriages are of the same abominable pattern found in England and nearly all parts of the Continent. They are divided each into three compartments, entered by doors on the sides, and capable each of seating eight persons, or a total of twenty-four to each carriage. The interior is lined with buff leather, much the worse for wear, both in regard to cleanliness and repair. The car itself is a frail piece of work, on four very light iron wheels, not capable of the least strain. One of these cars off the track would stand about the chances of a pasteboard box suddenly thrown from a train rapidly in motion. The first-class carriages are patronized almost entirely by Europeans crossing the country. The second class carriages are constructed on the principle of the first-class; but are less expensively finished, and have an open space over the backs of the seats, looking from one compartment to the other. These carriages are patronized by the wealthier Turks, Arabs and Egyptians. The third class cars, English pattern, are the same used for the transportation of merchandize and live stock—without seats, and rarely with even a covering over head. The scene presented by one of these cars is quite picturesque, and suggestive of anything but comfort. The passengers of this class are entirely natives. They are crowded into one car perpendicularly, like cattle, until quite full, when the surplus are permitted to fill up a second or third, as the case may be. The sides of these cars are about four feet high, so that standing in them very little more than the head and shoulders of the occupants are to be seen. There is the red tarboosh, the fez, white and red turbans, caftans of every hue; women, with their veiled faces, probably a youngster mounted astride his mother's shoulders. Overhanging the sides of the car may be seen an innumerable variety of pipes, all patterns and lengths of stems, ranging from six inches to four feet. Tracing these pipes to their source, a platoon of faces of all moulds and colors, from the flat-nosed, dusky-skinned Nubian and Abyssinian to the light brown tinge and oval face of the Arab were to be seen. The odor of a third class car can better be imagined than described.

About the middle of the train is the mail car, a square box on wheels, painted red, with a door on either side, fastened by an immense lock, ponderous enough for a prison gate. At the mail stations I observed the most successful manner of unlocking this huge piece of machinery was by means of a huge sledge, with which a portly Egyptian, kept for the purpose, belabored alternately the car and the lock, until, unable to make further resistance, the door was forced open. I believe it costs one lock per train to secure the post.

The last car is always the baggage van, somewhat similar in build to that used for the post, with the addition of a small box for the employes on the train.

Though the locomotive and carriages for the public are all English built, those used by the Viceroy himself are all American. Of these the Viceroy has at present for his own use three. As pieces of mechanical skill they are the admiration of all Egypt. It would be useless to describe these evidences of our skill; they are the same as used by our first class passenger trains, with the exception of a more artistic finish. But the Viceroy not only shows his preference for our locomotives, but also our passenger cars. Of these he has thirty, three for his private use and the remainder for his court and the harems. The cars are built on the pattern used on our first-class trains, but more elaborately finished. The interior of the Viceroy's cars is a miniature of the apartments of his palace. The richest Turkish and Persian mats cover the floors, while the walls of the cars are veneered with the richest woods and adorned with beautiful mirrors and curtains of silk and gold. On the sides are arranged luxurious divans and cushions, all of silk, lace and gold. The cars of the harems are even more elaborate. The divans here possess a greater variety of geometrical lines, and possess a greater profusion of silk and gold. There are other cars fitted up as saloons, apartments for the viceroyal *suite* and attendants. In fact, all the luxury and appliances of an Oriental court have thus been put on wheels, and in his frequent excursions to his many palaces at Alexandria, Cairo and Ramle the Viceroy moves from place to place as comfortably as if he were seated cross-legged in state or yielding to delightful relaxation in his magnificent palace, looking out upon the beautiful Bay of Alexandria.

The confidence of the Viceroy in his American engines and cars is so great that he frequently runs between Cairo and Alexandria in two hours, which requires a speed of sixty miles per hour. The best English engine on the road cannot perform the same journey in less than five hours. The Viceroy keeps his engines and cars in Cairo or Alexandria, according to his own whereabouts, or of the harem. At both places he has a depot of his own, which can be visited by application to the proper authorities.

After passing half an hour in awaiting the sig-

nal to start, I took the hint given by the ringing of an immense dinner bell in the hands of an Egyptian, and took my seat in the carriage. In five minutes more a second bell was rung by the same individual, and the train commenced slowly to move out of the depot. In a few moments we were clear of the enclosure of the railroad buildings, cars and shops, and had an open view of the country on both sides of the road. On the right extended a strip of desert, with Lake Mareotis in the distance. On the left we passed within a short distance of the Mahamodic canal. The country along the road for some distance continued wretched, that on the left being the better on account of the irrigation from the canal. As we progressed in a southeasterly direction the road entered the well cultivated plain of the Delta. Rich fields of growing or harvested crops, and thousands of industrious natives, with camels, oxen and donkeys, engaged at their work, could be seen as far as the eye could reach.

In riding along we passed numerous villages, located on artificial or natural knolls, in order to protect them from the annual inundations of the Nile. The villages are universally built either of a composition of straw and clay or sun-dried bricks, one story high and covered with straw. There is no regularity in the arrangement of the houses, insomuch that at a distance an Egyptian village has more the appearance of a series of mud lumps of different heights than the domiciles of human beings.

After leaving the village of Dauar we stopped a few moments at the Damanhoor. This place possesses a number of mosques and quite a profusion of minarets, but in general has the appearance of poverty. By six o'clock we reached Kafr Sejat, situated on the left bank of the Rosetta arm of the Nile. The village has no attractions in itself, but the railroad bridge crossing here is a fine piece of work. It is built of heavy wrought iron plates, riveted together, and has not only the appearance, but is in reality, a structure of great strength. The bed of this arm of the Nile is about one-quarter of a mile in width, and the color of the water very similar to our own Mississippi at the mouth of the Ohio. The channel of the river runs near the east bank. Over this is a draw, by opening which the river craft are allowed to pass. At this season the river is very low, and navigation, except with small craft, entirely suspended. In crossing the stream I noticed a small steamer tied up at the bank.

From the Rosetta arm the railroad strikes off in the direction of Tanta. This is rather a large town, and is the seat of an annual fair, at which the whole of lower Egypt is represented. From this point the road extends more to the southeast, to Benha, where it crosses the Damietta arm of the Nile. The bridge here is very similar to that at Kafr Sejat. From Benha the road runs due South, entering Cairo at the east gate, towards Suez.

Owing to the almost level configuration of the plain of the Nile the direction of the railroad is for the most part straight, and the few curves necessary in connecting the cities at its extremeties are very extensive. The road consists mainly of an embankment about fifteen feet high, with but few excavations the entire length. The bed of the road is of sand from the desert. There are two lines of rails, which, instead of resting on wooden ties, are fastened with wedges on cast iron chairs resembling dishes, and eighteen inches in diameter, the rail being supported in a frame on the convex side, while the concave portion rests upon the bed of the road. The rails are held parallel by rolled iron bars about three inches wide by three-quarters of an inch in thickness. On account of the high winds sweeping from the deserts the bed of the road is frequently blown completely clear of the chairs, and the rails disarranged. It will undoubtedly be necessary, before the rails can be considered secure from these disturbances, to face the sides with stone or a thick lavor of gravel.

The superintendence of the railroad is entrusted to Hubar Pacha; but the working men of the management are Europeans. This, however, is no compliment to the road or its control. On the trains there are no guards, and, strange to say, notwithstanding the roving bands continually prowling over Fgypt, no molestation has yet been sustained. The stations on the line are small stone and sometimes clay built structures. The former are occupied by the agents.

It was eleven o'clock at night when I reached Cairo. About a mile from the city the train stopped to allow the conductor time to collect the tickets, after which it ran up to the platforms which constitute the landing place for passengers.

The distance from Cairo to Suez is about ninety miles. Leaving the former city at thirty minutes past eight A. M., it was nearly three in the afternoon before the train reached its destination. The ride was anything but comfortable, the hot winds blowing off the desert almost stifling, and the reflection of the intense light and heat very painful to the eyes.

The construction of the line from Suez to Cairo is the same as from Cairo to Alexandria, with the exception, in the present case, of a single track. The cars are English built, and the running of trains managed by Europeans, assisted by Turks.

The country, after leaving Boolak, a suburb of Cairo, is desert in the fullest sense of the term. Not a tree nor a shrub to be seen on the whole route, except in the very small gardens at some of the stations. On both sides of the road are immense sandhills heaped up by the wind, and, with the exception of a yellowish color, are the image of huge snowbanks. These drifts and ridges give the desert an undulating appearance. About half way on our journey we struck a range of calcareous elevations called the Attaka Mountains, which terminate in the Red Sea about two miles distant.

I find here a comfortable and well kept hotel belonging to the company of the English line of steamers, and superintended by an Italian. The hotel is located within a few steps of the railroad depot and landing of the steam lighters plying between the city and the shipping anchored in an arm of the Gulf of Suez, about five miles distant. Tfus to passengers landing or embarking or arriving and departing by rail the convenience of its location is admirable.

I close this letter for a journey up the desert to view the works of the French maritime canal at Challiu. Upon my return I will write in detail concerning Suez and the canal, with accompanying maps.

☞ The St. John *Telegraph* says that Mr. James Harris, of Portland, N. B., has just completed a fine locomotive for the St. George and Chignecto coal mines, in Cumberland County, N. S., worked by an American Company, who are now constructing a railroad from their mines to a place of shipment about five miles distant. The engine is of twenty horse-power; its peculiarities are these: It has only four wheels, all of which are drivers; it has no tender, but will carry the fuel (which will be coal) in bunks on either side of the platform, upon which the attendant will stand. The water for supplying the boiler is contained in a tank placed on the top of the boiler, and by which it will be partially hea ted before entering the same.

☞ From Omaha, N. T., Sept. 7th, we learn that the overland telegraph line to California is in excellent working order. There are no Indians on the route and no further troubles from that source are anticipated.

☞ The valuation of Boston as returned by the assessors is as follows:

	Real Estate.	Personal Estate.
1864.....	$182,072,300	$150,377,600
1865.....	201,628,900	177,263,875
Gain in 1865.....	$19,556,600	$19,886,275

☞ The Commissioners of the Sinking Fund of Pennsylvania, pursuant to the requirements of the law, on the 5th instant, cancelled $745,811 26 of the public debt of the Commonwealth, as follows, viz: Five per cent. loan of the Commonwealth, $436,824 62; coupon loan, $230,000; war loan, $76,400; interest certificates redeemed, $2,008 64; domestic creditors, $578.

☞ The Mount Royal (Montreal) Railway Bill was carried through the Railway Committee on the 8th inst., but without the right to use dummy engines.

H. L. Routh, L. Chaput, Henry Bulmer, Alfred Perry, Joseph Barsalow, Victor Hudon, and John Pratt Esqs., are the directors. Capital $200,000.

☞ A meeting was held in Davenport, on the 6th inst., and measures adopted for procuring a speedy survey of the route for a canal from the Mississippi River to Lake Michigan, and for a canal around the upper rapids.

☞ Mr. Abraham Frith has been appointed Superintendent of the Boston and Worcester Railroad, *vice* E. B. Phillips, Esq., resigned, and will enter upon the discharge of his duties on the 1st of October.

☞ Col. Joseph D. Potts, general manager of the Philadelphia and Erie Railroad, has resigned, and Alfred L. Tyler, late Superintendent of the Macon and Western Railroad, has been appointed in his stead.

☞ Gen. McCallum has left Washington for the Southwest to turn over to the Boards of Public Works in the States in that section, the various railroads which have been used by the Government during the war. Arrangements will be made by which the rolling stock furnished through the War Department will be sold to the respective companies on credit.

☞ The receipts of the Western Union Telegraph Company, from all sources for July, 1865, were $239,854 23, and for the corresponding month last year, $181,288. Increase, $58,566 23. The total earnings from Jan. 1 to July 31, 1865, were $1,137,540 33, and for the same time in 1864, $1,148,329 83. Increase, $589,210 50.

The Portage Lake Copper District.

A correspondent of the Detroit *Tribune*, writing from Houghton, August 10th, says:

The mines of the Portage Lake District, as a whole, are the youngest upon Lake Superior. They are also at present the most profitable and productive, and their importance has been and is developing with great rapidity. They are scarcely a score in number, and yet their yield for 1864 nearly equalled that of all the other copper mines combined. The chief is the

Quincy.—This celebrated mine is located on the brow of the hill above the village of Hancock, and is working what is known as "the Pewabic lode"—the same that the Pewabic and Franklin Companies are also mining. It is the most productive mine upon the lake, its return for the month of July aggregating 108 tons, 1,495 pounds. Its yield is chiefly stamp work, and its barrel work is also subjected to heavy stamps, and classed under the former head. The proportion of mass copper is less than one-tenth of the whole amount. The Agent and Mining Captain being absent, I failed to obtain any statistics from them, and am compelled to rely upon a copy of the annual report, submitted upon the 1st of March,

ult. The product of the mine for 1864 was 1,485 tons, 1,462 pounds of mineral, and its gross earnings $1,120,482 52. The average proportion of pure metal in the mineral smelted was 80½ per cent. The net profits of the year were $379,650 76, and there was paid to the stockholders in dividends the sum of $300,000. The capital stock of the company is $200,000, which has been fully paid up, and is held in 20,000 shares of $10 each. The cash surplus on hand at the close of 1864 amounted to the handsome sum of $190,000. The surface improvements and real estate of the company are estimated to be worth over $400,000. Under the first head is included several powerful engines, the stamp mill, dock, warehouses, and many substantial buildings. The mine has six shafts, the deepest being below the hundred fathom level. These are connected with the stamp mill at the foot of the bluff by a substantial tramway. The stamp mill contains 72 head of Wayne's stamps, capable of crushing 170 tons of rock per day. The washers are designed by Mr. Schlerman, the superintendent of the mill. The proportion of copper in the stamp rock is 2¼ per cent. The "Pewabic lode" gives yet no signs of exhaustion, and recent explorations have determined the existence of many other rich and untried "lodes" upon the "location." It is therefore, safe to predict the continued prosperity of this substantial corporation.

Pewabic.—The Pewabic is also working the "lode" of that name, immediately beyond the Quincy, and has been considered the second mine in the district. During the month of July, however, it was surpassed by the Franklin in product by a very slight amount. From its annual report of 1864 the following facts are condensed: The product of ingot copper for the year was 714 tons, 1,857 pounds, averaging 76.68 per cent. of the mineral. During the year a dividend was paid of $7 per share. The property of the company, aside from that which is known as personal, is estimated at $417,939 42; the surface improvements, machinery, real estate, etc., having actually cost that amount. The shafts of the mine are eight in number, and in some cases are below the 130 fathom level. Two of these are upon a conglomerate lode, which has been found to be very rich upon exploration, and is now being opened. The main workings, however, are upon the "Pewabic," as was stated above. The machinery connected with this mine is of the finest character. It employs Ball's stamps and washers, the nature of which may be inferred from the fact that they cost, with the building, etc., over $100,000. Its hoisting apparatus, tramways, etc., are all of the same durable and valuable character. This mine has been working since 1855, and up to the close of 1864 had produced copper to the value of $2,273,210 46. Its yield for July last was reported at 105 tons, 1,000 pounds.

Franklin.—This mine is also working the "Pewabic lode," just beyond (northeast) the Pewabic. It has hitherto ranked as the third mine in the district, but is fast rivalling the Pewabic, which it slightly surpassed last month in yield, its return being 107 tons, 125 pounds. Both mines were until recently under the same management, but at present they are almost entirely disconnected. The buildings and general arrangement of the Franklin are of the first class, and in its "show" of copper it can be surpassed but by very few mines upon the lake. During 1864 it produced 605 tons, 1,335 pounds of ingot copper, and paid its stockholders a dividend of $5 per share in August last, and an additional one of $3 in April, 1865. Its shafts are five in number, and have penetrated below the 60-fathom level. The mine has been worked since 1857. It uses Ball's stamps and washers and its hoisting apparatus is of admirable and novel character. All its external indications are those of prosperity and thrift, and a visit to its "location" is well repaid by the privilege of inspecting its efficiently managed workings. From present appearances its stock will prove hereafter a far more lucrative investment than has been generally expected. I regret that in this case also the failure to find the agent of the mine has forced me to rely entirely for my statistics upon the annual report, submitted in March last.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 23, 1865.

Gravity Railroads.—New Projects.

We learn that surveys for a new gravity railroad have lately been executed, and that the work of construction will probably be let out early next year. The road will commence at a point in the Lackawanna and Bloomsburg Railroad, about a mile from Wilkesbarre, Pennsylvania, and pass eastward up the Moosie range of mountains, terminating on the Delaware, Lackawanna and Western, near Pocono Summit, or about mid-way between Scranton and the Water Gap. The height to be climbed is fully 1,500 feet, on a distance of rather less than 50 miles. From the junction there will be an uninterrupted descending grade to the Delaware.

This work will shorten the distance between the lower end of the Luzerne county coal field and the City of New York. In fact, it will be equivalent to the opening of a *new* avenue to the anthracite regions, as the sections of the Delaware, Lackawanna and Western, between Scranton and the summit requires double the power to work it, that is needed elsewhere. That section of the road is already severely tasked during the winter season.

For heavy freighting only on lines which require to climb high elevations, the gravity principle offers advantages superior to the common locomotive road. Its first cost is perhaps a little greater, since the tracks are laid on two entirely separate lines, in many places half a mile apart. The heavy stationary engines at the planes with the apparatus attached also cost a little more than the same number of locomotives.

On the other hand, a lighter rail can be used, the coal cars not being nearly so severe on the track as locomotives. On the Pennsylvania Coal Company's gravity road, between Hawley and Pittston, 47 miles, the rail usually weighs only 40 lbs. to the yard. One of about the same size is used on the Delaware and Hudson Canal Company's gravity road, from Honesdale over the mountains to near Scranton, the lower section of that road being operated by locomotives.

The length of the largest planes on the former of these lines is 2,250 feet, with a rise of one in ten. The levels have a descending grade of about 44 feet to the mile. At this rate to climb an elevation of 1,500 feet, the planes would require an aggregate perpendicular ascent of at least 2,000, or possibly 2,500 feet. The speed attained is from six to ten miles an hour. Ordinary laborers in a short time can be trained to take charge of the trains, thus effecting a considerable saving in running expense. The number of accidents on these lines is said by experienced men to be inconsiderable, rather under, than over those happening on lines where locomotives are in use.

On the other hand, we learn that the Lehigh and Susquehanna Railroad Company are building a locomotive road 13 miles long, up the west slope of the mountains, this side of its terminus at Wilkesbarre, so as to avoid three miles of planes. But the difficulty in this case appears to arise rather from the imperfect construction of the present track than essential defects in a gravity railroad. As we have been credibly informed, the superstructure of that part of their line was such that its capacity was fully reached, when, instead of suspending operations to rebuild it, the managers deemed it preferable to construct a new line altogether, enabling them to operate *the whole* by locomotives, instead of but a part. It is obvious that one or the other method of operating a railroad should be resorted to, whenever practicable; and that either may be less objectionable than a combination of the two.

Pennsylvania, with its immense deposits of coal and iron, its high and broad ranges of mountains, which have to be crossed to reach tide water, may be regarded as the home of the gravity railroad. In no other State are the difficulties to be overcome so great, and the freight offering so immense, compared with the passenger business of these lines.

Hawley Branch Railroad.

This is the name of a railroad extending from Lackawaxen, on the Delaware Division of the Erie Railway, to Hawley, the northern terminus of the Pennsylvania Coal Company's gravity road. Its entire length is 16 miles, following the south bank of the Lackawaxen. The grades are easy, the maximum being only 26 feet to the mile, and that favorable to the passage of heavy freight. The curves are, however, if not very abrupt, yet so numerous as to make the line exceedingly sinuous. The road-bed and superstructure are executed in the most thorough style, the rail weighing about 60 lbs. to the yard, and the track being universally smooth and pleasant.

The stock was subscribed and the road is owned by the Pennsylvania Coal Company; but built and operated by the Erie under contract. Its cost, we learn, was little over $40,000 per mile—a moderate figure, considering that it was built during the war, the line having been opened in December, 1863. The object of its construction was to free that coal company from the control of the Delaware and Hudson Canal, which passes up along the opposite bank of the river. The road is understood to be quite successful as a financial enterprise. Indeed, there is great need for its extension to Honesdale and further into that country, which is far behind in regard to facilities for travel.

Only one passenger train is run daily each way. The principal business is the transportation of coal to the Erie. For some weeks this has stopped altogether, owing to an extensive strike among the miners, which extends all through Car-

bondale, Scranton, Pittston, &c. There are, however, indications that the men will resume work at an early day. Public opinion, with scarcely an exception, is very decided against them.

European and North American Railway.

The Government of New Brunswick, approving of the arrangements entered into with the Maine companies for the construction of the New Brunswick portion of the E. & N. A. Railway to the American frontier, and of their ability to execute the work, have decided to grant the subsidy of $10,000 a mile. There is a condition, however, attached to this decision, and that is, that the St. John Company to be entitled to the grant must raise their stock to $200,000. The stock books of the company reveal the fact that there is already subscribed over $100,000 of reliable stock, leaving about $80,000 more to raise the sum to the required amount. All that the people of St. John have, therefore, to do in order to secure the long talked of work is to subscribe this latter sum. Six per cent. on their investments is guaranteed to all shareholders of the company, every possible precaution has been adopted to render the completion of the road certain and the expenditure of the company's funds judicious, and estimates have been supplied proving incontestably the ability of the parties agreeing to operate on the work to do all they profess a willingness to do. The St. John *News* publishes the following statement of the directors as to the present position and future prospects of "Western extension," in which they thus refer briefly to their labors for some months past:

After the Common Council refused to aid the work on the part of the City of St. John, the Directors, desiring to push the enterprise to a successful termination, entered into an agreement with the European and N. A. R. R. Co. of Maine, to build "Western Extension" for the company here, on the basis of the subsidy of $10,000 per mile and the taking of stock in our company to the extent of $200,000; the company in Maine to furnish the remainder of the money requisite to complete the road; the Maine Company agreeing, at the same time, to build the road from Bangor to the boundary of New Brunswick.

This agreement was entered into in June last. The company in Maine have secured the money, as they assure us, to carry out the agreement on their part; and the company here only require to raise their subscription of $200,000 to secure an early commencement of the work.

The whole line from Bangor to St. John has been put under contract to be built within four years after the Government of this Province shall agree to grant us the subsidy of $10,000 per mile, and we obtain stock subscription to the amount of $200,000.

During the last week the Directors laid the matter of their contract before the Government of this Province, asking their approval and consent to give the subsidy. To this application the Government have replied that they will cheerfully aid us to the extent of the law, which is all that we asked for, and only require from us that our stock should be subscribed for to the extent of $200,000. Of this amount our company have in undoubted subscriptions the sum of over $100,000, and now require additional stock to the extent of about $80,000 in order to the immediate commencement of this great work; and for the securing this stock the Directors intend applying to the people of this city.

"Western Extension" has long been most anxiously desired by the people of St. John. The idea of the European and North American Railway has been before this country for many years, and much labor has been expended in keeping it alive. The road from this city to Moncton is part of the enterprise. The line from Truro to Halifax is another link. The part that will connect Truro with Moncton is now under contract. The means to unite Bangor and St. John are ready, less the amount above stated, and this appeal to the citizens of St. John is now made to raise the sum of about $80,000, in order to set in motion the machinery that will lead to the completion of the entire line, and connect St. John with Halifax on the East, and the United States on the West.

Under the agreement with the Maine Company, interest at six per cent. per annum is guaranteed upon the $200,000, so that persons taking the stock required will at the same time aid a great public work, in which the future welfare of this city is most deeply interested, and secure a profitable investment for their money.

Connecticut River Railroad.

The earnings, expenses, etc., of this road for the years ending November 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$178,265 77	$253,106 43
" freights	154,102 69	206,486 02
" mails	6,125 40	6,140 40
" express	3,600 00	4,200 00
" rents	2,100 33	2,388 00
	$344,194 19	$472,320 85
Expenses, viz:		
Repairs of road	$44,507 66	$65,778 22
" bridges	19,631 85	10,286 23
" buildings	6,514 18	25,076 10
" tools, etc	792 59	1,827 00
" locomotives	7,648 61	15,053 34
" cars	14,781 41	38,050 43
Running trains	38,986 52	65,283 92
Station expenses	21,514 14	28,980 93
General "	5,893 65	7,220 87
Stationery, etc	1,888 61	3,117 97
Gratuities and damages	782 35	2,603 13
Removing snow	673 85	486 84
Water-works	2,268 63	2,345 71
Miscellaneous	4,693 31	4,763 65
Totals	$170,577 36	$270,873 84
Net earnings	$173,616 83	$201,447 01
Surplus previous year	59,819 21	102,185 99
	$233,436 04	$303,633 00
Against which are charged—		
Interest	$14,223 13	$10,817 69
Payment to sink'g fund	8,000 00	8,000 00
Reserved fund	5,000 00	2,000 00
Government tax	5,608 36	35,515 23
Dividend of February	49,209 28	49,209 28
" August	49,209 28	49,209 28
Balance—Surplus	102,185 99	148,881 52
	$233,436 04	$303,633 00

Compared with 1863 the gross earnings of 1864 show an increase of $128,126 66; with an increase in expenses of $100,296 48—making the increase in net earnings $27,830 18.

The report says:

The proportion which the expenses bear to the receipts is greater than in preceding years, being 56 per cent., a condition of things likely to be presented by the reports of many other roads, and which seems not only to suggest but demand some further advance in the rates of passenger and freight transportation.

The large increase in the gross sum charged to expense account is due chiefly to the enhanced cost of labor and materials; but it is proper to observe that, of the expenditures, a considerable sum has been paid for additional equipment and for permanent improvements in the property of the Company. Early in the year it was found that the largely increased passenger business demanded for its accommodation four additional passenger cars, which were procured, at a cost of $15,157 60. The car equipment has been further improved by the construction at our own shops of two additional house and six additional platform freight cars, besides the rebuilding of two passenger cars and five platform freight cars.

The repairs of locomotives have been unusually heavy, several of them having met with disabling accidents calling for large outlays; all the machines are now in perfect order.

A second car house at Springfield, imperatively required for the proper protection of the passenger equipment, has been erected at a cost of $4,686 44, and with a capacity for six long cars. A boiler shop has also been added to the general repair establishment at Springfield, at a cost of $2,941 74.

A permanent improvement of great value has been made near the Springfield station by the construction of a bridge under our tracks for the road leading into Hampden Park. The material excavated for the bridge was used to build a road leading thence to the Connecticut River. The total cost was about $4,600. By this expenditure we not only do away with a troublesome and dangerous crossing of our rails at that point, but have been able to procure the formal discontinuance of another grade crossing at a point further south, in exchange for the new and more convenient access to the river which is afforded to the public by way of the bridge.

Notwithstanding the high price of labor and materials, a full complement of men has been kept employed on the roadway. About 395 tons of new rails have taken the place of a like amount of worn out rails in the track, at double the cost of the same kind of work last year. Ten thousand new cross ties have been laid, and about 237 tons of rails have been taken out, repaired and replaced. The track was never in better order than at present. A bridge, 155 feet long, over the upper canal at Holyoke, has been rebuilt and thoroughly protected from the weather. This completes the renewal of the three large bridges near that station.

An addition to the passenger house at Greenfield, adapting it to the growing business, has been erected at a cost of $5,280, thus securing at that station accommodations equal if not superior to those of any other station on the road. At the request of the people of Hatfield, the station in that town has been moved three-fourths of a mile south to a point which is believed to be more conveniently situated for a large portion of the business. As an inducement to us to make the change, the petitioners volunteered to meet the cost of a new passenger house and new freight house of ample dimensions for the rapidly increasing business of the station, in exchange for the buildings at the old site.

A valuable improvement, estimated to cost $4,000, commenced late in the year and only partially completed, consists in the erection of a continuous wall along the bank of the canal in Chicopee and the substitution of a solid road-bed of earth for the original structure of piers and stringers. The difficulty and expense of maintaining the road at this point has for some time indicated the necessity of making this improvement. In view however of the other large demands upon our income account, it would have been postponed to another year but for the fact that the company owning the canal were about making some improvements with which our work could be connected, at a saving of between two and three thousand dollars.

The time is rapidly approaching when a due regard for the convenience of the traveling public and the interests of the corporation will require the construction of a second track between Springfield and Chicopee. There are now twenty-four daily trains over this part of the road. Of course an increase of capital stock must be provided for whenever the additional track is built.

A night train with sleeping cars attached, between Springfield and Montreal, in connection with a day train between New York and Springfield, has been run throughout the year with as much success as could have been reasonably anticipated for a new train. There is no question of the advisability of continuing this train, for al-

though it cannot be said to have paid more than its expenses thus far, yet there is little question that it will speedily become one of our best trains.

Since the last annual report, no change has taken place in the relations of this Company to the New Haven and Northampton Company, each corporation occupying a separate passenger house at Northampton.

A negotiation, conditioned upon the approval of the stockholders at the approaching annual meeting, is in progress with the directors of the Vermont and Massachusetts Railroad Company, looking to an arrangement by which we shall furnish power and men to run the trains of the River Line over the ten miles of their road between South Vernon and Brattleboro', for a period of ten years. An equitable arrangement of this kind would benefit both corporations and promote the interests of the great line of roads leading from New York through the Connecticut River Valley to Vermont, New Hampshire and Canada.

The Commissioners of the Sinking Fund established for the redemption of the mortgage bonds of the Company report the present value of the fund at $35,129 32. This sum includes four annual payments from the Treasurer amounting to $32,000 00. The balance, $3,129 32, represents the accumulation of interest. The substance of their annual report to the Directors is herewith presented.

The company have twelve locomotives.

Miles run by engines.	1863	1864.
With passenger trains.....	101,334	131,792
With freight and other trains	67,017	91,526
Totals.....	169,351	223,318
Number of pass. carried	445,165	601,523
Do. carried one mile.....5,529,481		7,600,172
Tons of freight carried.....	131,483	151,183
Do. carried one mile.....3,180,575		4,095,011

BALANCE SHEET, NOV. 30, 1864.

Cost of road and equipment.....$1,801,943		80
Materials on hand	64,927	70
Suspense account.....	290	41
Ferry stock and real estate.....	6,894	82
Paymaster	25,373	10
Post office department.....	1,123	25
Commissioners of sinking fund	2 070	00
Bills receivable.....	3,115	00
Balances due from individuals and corporations	15,309	17
Balances due from station agents ..	38,127	07
Investments.....	62,438	93
Cash	58,331	04
	$2,079,944	29
Capital stock, 15,911 shares $1,591,100		00
Mortgage bonds, due Sept. 1, 1878.	250,000	00
Expense bills payable	55,197	17
Unclaimed dividends	231	16
Reserved fund.....	7,000	00
National tax	963	50
Balances due individuals and corporations	26,520	94
Profit and loss	148,881	52
	$2,079,944	29

The office of the company is at Springfield, Mass. The officers and directors are:

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, John Chase, J. H. Butler, Henry W. Clapp, Roland Mather.

Treasurer.—SETH HUNT.

Sup't and Engineer.—W. B. BRINSMADE.

Master Mechanic.—JOHN MULLIGAN.

☞ The Boston, Hartford and Erie Railroad Company have made a contract to complete the railroad between Woonsocket and Slatersville, within three months. The work will not stop on being completed to Slatersville, but efforts will be made to complete it to Pascoag during next year.

Washington County Railroad.

At a meeting of the Board of Directors of the Baltimore and Ohio Railroad Company, held at Camden Station yesterday, it was unanimously resolved to make an absolute subscription of four hundred thousand dollars on the part of the company to the stock of the Washington County Railroad Company. This company, it will be recollected, was chartered to build a road from Hagerstown, in Washington County, to a point on the line of the Baltimore and Ohio Railroad. A majority of the county commissioners of Washington County were also present at Camden Station, and on this liberal subscription being made by the company, they immediately subscribed, absolutely, $150,000, to the same undertaking. There was also subscribed at once, in addition to the above amounts, $12,000 by Johns Hopkins, Esq.; $10,000 by R. Garrett & Sons; $10,000 by Robert Fowler, Esq.; $4,000 by A. Gregg & Co., and $2,000 by Samuel Wilhelm. The county commissioners of Washington County, who were present, expressed the utmost confidence in the co-operation of the citizens of that county in the work, and these opinions were concurred in by other prominent citizens of the county, who were present also. In announcing to these gentlemen the action of the Board of the Baltimore and Ohio Railroad Company, Mr. Garrett informed them that he was now certain of the immediate commencement and early completion of the new road to Hagerstown. He said also that the subject would be brought at once to the attention of the people of Baltimore, and that the result would be, by the construction of this direct line, the restoration to this city of a trade properly belonging to it, which had been, for a long period, diverted to other cities.—*Balt. Sun, Sept.* 14.

Vermont and Canada and Vermont Central Railroads.

The hearing upon the petition of the Trustees took place at Burlington, Vermont, on the 14th inst., and they offered conclusive testimony of the necessity of certain new and enlarged buildings at St. Albans and Burlington, and of great additions to the equipment. Many of the leading bondholders were present, and no attempt was made to invalidate the testimony of the Trustees.

The President and a majority of the Directors of the Vermont and Canada Railroad were present, and denied that any part of said expenditures should be represented by a new issue of Vermont and Canada Railroad stock, and the Trustees abandoned the claim for stock and obtained from the Chancellor a decree authorizing them to issue bonds to any amount not exceeding seven hundred thousand dollars, payable in ten years, with interest at the rate of eight per cent. per annum, free of Government tax, and secured by a sinking fund to be created by setting apart the car service of the new cars on the Vermont Central line from Boston to Ogdensburg.

The managers of the road are confident that, with the increased equipment, there can be realized a net income of six hundred thousand dollars per annum. Recent reports as to the income of the road were incorrect as to the amount of income, and especially as to the expenses, which were stated without discriminating between ordinary and extraordinary expenses.

From official sources the gross income for the year ending June 1, 1865, was $1,477,782 26, expenditures for same period for ordinary purposes, $1,143,455 74—$334,326 52, the net income, being more than enough to pay the rent to Vermont and Canada Railroad and the interest to the first mortgage bondholders. A conference is about to be held between the principal holders of the first and second mortgage bonds, and it has been proposed that the second mortgage bondholders shall take a certain part of the sinking fund bonds as a consideration for a reduction to be made by the first mortgage bondholders of all over fifty per cent. of the unpaid interest on the first mortgage bonds, the unpaid interest being at least seventy per cent.

The prospects of business on the road are so good that there is every inducement for the parties interested to furnish the necessary capital, and no doubt it will be furnished. The Vermont Central, with the Vermont and Canada, is likely to realize all the income which was anticipated by the founders and early friends of the road. The only embarrassment now is from an excess of business over and above the means afforded by the present buildings and equipment, and with the additional capital a period of great prosperity is anticipated.

Oswego and Rome Railroad.

The Oswego and Rome Railroad, which intersects the Rome, Watertown and Ogdensburg Road at Richland Station, has been completed westward as far as Mexico. The road is being pushed forward for completion as fast as possible, and it is expected that the track will be laid to Oswego by the latter part of October.

Lancaster and Manheim Railroad.

The contracts for building the branch of the Reading and Columbia Railroad, running from Lancaster to Manheim, have been awarded. Six sections to H. R. Hawman & Co., of Reading, the remaining three sections to James March & Co., of Lebanon. These are old and successful contractors, and are sure to complete their work without failure or delay. The work will be commenced at once and will be pushed forward vigorously.—*Columbia Spy, Sept.* 2.

Western Maryland Railroad.

A large number of the heaviest tax payers of Washington county petition the board of commissioners to purchase $150,000 of the stock of the Western Maryland railroad. In their petition they set forth the advantages which must accrue to the county and State by the extension of this popular thoroughfare to Hagerstown, and urge that the commissioners furnish the aid solicited from the county to carry the enterprise to a successful termination.—*Hagerstown Herald.*

Kent County Railroad.

Another effort, it is understood, will be made at an early date to complete the subscriptions to this road. An increased interest is now manifested in railroad connection with the Delaware Road. The peach interest of this county has become so great that it is estimated that freights from this source alone will go a great way in sustaining the road. The Delaware Road now runs two trains daily exclusively for peaches.—*Chestertown Transcript.*

☞ The *Commercial Bulletin* says that General Fremont designs establishing at St. Louis the manufacture of railroad iron, railroad engines and rolling stock. He is president of the Missouri Company—a corporation chartered in 1864 by the Legislature—and that company will, as soon as the proper arrangements can be completed, engage in that business.

☞ The Belmont Iron Works of Wheeling, turn out 3,600 kegs of nails a week. These works have manufactured 88,000 kegs of nails in six months, using eighty machines, eighteen boiling furnaces, and running day and night, and fifteen thousand bushels of coal per week. They employ 420 workmen.

☞ The rolling mill at East St. Louis, Ill., is getting out new rails, made of Missouri iron, and designed for the Chicago, Alton and St. Louis Railroad.

Liability of Railroad Companies for Injuries to Employees.

In a late article we adverted casually to this subject, and stated the rule to be that, in general, a servant of a railroad company could not recover against the company for an injury occurring in the course of his employment as such servant. The reason of the rule is, that the servant must judge for himself whether there is any probability of injury arising to himself, and he is not bound to incur risk in the service. He has the same and oftentimes better opportunities of judging of the probability of injury than his employers, and is in a position to decline the service, if he chooses to do so. The case of Hutchinson *vs.* N. York & B. R. R. Co., 6, Rail Ca., 580, will serve to illustrate the law upon this subject. The plaintiff's delaration stated that H. was in the service of the defendants, and that in discharge of his duties as such servant, he became a passenger in a car of the defendants drawn by a steam engine under the guidance of the defendants; that the defendants were possessed of another steam engine which then was drawing other cars under the guidance of the defendants by their servants. Yet defendants acted so negligently in and about the guidance of the first mentioned engine, and in and about the other engine, that a collision took place and H. was killed. The defendants pleaded that the collision took place solely through the carelessness, negligence, &c., of the defendant's servants, who were fit and competent persons to have the guidance of the same, and that the negligence, &c., was not authorized by the defendants and was without their leave. It was held by the Court that the declaration did not disclose any cause of action, and the action could not be maintained, although the company it seems, would have been liable, had H. not been, at the time of the accident in the actual service of the company. There are, however,

EXCEPTIONS TO THE RULE.

There seems to be no doubt that if there be any fault on the part of the company in the selection of the other servants, or in continuing them in their places after they have proved incompetent, or in the employing of unsafe machinery, the company *will be answerable* for all injury to their servants in consequence.

A railroad company which continues in use a dangerous and defective locomotive engine, after notice of its dangerous condition, is liable to one of its servants engaged in running such engine for an injury sustained by him, (without negligence on his part,) in consequence of such defects. This law was laid down by the Court of Appeals of this State in the case of Keegan *vs.* The Western Railroad Company, 4 Selden, 175. The Chief Justice in rendering the opinion of the Court in that case, remarks, that the cases in which it has been held that a principal is not liable to one agent or servant for an injury sustained by him in consequence of the misfeasance or negligence of another agent or servant of the same principal while engaged in the same general business, are only applicable when the injury complained of happened without any actual fault or misconduct of the principal, either in the act which caused the injury or in the selection and employment of the agent by whose fault it did happen.

Whenever the injury results from the actual negligence or misfeasance of the principal, he is liable as well in the case of one of his servants as in any other. But where the injury results from the actual fault of a competent and careful agent, (as may sometimes happen,) the fault will not be imputed to the principal when the injury falls upon another servant, as it will where the injury falls upon a third person, as for instance upon a passenger. In the case of a passenger, the actual fault is imputed to the company itself, on the grounds of public policy; in the case of a servant it is not.

It makes no difference in regard to the liability of the company, that the person came into the service voluntarily, to assist the servants of the company in a particular emergency, and was killed by the negligence of some of the servants.

In the case of McMillan *vs.* The Saratoga and Washington Railroad Company, 20 Barb., 449, it was held that to entitle a servant, for example, a locomotive engineer, to recover for an injury happening to him in the course of his service, through defects in the machinery, &c., used in the discharge of his duties, he must prove actual notice to his principal of the defects.

But we think it may be doubted whether actual notice is necessary in a case of *culpable* negligence on the part of the company. Thus, if the master might have known the exposure of the servant, but for his own want of ordinary care, as in the use of a defective locomotive engine, which exploded and injured the servant through defective construction, the master is liable for the injury. (Noyes *vs.* Smith, 28 Vt. Rep., 59.)

Of course, if the servant knew of the defects, and did not inform the company, or if the defects were known to both the servant and the company, and the servant makes no objection to continue the service, he probably could not recover of the company for any damage in consequence. But if the company knew of the defect, and directs the servant to continue the service in a prescribed manner, they are undoubtedly responsible for consequences.

A railroad company cannot be regarded as in any sense guarantors of the sufficiency and safety of their machinery, but are responsible only, when injury occurs to servants without fault on their part, and through the neglect of the company to furnish machinery and apparatus reasonably safe for the uses to which it is put. (See 5 Ohio R. 91.) A conductor or engineer, for instance, may demand of the company reasonable care and diligence in procuring and keeping such machinery and apparatus, as is safe for the uses to which it is put; and beyond this, it is one of the hazards of his contract, that such conductor must take the risk of accidents.

But a conductor, not being under the control of any superior, in immediate and constant contact, is bound to exercise an independent and prudent forecast as to perils; and inspection of the machinery to guard against such perils and the liability to accidents; and if he receive an injury, while neglecting such duty, or through mismanagement of his train in any particular, or through any defect or insufficiency of the machinery of which he was previously aware, or which would have been discovered by that careful inspection which it was his duty to have made, he cannot recover of the company; nor can he recover, if the defect in the machinery causing the accident, were unknown both to the conductor and the company, and neither party was in fault. It is the duty of the company to furnish the requisite number of hands, for the safe management of their trains; and if they do not, the conductor may legally decline to continue in the service; but if under these circumstances, he still continues to operate the train, he voluntarily assumes the risk and waives the obligation of the company in this respect to himself, and can have no redress for damages so incurred.

SERVANTS IN DIFFERENT GRADES OF EMPLOYMENT.

There has been a good deal of discussion in the books as to whether the rule that servants cannot recover for injuries received in the course of their employment, as stated above, applies to servants of every grade. Thus in a case decided in Georgia, (Scudder *vs.* Woodbridge, 1 Ga., 195,) the Court held that the rule, that the master is not liable for an injury to one servant, inflicted by the want of care or skill in a fellow servant, does not apply to the case of slaves employed on the road; and in Scotland the law seems well settled, that servants who have no employment in the matter wherein the accident occurs, may recover for injuries received thereby.

In Ohio it has been held that a day laborer upon a railroad, who was not under any obligation to renew his work from day to day, and who was injured through the negligence of the conductor of one of the company's trains, upon which he was returning home, free of charge after completing his day's work, could recover. (20 Ohio R., 415; 3 Ohio State R., 202.)

Where laborers upon a railway were transported to and from their labor and meals upon the gravel trains of the company which they were employed in loading and unloading, but had no agency in managing, and in such transportation by the gross negligence and unskilfulness of the engineer, were injured, it was held that the company were liable.

But this doctrine has not met with favor, and the rule is well settled in this State, at least, that a servant who sustains an injury from the negligence of a superior agent engaged in the same general business cannot maintain an action against their common employer, although he was subject to the control of such superior agent, and could not guard against his negligence or its consequences. The law is laid down in the case of Sherman *vs.* Rochester and Syracuse Railroad Company, 17 N. Y., 153.

In that case, the plaintiff's husband was a brakeman in the employ of the defendants, whose duty it was to apply the brakes as often as he should be signaled to do so by the engineer or conductor, and was bound to obey the instructions of his superior officers. The train was running the unusual and dangerous speed of eighty miles an hour, by reason of which it could not be stopped in sufficient time to prevent its collision with cattle upon the track. Several cars were thrown from the track, and the brakeman was killed. The Court held that notwithstanding this culpable negligence on the part of the engineer and conductor, the widow of the brakeman could not recover damages against the company. The Court remarks, in that case, that the same rule of

liability which we have above stated in general, must necessarily apply as well where the employments of the servants are distinct as to cases where they are one; and to the several grades of employments where those in the inferior are subject to the direction and control of those in the higher grades, as to cases where all occupy a common footing and possess equal authority. No distinction or exception as to liability of the principal, resting upon the inability of the injured party to protect himself in the particular case, can therefore be made, without abrogating the entire rule.

The case of Russell *vs.* The Hudson River Railroad Company, 17 N. Y., 134, was one in which it appeared that plaintiff was employed by the company in loading gravel and sand at the pits where they were dug, for transportation to places upon the road where filling was required. It was the practice of those workmen who lived in New York to come and go home on the cars, paying no fare either way. On the day the accident occurred, the plaintiff went upon the cars with every load of gravel for the purpose of assisting to unload it. After discharging the gravel the train went to New York with the workmen residing there, the day's work being finished. The train ran off the track into Spuyten Duyvel Creek, and the plaintiff was injured. The Court held, in opposition to the Ohio cases before cited, that the plaintiff could not recover, and that a laborer employed to work in connection with a train, under an arrangement by which he is to be conveyed home every night in such cars, free of charge, cannot maintain an action against the company for any injury received while thus riding home, in consequence of the negligence of the engineer. This decision is also in opposition to the case of Fitzpatrick *vs.* New Albany and Salem Railroad Company, 7 Porter (Ind.,) 436. (See also Timmons *vs.* Central Ohio Railroad Company, 6 Ohio St., 105.)

But this rule cannot be applied to the cases of carpenters or civil engineers, or other employees who go out of their regular course of employment by direction of the company, and, while so engaged, suffer injuries by the negligence of the company's servants.

Thus a carpenter employed by a railway company to build one of their bridges, and who took passage in their cars by their directions, to go to a certain point, for the purpose of loading timber to be used in building the bridge, and who was injured in the course of the passage by the negligent conduct of the train, is entitled to recover of the company, the plaintiff having no particular connection with the conduct of the business with which he was injured. Gillenwater *vs.* Madison and Indianapolis Railway, 5 Ind. R., 340.

And where a contractor engaged in repairing a bridge upon a railroad for the company, employs men to work thereon by the day, and one of them while thus employed on the bridge receives an injury from a passing train, he may maintain an action for damages against the company; provided he can show that the injury was caused by the negligence of the company's servants or agents in charge of the train, without any fault or negligence on his part. For in this case, the injured man was not the servant of the company, but of the contractor. (Young *vs.* New York Central Railroad Company, 30 Barb., 229.) It cannot be presumed that he contracted with reference to any risk arising from the running of trains on the road, but only with reference to accidents arising from the nature of his own occupation, independent of the road. (3 Mees. & Wels., 1; 4 Metc., 49; 8 N. Y., 175; 18 Id., 432; 18 Id., 136, 156; 6 Barb., 231; 5 N. Y., 50; 5 Barn. & Cres., 560; 12 Adol. & Ellis, 737.)

European and North American Railway.

We are glad to be able to announce, that the contract for completing the entire line of railway from the depot of the Maine Central Railroad in Bangor, to the Suspension Bridge at St. John city, was finally closed on Friday last, with Messrs. George H. Pierce and Albert Blaisdell, contractors.

The delay in consummating the contract has arisen from the fact that the character of the bridge across the Kenduskeag, and of the line through the city, was made subject to the determination of the Board of Railroad Commissioners, by the act of February, 1864. This board, consisting of Hon. Geo. P. Sewall of Oldtown, Col. A. W. Wildes, Engineer, of Skowhegan, and Allen Haines, Esq., of Portland, met in this city on the 23d of August and heard all parties interested, and agreed on an award, which was made known to the company on Friday, and estimates based on their award submitted to the contractors, who are to build the entire line, including the bridge across the Kenduskeag and the grading of Front street. This one mile from the Maine Central depot to the point of rocks at Newbury street, has always been a bugbear in the way of a railroad up river, from the difficulty in forming a connection with the western road. The award of the Railroad Commissioners will do much to relieve the anxiety of our people in relation to the harbor, for it requires a truss bridge on piers, with open spaces or spans of not less than 100 feet each, and two draws of 38 feet each.

It is a favorable circumstance that the expense of the heavy excavations required through Front street is now offset by the demand for all this material, to fill in the new steamboat wharf, just undertaken by the owners of the Katahdin steamer.

A contract between the railway company and the city of Bangor, secures a commercial avenue or street 90 feet in width, from the Maine Central depot to the west line of French street, a distance of nearly half a mile.

Col. Pierce, one of the contractors, passed over the line with the President and other Directors of the company on Friday, as far as Passadumkeag. They will commence work as soon as the $500,000 of new stock is subscribed, as contemplated in their contract. On the completion of this subscription of $500,000 the entire capital is secured for completing the line from Bangor to St. John City.—*Bangor Whig, Sept.* 11.

Intercolonial Railway.

Advices by telegraph inform us that the Hon. Albert J. Smith, Premier of New Brunswick, returned from England by the late steamer at Halifax, having closed a contract with the International Contract Company of England for constructing the railway line from Moncton to Truro, a distance of 109 miles, which will complete the chain from St. John to Halifax, a distance of 262 miles. The cost of the line from Moncton to Truro is $40,000 per mile. Of this distance, 36 miles are in New Brunswick, and 73 miles in Nova Scotia. The line to be completed in four years.—*Bangor Whig.*

☞ It is reported that the Northern Central Railway Company have become the proprietors of a large tract of valuable coal lands in the Shamokin region, which, it is understood, is to be put into a coal company, and divided among shareholders in the Northern Central Railroad Company, at a merely nominal sum per share.

Canal Stock Debt Paid.

Since the 30th of September, 1864, $2,694,224 76 of the 6 and 7 per cent. Canal Stocks of this State, covering the debt created prior to 1846, have matured, and $2,517,574 76 have been actually paid and stock cancelled. Funds to reimburse the remainder when presented are in deposit with the Manhattan Company, New York. This amount of debt has been paid out of the "surplus revenues" of the Canals accumulated in the Sinking Fund.

In addition to this, $50,000 of the 6 per cent. Canal Stock, created since 1846, under the provisions of section 10 of article 7 of the Constitution, which matured in July last, has been paid from the revenues of the General Fund.

Southern Central Railroad.

A company has been formed for building a railroad from Owego to Sodus Bay, on Lake Ontario, *via* Newark Valley, Dryden, Groton, Moravia and Auburn. The name of the railroad will be "The Southern Central." Mr. Cyrus C. Demus of Auburn was elected President, and the Hon. John J. Taylor of Owego Vice-President. It was resolved by the Convention (which met at Auburn and organized the Company) to secure the sum of $2,000,000, to build said road, and to refund all amounts paid, unless the whole sum should be secured.

Sanderson, Brothers & Co.

This well known and celebrated house has a speciality of its own, that of the manufacture of cast steel, warranted and known to be the very best material for tools. No less than three important and extensive works in Sheffield, England, are under their management, and produce the article in immense quantities, for which they find a steady demand in all parts of the civilized world. They have two establishments for its sale in this city, 16 Cliff street, and 241 Pearl street, besides agencies in Philadelphia, New Orleans, Baltimore and Montreal. Their reputation is of the first class, and they stand at the head of British manufacturers.

Commission and Financial Agency.

August Limbert and Charles H. Leland, the latter Consul for the Republic of Uruguay, have formed a co-partnership for the purpose of buying and selling gold and Government securities, bills of exchange, commercial paper, and the collection of coupons and dividends. Their references are of the very highest character. Mr. Limbert has had the valuable experience of twelve years service in the well-known house of Schuchardt & Gebhard, and is well-known in the street.

Canal Tolls.

The following is a comparative statement of the receipts of canal tolls from the opening of navigation to the 31st of August:

1865	$1,895,243	1862	$2,819,467
1864	2,342,327	1861	1,919,653
1863	2,675,529	1860	1,568,912

Gross receipts of tolls from August 31, 1864, to close of navigation	$1,634,654
Gross receipts from the opening of navigation to Aug. 31, 1865	1,895,243
Total for fiscal year	$3,529,897
Deduct appropriations for repairs and maintenance	1,964,565
Remainder for sinking funds	$1,565,332

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	10c
Acton Vale....Ca.	50,000	5	----	5c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	----
Algomah .... "	20,000	----	2	2½
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	3
American ....Ca.	200,000	2½	----	5½
Amygdaloid ....L. S.	20,000	----	----	25
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas .... "	20,000	----	1	2½
Aztec .... "	20,000	----	1	4
Balt. and N. C....N. C	2,000	5	----	35c
Bare Hill .... "	----	----	----	210c
Bay State....L. S.	20,000	----	3½	14
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	50c
Black River .... "	200,000	2½	----	10c
Bohemian....L. S.	20,000	----	7½	12
Bolton ....Ca.	200,000	5	1½	----
Boston ....L. S.	20,000	----	2	5*
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca.	100,000	5	2	----
Cabot ....L. S.	20,000	----	----	½
Caledonia .... "	20,000	----	----	----
Cambridge .... "	20,000	----	5	20c
Canada ....Vt.	100,000	4	90c	80c
Carp Lake....L. S.	20,000	----	----	1½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	40	----
Champlain ....Ca.	200,000	1½	----	15c
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ....L. S.	20,000	----	----	----
Cleveland ....Ca.	100,000	5	----	----
Cliff ....L. S.	20,000	----	----	----
Clifton .... "	20,000	----	----	----
Collin .... "	20,000	----	----	----
Columbian .... "	20,000	----	4½	9
Consolidated .... "	20,000	----	5	5c
Copper Falls .... "	20,000	----	24½	24
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	215c
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	25c
Dacotah ....L. S.	20,000	----	----	5
Dana .... "	20,000	----	3½	1½
Deep River....N. C.	----	5	----	10c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	3½
Dudley ....L. S.	20,000	----	----	75c
Dunham ....Ca.	200,000	2	----	25c
Durham .... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ga.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ....L. S.	20,000	----	----	12½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff... "	20,000	----	----	12
Flint Steel .... "	20,000	----	----	13
Forest City .... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	11c
Franklin ....L. S.	20,000	----	6½	39½
French Creek.... Pa.	100,000	5	----	50c
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	85c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Glebe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	69c
Great Western....L. S.	20,000	----	2	7½
Green Mountain....Vt.	20,000	10	----	4½
Guilford ....L. S.	20,000	----	5	50c.
Hamilton .... "	20,000	----	----	1
Hancock .... "	20,000	----	6½	13½
Hanover .... "	20,000	----	½	1½
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	5½
Hilton .... "	20,000	----	----	1½
Hope .... "	20,000	----	½	1½
Hudson .... "	20,000	----	----	2
Hulbert .... "	20,000	----	----	2
Humboldt .... "	20,000	----	2	3½
Hungarian .... "	20,000	----	1	1
Huron .... "	20,000	----	16	44½
Indiana .... "	20,000	----	----	6
Inverness .... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	9½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	4
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	50c
Logan .... "	100,000	3	----	2½
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	3
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	45c
Manhattan .... "	20,000	----	2½	3½
Marquette .... "	20,000	----	----	4c
Maryland ....Md.	----	5	----	10
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	4
Merrimac .... "	20,000	----	----	4
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	3
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	----	187c
Minnesota....L. S.	20,000	----	3½	14½
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	20
Native .... "	20,000	----	1	1
Naumkeag .... "	20,000	----	1	1
Nelson....Ca.	200,000	1	----	10c
Nequaket....L. S.	20,000	----	1	2
Nevada (Silver) .... "	20,000	----	----	----
New England .... "	20,000	----	2	87½c
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	½
N. Y. & Passaic..N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	25c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich .... "	20,000	----	----	4
Ogima .... "	20,000	----	----	5½
Ontonagon .... "	20,000	----	----	2
Ottawa ....Ca.	200,000	1	----	25c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	10
Petherick .... "	20,000	----	2½	5
Pewabic .... "	20,000	----	8½	38½
Phila. & Boston.. "	20,000	15	2	2
Phœnix .... "	20,000	----	----	13½
Pittsburg & Boston "	20,000	----	5½	5½
Pontiac .... "	20,000	----	3½	2
Prince of Wales ....Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	½
Quincy .... "	20,000	----	10	87½
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	4½
Roscoe ....Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair....L. S.	20,000	----	3	3½
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	1½
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	10c
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	2½
Springfield.... Md.	----	5	----	130c
Stadecona ....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	7½	2½
Stark....Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	4½
Sussex .... "	20,000	----	----	----
Sutton....Ca.	100,000	5	----	85
Toltec....L. S.	20,000	----	20	2½
Tremont .... "	20,000	----	5*	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo ....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ....Ca.	200,000	5	----	20c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	----	2½
Wyandotte .... "	20,000	----	3½	2½

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	----	8½
Bucks County ....Pa.	----	----	----	½
Canada ....Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake....	----	----	----	----
Erie	----	----	----	21
Gay's River....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	----	----	----	1
Lancaster	----	----	----	----
Macomb ....N. Y.	100,000	5	----	1½
Mineral Point....	100,000	5	----	½
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	½
Ramsay ....Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ....N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American....Pa.	37,500	25	----	63
Ashburton	50,000	50	----	10
Atlantic & G. C. ...Md.	----	----	----	90c
Baltimore	----	100	----	2
Bear Valley	40,000	12½	----	13
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont	10,000	50	----	5½
Big Mountain ....Pa.	----	----	----	½
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou..	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain	30,000	10	----	----
Butler	----	----	----	8½
Cape Briton....N. S.	200,000	25	----	----
Carbondale....Pa.	----	----	----	3
Central....	----	----	----	50
Clinton	----	----	----	----
Coal Brook	4,000	50	----	----
Continental....	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	46½
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	28
Fulton.... "	60,000	5	----	5½
Gilbertson	5,000	100	----	41
George's Creek....Pa.	10,000	----	----	107
Grand Tunnel	4,000	100	----	50
Green Mountain...Pa.	----	----	----	3
Hampton & Balt...Md.	----	----	----	91
Hazleton ....Pa.	32,300	50	----	55
Henry Clay....	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40
Lorberry .... "	4,000	100	----	11
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	50	----	----
Metropolitan .... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	10½
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganselt ....R. I	8,000	10	----	----
New Creek.... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn.... "	100,000	50	----	160
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood....	4,000	100	----	----
Potomac ....Md.	40,000	10	----	3½
Powell ....Pa.	----	----	----	----
Preston.... "	----	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway....	----	----	----	----
St. Clair ....Pa.	5,000	100	----	18
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	22
Stafford....	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ....Pa.	----	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua .... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley..Pa.	22,760	50	----	51

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	½
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.) ....N. S.	200,000	2	----	----
Benton (G.)....Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	105
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	10c
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	50c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	1
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	1½
Gold .... "	100,000	5	----	3½
Gold Field....	50,000	10	----	----
Gold Hill....	50,000	10	----	----
Gold River....	100,000	3	----	----
Gould & Curry (G.&S.)N.	----	----	----	----
Gunnell (G.)....Col.	300,000	10	----	1½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	65c
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	12½
Massachusetts (G.)..Ca.	500,000	5	----	50
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ....N. S.	80,000	10	----	----
Montana (G.) ....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)... L.Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.)....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	1½
Quartz Hill (G.) ..Col	40,000	25	----	5
Quicksilver ....Cal.	40,000	25	----	49
Renfrew (G.) ....Ca.	120,000	24	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	50,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.)...N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.)..... Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.) .... "	100,000	2	----	----
Waverly (G.) .... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l't in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.50	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	55
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	----	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	----	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	----	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	----	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50		25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	47½
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235		3	----	92
30 Nov. '64	5.62	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	----	—
30 Nov. '64	6.75	—	60	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	----	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	99
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	----	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	229	21,389	—	—	----	—
30 Nov. '64	11.60	—	59	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	----	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	105	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	45
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	120
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	21.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,203	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,730	—	—	100	65
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	125
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	—
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	5	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	53
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	44
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	256	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	30
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	8,929	—	—	21
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,820	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	12
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	11
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	78
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,289	9,418	5	—	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	—	23
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	45½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1851	99½
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----	----	----
Dorchester: Real Estate Mortgage	5,000	6	----	----	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	----	----
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose: 1st Mortgage guarantied	73,100	6	----	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	----	----	----
Middlesex: 1st Mortgage	31,000	--	----	----	----
Malden & Melrose bonds	51,762	--	----	----	----
Real Estate	4,000	--	----	----	----
Ninth Avenue: 1st Mortgage	67,000	7	----	----	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1851	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	22,000	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	----	----
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue: 1st Mortgage	900,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----	----	----
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City: 1st Mortgage	65,500	7	----	----	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Aug. 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	119½
Loan of March 31, 1848 ..... registered	8,909,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	539,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	96
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	102
" " " ..... coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	108
Loan of July 17, & Aug. 5, 1861 ..registered	264,194,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ...registered	172,770,100	5	Mar. & Sept.	1904	94
" " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ....registered	91,789,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	105
Treasury Notes of July 17, 1861 ..... coupon	334,450	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	86,093,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	33,954,230	6	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,024,160	6	"	1867	----
United States Notes (greenbacks)	433,160,589				
Fractional currency	26,344,742				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	98
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'83-'89	80
" — " " (R. R.) ..... "	525,000	7	" "	'92-'72	----
Illinois—New Int. Impr. stock ..... Inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1880	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'85-'89	95
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-------	87
" — " " special stock "	1,216,737	5	" "	-------	----
" — Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1863	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ----- "		5	" "	'81-'91	----
" — " " ----- "		5	" "	'94-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ----- "	67,500	6	" "	'91-'96	96
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	----------	d'm'd.	62½
" — " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	-------	----
" — " " (war loan) ... "	670,000	6	----------	-------	----
Maine—State bonds ..... coupon	--------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... Inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1890	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") "	500,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	160
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — " " -----	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ----- "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1868	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " " "	199,000	6	" "	1868	76
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	80
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri ... "	4,850,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " State bonds (war loan) ..coupon	531,520	6	" "	'65-'71	----
" " — " " (") .	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	100
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1884	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " ----------	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	80
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	870,866	6	" "	1868	----
" — " " (" ") .... "	2,183,552	6	" "	1870	100
" — " " (" ") .... "	4,095,309	6	" "	1876	98½
" — " " (" ") .... "	2,400,000	6	" "	1886	97½
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	85,372	---	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,096	5	Jan. & July.	due.	90
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,896	5	June & Dec.	due.	----
" —Interest Certificates	219,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890		" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,658,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation ...	97,360		----------	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) ..coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (intern. impr.) "	2,063,666	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	608,000	5	----------	1890	87
" — " " (Hermitage) . "	48,000	6	----------	1890	81
Texas—Had no debt in 1861	--------	---	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " " (" ")	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	57
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'86-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	--------	----	----------	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,208	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	331,510	357,566	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	75,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,690	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,331	289,403	186,172	227,260	311,180	232,287	288,095	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	230,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	519,306	655,364	708,714	705,496	545,943	5,898,072
1865	535,675	481,165	506,290	467,710	568,904	727,193	688,172	743,359	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,783	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	80,265	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	882,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	950,969
1862	106,283	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	120,000	100,000	113,515	154,245	182,110	183,649	184,614	206,291	1,941,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,503	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,059	536,608	414,764	4,651,049
1860	364,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	566,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,165,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,226,528	1,152,803	1,364,126	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,978	170,157	157,443	222,083	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,849	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,857
1862	307,330	261,568	306,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	396,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	456,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	607,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,094	183,758	219,890	188,060	193,931	248,971	259,643	321,059	245,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,301	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	288,224	324,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	608,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	500,061	531,990	661,548	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,213
1863	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	95,908	95,456	1,038,165
1865	98,112	86,529	93,503	82,186	78,842	119,186	108,652	112,156	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,461	134,730	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,015	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,858	217,159	.....	170,554	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,596
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	225,690	276,181	231,365	189,077	2,189,077
1862	163,152	155,728	157,500	193,120	200,836	181,983	180,915	226,819	276,109	325,818	305,284	279,599	2,647,833
1863	248,784	230,508	257,227	268,618	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,984	411,806	4,120,153
1865	368,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	128,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,377	144,982	236,546	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	161,902	175,096	186,039	174,002	172,189	216,624	296,956	322,389	307,474	258,534	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	270,137	344,225	337,241	401,456	365,663	329,105	413,501	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,203,703
1860	387,128	402,530	551,078	585,141	551,700	495,943	544,494	692,382	858,955	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,966	872,985	7,996,753
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	958,228	1,002,768	9,693,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	813,512	840,450	1,079,551	1,041,622	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	253,546	238,519	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,458	276,209	291,763	278,219	2,905,639
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	454,509	451,884	574,486	714,302	815,902	746,055	623,909	6,324,083
1864	436,742	532,756	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,390	487,642	5,132,934
1864	290,676	457,227	611,297	583,056	525,781	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	836,511	758,107	601,288	650,311	612,128	718,016	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,95	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,810	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	160,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	.....	218,553	.....	.....	.....	.....
Toledo, Wabash and Western:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,785	156,100	125,027	77,500	51,295	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,958	137,086	92,574	1,172,100
1862	82,286	47,142	58,000	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	152,111	134,272	152,585	106,554	116,379	120,595	151,052	134,583	111,330	1,439,798
1864	70,786	96,843	132,896	123,957	127,010	156,338	139,626	244,114	241,840	221,570	220,209	205,154	2,060,223
1865	144,064	139,171	155,763	144,001	138,738	194,525	271,799	.....	374,024	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	66
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	99
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	868,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1868	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income 4 in '69, 4 in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,243,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	65,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	85
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1883	86½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18—	
2d " ")		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort. age	370,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	72
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	169,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,255	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	86,850		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,666,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	260,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	104
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	900,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,588					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,983					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7	---- ---- ----	---- ---- ----	1891	—
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	—
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0 0	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	110
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "	---- ---- ----	----	117
Income	20,500	---	---- ---- ----	---- ---- ----	---	---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	---- ---- ----	---- ---- ----	1858	66
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1881	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	180,000	6	---- ---- ----	---- ---- ----	----	---
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	---
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	---	---
3d Mortgage	600,000	7	---- ---- ----	---- ---- ----	----	---
Guaranteed by Covington	200,000	6	---- ---- ----	---- ---- ----	----	---
Cincinnati (exchanged)	100,000	6	---- ---- ----	---- ---- ----	----	---
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	---- ---- ----	---- ---- ----	----	----
City of Keokuk	200,000	8	---- ---- ----	---- ---- ----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1878	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	---- ---- ----	---- ---- ----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" " "	"	----	----
3d Mortgage (whole road)	1,700,000	†	---- ---- ----	---- ---- ----	----	----
Unsecured Bonds	1,785,000	†	---- ---- ----	---- ---- ----	----	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	---- ---- ----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1888	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	80
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	176,000	6	" "	" "	'66-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	---- ---- ----	---- ---- ----	var.	----
Memphis Branch 1st Mortgage	300,000	7	---- ---- ----	---- ---- ----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Mortgage	10,000	6	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	100,000	---	---- ---- ----	---- ---- ----	----	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	---- ---- ----	---- ---- ----	1880	----
1st Mortgage	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	---- ---- ----	---- ---- ----	----	---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y.& Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	---- ---- ----	1882	112½
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	105
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	---- ---- ----	---- ---- ----	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	---- ---- ----	---- ---- ----	----	----
2d Mortgage	600,000	8	---- ---- ----	---- ---- ----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	90
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	---- ---- ----	---- ---- ----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	39½
2d Land Grant	691,000	---	---- ---- ----	" "	----	----
Income bonds	513,300	---	---- ---- ----	---- ---- ----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	---- ---- ----	---- ---- ----	1885	----
Mississippi State Loan	202,799	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	171,000	7	---- ---- ----	---- ---- ----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	---- ---- ----	---- ---- ----	----	---
Tennessee State Loan	674,860	6	---- ---- ----	---- ---- ----	----	----
Alabama State Loan	389,410	6	---- ---- ----	---- ---- ----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	---- ---- ----	---- ---- ----	1883	----
Mississippi State Loan	200,970	6	---- ---- ----	---- ---- ----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	---- ---- ----	---- ---- ----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	---- ---- ----	---- ---- ----	var.	----
Mortgage	450,000	8	---- ---- ----	---- ---- ----	1936	----
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Chat. and Clev. Subsc (endors.)	231,000	---	---- ---- ----	---- ---- ----	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	---- ---- ----	---- ---- ----	----	----
1st Mortgage	500,000	10	---- ---- ----	---- ---- ----	----	----
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1908	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
1st Mortgage (H & Hamp.)	103,000	6	---- ---- ----			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	105
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	---- ---- ----	---- ---- ----	'68 '4'8	----
1st Mortgage Coupon	2,665,000	6	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelousa and Gt. West.:						
Louisiana State Loan	641,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mortgage (S. F.)	566,000	8	---- ---- ----	---- ---- ----	1880	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding	224,920	---	---- ---- ----	---- ---- ----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	106
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	185,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	904,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,002,500	7	June & Dec	" "	1885	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated	1,800,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'75	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Debt to city of Baltimore	350,000	---		"	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	92
2d Mortgage	3,077,000	7†	" "	" "	1861	32½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "	"	1887	106
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1904	106
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1840, "	2,356,000	6	April & Oct.	"	1870	95
" 1861, "	100,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1845, "	101,000	6	" "	"	1880	91
" 1849, "	67,000	6	" "	"	1880	91
" 1857, (convertible)	504,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
" " (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	91
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	89,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	67
2d Mortgage	937,500	7	" "	"	1863	22½
3d Mortgage	440,000	7	" "	"	1863	6
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1900	----
2d Mortgage	155 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1888	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	72½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1879	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1875	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	----
Sterling, issued in 1863	144,500	6			1866	
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	27,806	—	—
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	....	40.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,868	695,370	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	233	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	116.9	.....	905,156	260,269	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,525	59,470	46,023	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,230,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,650	360,167	140,391	16	.....
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	765,000	—	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	34.8	8.5	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	2½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.6	—	29	75	405	New York and New Haven	4,729,607	932,865	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,516	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	96
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	5,555	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,339	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	115
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	45.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,687	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	58	62	597	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,500,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	135.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,451	1,273,518	7½	95½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 029	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	125
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,053,054	448,500	—	27½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	112
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	11,212,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	127½
1 Jun. '65	111.0	—	....	—	15	14	292	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,956	1,391,000	.....	4,344,955	111.0	.....	439,874	210,950	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	603,767	—	36
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	99.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,854	9	100
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	284,538	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,228	108.0	312,856	527,852	288,156	—	—
31 Mar. '64	85.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	870,555	1,007,979	521,254	18	158½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,850,000	*	—	516,072	800,000	509,054	.....	86 0	7 mo's.	86,239	46,771	—	—
31 Dec. '63	100.0	—	....	269.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	—
1 Jun. '58	85.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	33.5	11 mo's.	458,821	21,556	—	—
30 Jun, '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	250.0	.....	.....	.....	—	85
								KENTUCKY.													
31 Oct. '59	90.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,552	4,375,993	111.8	.....	425,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,294	52,300	—	514,573	79,000	—	736,518	29.0	236,061	188,468	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,646	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	200 0	.....	841,558	3,361,690	1,803,963	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	586,000	339,297	5,855,330	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada							—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.8	1,582,793	4,121,213	1,715,063	18	110
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,696,768	9,720,200	8,564,116	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	235.0	—	—	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,256	456,949	275,060	1,974,444	59.7	.....	176,462	116,453	—	—
31 Dec. '58	53.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	53.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	45
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	108.8	.....	444,400	182,895	—	—
31 Dec. '62	152 0	—	5.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137,019	20,458,420	196.7	807,040	679,956	227,396	—	—
28 Feb, '63	77.0	—	8.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,871	241,482	128,886	—	—
30 Sep. '62	86.5	5.8	5.2	—	16	13	219	*St. Louis and Iron Mountain*	5,831,493	344,168	—	1,971,127	3,501,000	87,861	5,996,277	90.1	251,851	246,226	66,250	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	1,151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	189,954	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	98
May, '59	37.0	—	.....	—	—	—	-----	Somerset and Kennebec	763,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	28,404	—	----
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,758	3,990,254	16,151,962	10,781,833	630,566	38,673,564	280.2	1,983,769	4,481,859	3,054,653	6	117½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,800,000	3,506,000	169,363	12,475,363	—	.....	.....	.....	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,462,248	183,345	360,753	1,830,000	540,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	98
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	114½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	124½
30 Nov. '64	44.6	24.0	20.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	53.6	638,022	1,471,985	487,864	10	128
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,208	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	22	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	222,318	472,321	165,932	6	102
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	98½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,846,885	93.4	454,622	868,352	309,341	8	107
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,863	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	----
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	462,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	107
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,205	225,900	727	470,931	(Op	er. by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,306	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	44½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,864	1,178,712	10	130½
30 Nov. '64	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,380	1,288,380	46.7	194,712	338,285	137,605	7½	96½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	55.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	55.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	404	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	59
31 Mar. '63	29.2	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	196
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,585	565,000	—	.....	52.7	.....	37,791	11,913	—	----
31 Mar. '63	99.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	----
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	-----	Belvidere Delaware	3,396,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	----
31 Dec. '64	63.6	32.3	.....	8.0	.....	.....	-----	Camden and Amboy	8,502,296	*	4,304,181	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	127½
31 Dec. '64	60.2	—	.....	—	.....	.....	-----	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,920	2,221,449	60.2	.....	281,466	71,106	—	64
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,075,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,830	20	122
31 Dec. '64	53.0	—	—	45.6	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,9 6	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	33.8	—	—	—	—	—	—	New Jersey	3,799,800	492,000	1,649,022	4,397,800	835 000	145,000	5,960,452	33.8	619,427	1,564,607	777,626	10	140
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	153,800	260,000	45,072	463,872	21.2	99,787	146,936	29,000	—	----
31 Dec 64	----	----	----	----	—	—	----	Raritan and Delaware Bay	2,586,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	.....	228,476	.....	—	65
31 Dec '64	18 2	—	..	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600 000	—	2,008,300	18.2	.....	240,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	17.	—	—	—	W. at Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	.....	297,962	91,544	—	----
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26 950	2,156,158	36.0	29,520	97,861	42,379	—	----
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,348	48.9	166,207	458,441	80,873	—	----
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.6	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,048,284	807.0	6,916,324	13,429,643	4,594,725	8	87½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,660	1,587,293	8	109
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,238,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,890	3,506,745	9	93½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	----
30 Sep. '64	118.0	8.7	17.8	—	26	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726, 43	176,640	—	33½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,888	36.9	88,498	218 994	112,056	8	----
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 054	432,832	218,303	8	----
30 Sep. '64	189.6	48.5	18.2	—	23	24	398	Rome, Water'n & Ogdensb'g.	3,095,871	358,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	5.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,055	91,060	—	----
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	----
30 Sep. '64	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	----
30 Sep. '64	54.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	251,928	—	----
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	-----	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	223.0	—	.....	—	.....	.....	-----	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
— — '59	97.0	—	.....	—	.....	.....	-----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	23	18	182		Wilmington and Manchester	2,632,737	*	232,900	1,180,470	1,045,000	51,300	2,934,509	171.9	.....	459 458	219,688	—	----
30 Sep. '60	161.9	—	.....	24	32	144		Wilmington and Weldon	2,860,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,009	477,554	285,201	8	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	280,212	—	70,860	354,072	—	.....	.....	.....	—	----
								OHIO.													
31 Dec. '63	50.0	50.0	.....	156.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	----
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	17	17	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '64	134.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	780,000	1,131,750	6,000,000	491,500	—	6,919,486	191.2	1,032,368	2,499,348	1,235,162	15	126½
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	876 209	228,661	—	46
31 Oct '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651 990	26	----
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 966	*	4,125	4,266,958	4,026,551	—	8,776,252	203.5	1,256,812	2,612,316	438,897	8	71½
31 May	109.1	70.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	107½
31 Dec. '58	61.4	.....	.....	51.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,672	575,250	632,486	.....	61.8	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,780	—	60
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	----
31 Mar. '65	142.0	—	7.9	—	18	8	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	----
30 Nov. '64	55.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	131.6	1,119,886	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,298	—	15,805,315	250.8	456,408	1,038,165	427,405	—	----
30 Apr. '62	192.5	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,062	—	----
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,756	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '64	151.5	62.0	.....	—	53	28	446	Sandusky, Dayton and Cinc.	2,983,572	595,400	102,865	3,260 837	1,496,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	19½
31 Dec. '63	116.0	8.0	.....	—	16	11	208	Sandusky, Mansfield & New'k	2,555,156	*	—	962,571	1,299,100	127,118	2,604,694	125.0	220,717	272,202	92,253	—	----
31 Dec '64	242.4	—	.....	—	48	18	969	Toledo & Wabash	10,080 915	*	—	3,427,060	6 653,368	—	10,248,015	250.0	1,244,358	2,060,329	945,492	5½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.9	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	.....
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	149.0	316,747	883,489	149,013	——	.....
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*	——	956,900	378,600	——	1,335,500	74.0	176,968	394,952	193,901	8	16½
31 Oct. '64	113.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,824,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	——	.....
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,618	43,741	2½	30
31 Oct '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	——	2.6	——	5	9	155	Erie and Pittsburg	1,588,878	192,500	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	——	.....
31 Oct '64	86 0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	——	.....
31 Oct '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,014,243	*	——	1,325,992	1,383,427	288,281	2,977,700	58.0	305,743	335,280	143,472	——	20½
31 Oct. '64	80.0	——	34.0	——	119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	201,041	——	.....
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,483,706	1,739,410	——	6 627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,282	1,452,154	20	64½
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	61,152	3,667,252	(oper	r. by Re	ading	R. R.)	6	2½
31 Oct. '64	130.5	——	63.3	——	31	....	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	")	7½	56½
31 Oct. '64	55.5	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,108,705	——	6,258 855	69.8	320,638	741,977	346,401	——	27
31 Dec. '64	300.8	66.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,860,060	16 694,840	——	48,520,356	356.9	5,846,778	14,759 637	4 065,112	10	61
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	——	1 35 ,100	315,000	——	1,673,100	24.0	283,739	423,147	207,893	8	57½
31 Oct. '64	237 6	——	29 1	——	——	——	——	Phila. and (Sunbury) Erie	15,76 ,623	——	——	5.013 054	9,940,009	10,500	14,963,554	(oper	r. by Pe	nn. R.R.	Co.)	——	23
30 Nov '64	152 0	46 8	206.5	——	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	——	27.716,253	509 5	3,328,229	9,269,841	4 308,150	15	54
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,404	——	245,595	999,200	250,000	——	1,249,200	28.2	175,447	224,006	477,658	10	145½
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,6 7,300	632,000	——	9,349,300	197 0	839,238	3,206 660	1,365,200	10	65
31 Dec. '64	59.5	——	7 2	89.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004	——	1,770,414	1,500,000	69,233	3,466,877	72.0	256,176	315,722	101 589	——	9½
31 Dec. '64	468.3	——	108 5	——	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	——	8,181,126	12,657,000	——	23,942,670	468.3	3,940,773	7 1 0,466	3 019,067	10	94½
31 Dec. '64	28.0	——	6.2	——	5	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to Northn		Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	28.4	——	8.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,983	——	684,036	1 009,095	162,312	1,855,443	28.4	118,6 8	273,232	140,817	——	.....
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,258	165,384	——	891,800	372,000	1,343	968,137	29.6	95,666	293,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	80.0	——	2.0	——	16	16	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	250,000	——	.....	62.0	321,000	557,587	251,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	.....
31 Dec. '58	109.0	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,202	151,536	6	.....
1 Jan. '59	134.2	21.3	.....	——	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	.....
28 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,652	*	——	955,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	.....
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '59	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	.....
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,678	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	.....
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	166,264	——	536,554	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	.....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	269,112	7,627,797	291.0	.....	1,636,096	873,597	——	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	.....	——	.....	——	.....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	——	.....	——	.....	——	.....
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	519,518	.....	59.4	69,570	177,256	60,029	——	.....
1859	47.4	——	2.3	——	4	5	40	Mississippi Central and Tenn.	892,710	82,906	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	.....
1859	54.2	——	7.0	——	12	2	51	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	54.2	30,065	25,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	519	Nashville and Chattanooga	5,632,582	*	——	2,056,544	1,731,000	——	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	——	4.2	11.7	5	5	52	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	.....
1859	30.0	——	0.6	5.0	——	——	——	Winchester and Alabama	.....	.....	——	216,902	413,000	408,477	.....	50.0	.....	1,248	.....	——	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	.....
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275 000	240,000	171,560	.....	50.0	11,500	32,670	.....	——	.....
1 May '60	70.0	——	6.0	250.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	976,000	369,000	.....	70.0	102,200	182,846	105,568	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	.....
								VERMONT.													
31 May '63	116.3	——	6.6	——	9	8	280	Connect. & Passumpsic Rivers	2,830 277	*	——	1,679,600	633,500	.....	3,033,466	105.0	164,794	428,180	184,470	——	.....
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,278	——	2,233,376	3,257,471	595,219	6,386,166	119.6	449,351	423,027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	183,474	67,785	——	.....
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,587	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	.....	1,687,500	ope	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	45,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.0	——	——	——	——	Western Vermont	1,083,500	*	——	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,552	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,989,861	775,500	118,789	.....	113.7	705,654	126,502	43,062	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Peteraburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,202	54,121	16,332	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	545,427	248,004	loss	——	16
30 Sep. '60	88.3	58.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	770,846	450,427	222,214	——	.....
30 Sep. '59	133.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	——	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 906	6,753,655	143.2	224,014	560,904	282,828	——	57
30 Sep. '59	76.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	642,960	96,828	.....	78.6	159,981	279,945	148,385	7	77
30 Sep. '59	22.2	2.8	3.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	585,750	204,508	26,853	.....	43.5	1,068,064	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,083	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,082	559,130	8	73
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,198	740,480	347,957	——	.....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	.....
31 Dec. '61	196.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	.....	199.9	.....	756,476	220,580	——	.....
31 Dec. '64	191.9	42.5	28.3	——	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000	——	8,452,351	234.4	958,183	1,711,281	800,230	——	54
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,706,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	.....
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463 989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,708	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	150	2,399	Grand Trunk	77,210,345	*	——	16,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	.....
31 July, '63	229.0	115.5	65.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,930	768,959	5,678,939	96.1	402,670	467,266	191,182	——	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,000	——	.....
1 July,'61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,743	102,388	——	1,380,000	13,100	136,000	1,709,232	60.0	.....	124,455	36,070	——	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,181	——	.....
								NEW GRANADA.													
1 Dec '63	48.1	——	——	——	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	——	10,765,728	48.1	.....	5 027,488	1,325,924	15	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26½
Catawissa (preferred)	1,160,000	7	—	28½
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,925	7	—	80
Chicago & Alton (preferred)	2,425,200	7	7	102
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	—	45
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	44½
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	99
" " " (2d pref.)	1,014,000	7	7	84½
Milwaukee & St. Paul (preferred)	2,235,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	91
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65½
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	...	—	----
" " " (2d pref.)	904,473	...	—	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	500,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	...	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	95
Six per cent. Loan	2,432,274	6	A. & O.	1884	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	508,100	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred interest b'ds.	227,589	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	80½
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	...	----	...	----
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,200	—	9½
Union	...	----	...	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	58

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	47 — @ 50 —
Pig, American, No. 1	45 — @ 46 —
Bar, Swedes, assorted sizes (in gold)	— — @ 92 50
Bar, Swedes, assorted sizes	160 — @170 —
Bar, English & American, Refined	115 — @120 —
Bar, English & American, common	105 — @110 —
Scroll, English	145 — @196 —
Ovals and Half round	135 — @145 —
Band, English	145 — @ —
Horse Shoe	135 — @145 —
Rods, English	117 50 @185 —
Hoop, English	150 — @215 —
Nail Rod per lb.	9½@ — 11
Sheet, Russia per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble	6½@ — 9½
Sheet, Am., Single Double and Treble	— 6½@ — 9½
Rails, English (gold) per ton	55 50 @ 57 —
Rails, American	— — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)	— 12 @ — 14
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 20 @ — 22
American, Cast, Rolled	— 13 @ — 16
American Spring	— 12 @ — 14
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 30
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 31½@ — 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	9 50 @ 9 75
German Refined	9 50 @ 9 75
English	9 50 @ 9 75
Bar per lb.	— — @ — 11
Pipe and Sheet	— — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 28 @ — 28½
Straits	— 27½@ — 27½
English	— 24½@ — 25
Plates, Charcoal I. C. per box	— — @ 15 —
Plates, I. C. Coke	— 11 — @ 13 —
Terne, Coke	— 10 75 @ 11 —
Terne, Charcoal	— 15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash) per 100 lb.	— — @ 7 —
Clinch (cash)	8 50 @ 9 —
Horse Shoe, Forged (cash) per lb.	— — @ — 32
Wrought, English (cash)	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 25
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 36½@ — 37
Ref'd, free, L.S. to pr. Wh. (110@120 test)	— 78 @ — 79
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)	— 58 @ — 59
Naptha, Refined (60@63 gravity)	— 48 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th. 14	F. 15	Sat. 16	M. 18	Tu. 19	W. 20
Atlantic M. S. S. Co.	146	147	----	150	150	147
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	90	----
California 7s	----	116½	116	----	----	----
Canton Co.	----	39½	39½	----	----	39½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	102	----	----	101	102	----
" " 1 M.	95½	95½	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	88	----	----	86
Chicago, Burl. & Q.	----	119	----	120	125	125
" " " S p.c.	----	----	----	----	----	----
Chic. & Northwest'n	28	27½	28	28	28	28
" " pref.	61½	61½	61½	62	61½	61½
" " 1st M.	----	80½	81	81	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	112½	112½	112½	112	111½	111½
" " 1st M. '70	----	----	----	----	102	----
Clev., Col. and Cin.	----	126½	----	----	----	----
Clev. and Pittsburg	72½	71½	71½	71½	71	70½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106	106	107½	106½	----	107
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43½	43	43½	45	44½	44½
Del. & Hudson Canal	142	----	----	140	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	104	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	87½	86½	87½	87	87½	87½
" pref.	84	83½	83½	----	85	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	102	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	51	55
" " bonds	----	----	----	----	----	----
Hudson River	110½	110	110½	110	109½	109
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	101½	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	126½	126	126½	127	127½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	110
Marietta & Cin. 1st pref.	----	----	----	----	44½	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	85	----	----	----	----	----
Mariposa Mining Co.	12	12	----	12?	----	12½
Michigan Central	109½	109	109	109½	----	109½
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68½	68½	68½	67½	67½	67½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	90½	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	49	49	50	51	53	54½
" " 1st pref.	----	50	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	55½
Missouri 6s	73½	75½	77½	78	77	----
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	93½	93½	93½	93½	93½	93½
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	77	78	79	81	----	80
Ohio & Miss. cer.	28½	28	28½	28	27½	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	105	----	----	190	210	----
Panama	----	----	----	----	270	----
Penn's Coal Co.	160	160	----	----	----	----
Phila. and Reading	107½	107	107½	107½	107½	107½
Pitts. Ft. W. & Chicago	97½	97½	97½	97	97½	98
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	94½	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	50	48½	49½	47½	47½	44½
St. L., Alton & T. H.	----	36	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	92	----
" " 2M. pref.	----	----	----	----	78	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	61½	82½	----	84	83½	83
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	86
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	58	----	----	----	57	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	93½	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	94	93½	94	94	94	94
U. S. 5s, 10-40s, reg.	94	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	107½	107½
U. S. 6s, 1881, coup.	107½	107½	----	107½	----	108
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " Ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	119½	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98½	----	----	----	98½	98½
U. S. 6s, 5-20s, coupon	107½	107½	107½	107½	107½	107½
U. S. 6s, 5-20s, new	105½	----	105½	105½	105½	105½
U. S. 6s, " reg.	----	----	----	105½	----	----
7.30 Notes, 1st series.	----	99½	99½	99½	99½	99½
" " 2d series	99½	99½	----	99½	----	99½
" " 3d series	99	99½	----	99½	99½	99½
American Gold	143½	142½	142½	143½	143½	144

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	W.13	Th.14	F.15	Sat.16	M.18	Tu.19
Cattawissa	14½	14½	15½	15½	17	16
" preferred	26½	26½	27½	27½	28½	27½
Camden & Amboy	----	127½	----	127½	127½	127½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	88
" " 6s, '75	----	----	----	91	----	----
" " 6s, '83	89	88	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	100½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	60	59½	----
" 6s, '70	----	----	----	----	----	----
" " 6s, '84	84	----	----	----	----	----
Lehigh Valley R. R.	----	----	64	----	----	64
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	28½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	85	86	----	----
Minehill	----	----	----	----	56½	----
Morris Canal	----	----	----	----	----	----
" " pref.	121	----	----	----	121	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	26	----	26
" " 6s	57	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	45	----
Pennsylvania R. R.	58½	----	59½	59½	60	61
" 1st m.	----	----	104½	----	----	----
" 2d m.	----	----	101½	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	99	100
Philadelphia City, 6s	88	----	----	----	88	----
" " new	91½	91	91	91	91	91
Philad., Germ. & Nor.	57½	----	----	----	57½	----
Phila. & Reading	53½	53½	53½	53½	53½	53½
" " 6s, '86	----	----	----	----	----	110
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	23
" " 6s	----	----	----	82½	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25½	----	----	----	----	26½
" " pref.	32½	----	----	----	----	----
" " 6s '82	80	----	----	----	----	----
" " 6s '76	----	----	----	----	80	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	9½	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	56	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	53	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	11½	----	12
2d and 3d streets, "	----	----	----	----	77	76
Spruce & Pine, "	----	----	----	24	23	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	W.13	Th.14	F.15	Sat.16	M.18	Tu.19
Baltimore City 6s, 1876	101½	----	----	----	101½	----
" " 1880	----	99½	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	----
Balt. and Ohio	117	117	----	----	----	117½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	96	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	101½	101½	101½	101½
" " b'ds, '85	----	----	----	45	----	----
" " " 90	----	----	----	----	----	----
City Passenger R. R.	----	----	21	21½	21½	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Boston and Lowell	----	----	93	93	----	93
Boston and Maine	----	----	----	----	114½	114½
Boston and Providence	----	123	124½	----	----	----
Boston and Worcest.	----	----	----	127½	127½	128
Cheshire, pref.	----	46	47	47	49	----
Concord	----	----	----	----	----	59
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	95	----	----	----	----	95½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	107	----	107	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	106
Northern, N. H.	----	----	----	----	84	85
Old Colony and Fall R.	107	----	----	----	----	----
Ph., Wil. & Baltimore	65½	65	65	----	65	----
Portl'd, Saco & Ports.	----	----	----	----	----	98
Vermont & Canada	97	97	----	----	97½	97½
Vermont & Mass.	43½	----	45	44	----	44½
Western	130	----	----	130½	130½	130½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	92½
Metropolitan "	----	----	----	48½	48	47½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	24½	24½	24½	24½	24
Franklin "	39	----	----	39	40	39½
Huron "	43½	----	45½	44½	----	----
Isle Royale "	11½	11½	11	10½	----	9½
National "	20	20	20	20	----	----
Minnesota "	----	10½	----	----	----	14½
Pewabic "	38½	38½	----	----	----	38½
Pittsburg "	----	----	----	----	50	----
Quincy "	57	57½	----	----	----	----
Rockland "	----	4½	----	4½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of September :

Maryland 5s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68½	"	69½
Virginia State 5s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	54½	"	55½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	78½	"	79½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	36	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, September 23, 1865.

Stock Exchange and Money Market.

We have on former occasions expressed the opinion that the London stock-jobbers are combined to a considerable extent to depress the prices of American securities on their Exchange. To this end, Reuter's telegrams are evidently made use of with some effect. One of these lately informed the British public that our Secretary of the Treasury was about coming into the market with a new loan. This, though based on pretended advices from this country, was entirely without foundation, as Mr. Reuter was informed by other advices which reached him at the same moment. But his false information was eagerly seized upon to depress our 5-20s, which accordingly declined. It was also made use of in the London *Times* on which to found some depreciating remarks.

The Birmingham *Iron Trade Circular*, which, while it devotes itself principally to the consideration of the great British trade in metals, nevertheless expresses many opinions on finance and commerce, and evidently has the eye of the mercantile classes, in a late issue, asks if the debt of the United States is to be transferred to England, and what has become of the national profits of £70,000,000, evidently in some fear that it is being invested in this country. More than this, it admits that our former suspicions are founded on fact, for it says :

"It is plain that our seventy millions of profits, money earned, have been absorbed, but where? and to what point is the Gold still running? European capitalists are on their guard against a translation of the United States' Debt from New York to the Continent, and we have reason to believe that a similar apprehension exists, and *has made itself active towards repression*, in our Commercial and Monetary Circles. The *Economist* puts strongly what we have before pointed out, when it says:—'There are increased symptoms that our capital is very narrowly used up.'"

And yet it admits, (we quote its own words) that our finances, even taking our Secretary's report previous to the last, are doing well. It says :

"The Government now can afford to sell from the stock of Gold they kept in hand to meet contingencies a million of dollars in gold daily for several weeks, and they state it to be their intention to reduce the amount of gold in hand to twenty millions of dollars, say four millions sterling. Events, and the steadiness of their own conduct, have told most favorably for the finances of the United States. Our readers will find in another portion of our paper, more conveniently placed, the official tabular statement of the American National Debt, a clear exposition of which as there produced, is of the utmost consequence to the commercial interests of both Countries at the present period. The increase in the public debt, since the close of May last, has been, in round numbers only $122,000,000. The actual figures are these—on May 31, $2,635,205,753; on July 31, $2,757,253,275. In considering the exceedingly small increment in public indebtedness shown by this Treasury exhibit, the reader must remember not merely the period covered by it, but the events and circumstances that took place during that time. The two months of June and July were those in which the gigantic work of disbanding the forces of the army and navy was commenced and almost consummated, and in which the expenditures consequent upon settling up the accounts of the troops reached their maximum. Of the hundreds of thousands of men sent from the pursuits of war and destruction, to the pursuits of industry and production, all have had their accounts promptly settled by the Treasury. They are not only paid off, as regards the past, but they have been paid off for the last time; and instead of being a charge hereafter upon the resources of the nation, they will themselves be contributors to the enlargement of those resources; instead of being mere consumers at the public expense, they will become producers for the public benefit. Besides this, large numbers of heavy contracts have, during these two months been closed and settled; large numbers of vessels in government employ have been put out of commission and settled with, and innumerable minor sources of expenditure relating to all departments and branches of the public service, have been terminated. As we said, with reference to the disbanded troops, so with reference to all the foregoing—they re-appear hereafter no more as items in the public expense. The main reliance of the Treasury now to meet current expenses and the interest of the debt, is upon the receipts from internal revenue and from the custom duties, and

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds. Rate.	Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	25½
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	—	49
Chicago & Alton (preferred)	2,426,200	7	7	102
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	--	----
Ct. & Passumpsic Rivers, (pref.)	1,514,500	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	—	45
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	...	----
Lackawanna & Bloomsburg (pref.)	500,000	7	...	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	44½
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	130
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	99
" " " (2d pref.)	1,014,000	7	7	84½
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	--	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	91
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65½
Toledo & Wabash (preferred)	984,700	7	7	60
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	...	...	----
" " " (2d pref.)	904 473	...	...	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,350	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest. Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J	1886	95
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qrtrly.	1870	----
" " sterling	4,375,000	5 "	1890	----
Preferred bonds	1,700,000	6 ———	18--	----
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	95
Delaware & Hudson:				
1st Mortgage	600,000	6 J. & D	1865	110
2d Mortgage	600,000	6 M. & S.	1870	----
Delaware & Raritan:				
See Camden & Amb RR.	...	...	...	...
Erie and Penn.:				
1st Mortgage	752,000	7 J. & J.	1865	----
Interest Certificates	161,990	6 " "	1868	----
Lehigh Navigation				
1st Mortgage	414,608	6 M. & S.	1870	95
Six per cent. Loan	2,432,274	6 A. & O.	1884	95
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	----
2d Mortgage	57,000	6 " "	1865	----
Morris:				
1st Mortgage	455,500	6 A. & O.	1876	92
2d Mortgage	296,750	6 ...	...	90
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	40
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	87
2d Mortgage	3,980,670	6 J. & J.	1882	80
Improvement	568,500	6 M. & N.	1876	80
Susqueh'a & Tide Water:				
Maryland Sterling Loan	816,000	5 J. & J.	1865	----
Md. stg. loan converted	200,376	5 " "	1865	----
Mortgage bonds	993,000	6 " "	1878	45
Preferred Interest b'ds.	227,569	6 " "	1878	27
Union, (Pa.)				
1st Mortgage	2,500,000	6 M. & N.	1883	22
West Branch & Susqu'a:				
1st Mortgage, s'k'g fund	450,000	6 J. & J.	1878	92½
Wyoming Valley.				
1st Mortgage	650,000	6 J. & J.	1878	88½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	58½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	...	...	...	----
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	...	—	----
Sault Ste Marie	100	...	...	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	33⅜
Susquehanna and Tide Water	50	2,048,260	—	9½
Union	...	...	...	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	58

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	47 — @ 50 —
Pig, American, No. 1		45 — @ 46 —
Bar, Swedes, assorted sizes (in gold)		— — @ 92 50
	—Store Prices.—	
Bar, Swedes, assorted sizes		160 — @170 —
Bar, English & American, Refined		115 — @120 —
Bar, English & American, common		105 — @110 —
Scroll, English		145 — @195 —
Ovals and Half round		135 — @145 —
Band, English		145 — @ —
Horse Shoe		135 — @145 —
Rods, English		117 50 @185 —
Hoop, English		150 — @215 —
Nail Rod	per lb.	— 9¾@ — 11
Sheet, Russia	per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble		— 6¾@ — 9¾
Sheet, Am., Single Double and Treble		— 6¾@ — 9¾
Rails, English (gold)	per ton	56 50 @ 57 —
Rails, American		— — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)		— 12 @ — 14
English Blister (1st & 2d qlty.)		— 13 @ — 20
English Machinery		— 14 @ — 16
German		— 15 @ — 17
American, Blister		— 12 @ — 14
American, Cast, Hammered		— 20 @ — 22
American, Cast, Rolled		— 13 @ — 16
American Spring		— 12 @ — 14
American Machinery		— 13 @ — 14
Milan (in bond)		— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @ — 45
Sheathing, Yellow		— — @ — 30
Pig, Chile		— — @ — —
Bolts		— — @ — 45
Braziers'		— — @ — 45
American Ingot (cash)		— 31½@ — 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		9 50 @ 9 75
German Refined		9 50 @ 9 75
English		9 50 @ 9 75
Bar	per lb.	— — @ — 11
Pipe and Sheet		— — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 28 @ — 28½
Straits		— 27½@ — 27¾
English		— 24½@ — 25
Plates, Charcoal I. C	per box.	— — @ 15 —
Plates, I. C. Coke		— 11 — @ 13 —
Terne, Coke		10 75 @ 11 —
Terne, Charcoal		— 15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	— — @ 7 —
Clinch (cash)		8 50 @ 9 —
Horse Shoe, Forged (cash)	per lb.	— — @ — 32
Wrought, English (cash)		— — @ — 50
Ausable Horse, Norway Iron, Forged		— — @ — 35
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 36½@ — 37
Ref'd, free, L.S. to pr. Wh. (110@120 test)		— 78 @ — 79
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		— 58 @ — 59
Naptha, Refined (60@63 gravity)		— 48 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th 14.	R 15.	Sat 16.	M. 18	Tu. 19.	W. 20
Atlantic M. S. S. Co	146	147	----	150	150	147
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	96	----
California 7s	----	116½	116	----	----	----
Canton Co.	----	39¾	39½	----	----	39¾
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	102	----	----	101	102	----
" " 1 M.	95½	95½	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	88	----	----	86
Chicago, Burl. & Q.	119	----	120	125	125	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	28	27¾	28	28	28	29
" " pref.	61¾	61¾	61¾	62	61¾	61¾
" " 1st M.	----	80¾	81	81	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	112½	112½	112¾	112	111¾	111¾
" 1st M. '70	----	----	----	----	102	----
Clev., Col. and Cin.	----	126½	----	----	----	----
Clev. and Pittsburg	72¾	71¾	71¼	71¾	71	70¾
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Clev. and Toledo	106	106	107¼	106½	----	107
" S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43¼	43	43¾	45	44¾	44¾
Del. & Hudson Canal	142	----	----	140	----	----
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8p.c. '71-5	----	----	104	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	87½	86¾	87¾	87	87¾	87¼
" pref.	84	83¼	83¾	----	85	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	102	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	51	55	----
" " bonds	----	----	----	----	----	----
Hudson River	110¾	110	110¾	110	109¾	109
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	101¾	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124¾	126¼	126	126½	127	127¼
" Can. bd. sc.	----	----	----	----	----	110
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	44¼	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	85	----	----	----	----	----
Mariposa Mining Co.	12	----	12	----	----	----
Michigan Central	109¼	109	109	109¼	----	109¾
" SF. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68¾	68¾	68¼	67¾	67¾	67¼
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	96½	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	49	49	50	51	53	54¼
" " 1st pref.	99	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	58¾
Missouri 6s	73¾	75¼	77¼	78	77	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	77¼	77
New York Central	93¾	93¼	93¾	93¼	93¾	93¼
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	77	78	79	81	----	80
Ohio & Miss. cer.	28¼	28	28¼	28	27¼	27⅞
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	165	----	----	190	210	----
Panama	----	----	----	----	270	----
Penn's Coal Co.	160	160	----	----	----	----
Phila. and Reading	107¾	107	107¼	107¼	107¼	107¼
Pitts. Ft. W. & Chicago	97¾	97¼	97¾	97¾	97¾	98
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	94¾	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	50	48¼	48½	47¾	47¼	44¾
St. L., Alton & T. H.	----	36	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	92	----
" " 2M. pref.	----	----	----	----	78	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	51¼	82¼	----	84	83¼	83
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	80
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	58	----	----	----	57	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	93⅛	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94	93⅞	94	94	94	94
U. S. 5s, 10-40s, reg.	94	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	107⅛	----	107⅛
U. S. 6s, 1881, coup.	107⅛	107⅛	----	107⅛	----	108
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	119½	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅞	----	----	98⅛	----	98⅛
U. S. 6s, 5-20s, coupon	107⅜	107⅜	107½	107⅜	----	107⅜
U. S. 6s, 5-20s, new	105½	----	105⅛	105½	105⅝	105⅝
U. S. 6s, " reg.	----	----	----	105½	----	----
7.30 Notes, 1st series.	----	99⅛	99⅛	99⅝	99⅝	99⅝
" " 2d series..	99⅝	99⅝	----	99⅝	----	99⅝
" " 3d series..	99	9	----	99⅛	99⅜	99⅜
American Gold	143⅛	142⅜	142⅞	143⅜	143⅜	144

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.
Cattawissa	14¼	14⅝	15½	15⅝	17	16
" preferred	26¼	26½	27⅜	27½	28⅜	27⅝
Camden & Amboy	127½	----	127½	127½	127½	127½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	88
" " 6s,'75	----	----	----	91	----	----
" " 6s,'83	89	88	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	100⅛
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	60	59½	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	84	----	----	----	----	----
Lehigh Valley R. R.	----	----	64	----	----	64
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	28½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	85	86	----	----
Minehill	----	----	----	----	56½	----
Morris Canal	----	----	----	----	----	----
" " pref.	121	----	----	----	121	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	26	----	26
" " 6s	87	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	45	----
Pennsylvania R. R.	58½	59⅛	59½	60	60	61
" 1st m.	----	104½	----	----	----	----
" 2d m.	----	101½	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 6s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	99	100
Philadelphia City, 6s	88	----	----	----	88	----
" " new	91⅛	91	91	91	91	91
Philad., Germ. & Nor.	57½	----	----	----	57½	----
Phila. & Reading	53¼	53⅜	53⅜	53⅜	53⅜	53⅜
" " 6s, '86	----	----	----	----	----	110
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	23
" " 6s	----	----	----	32⅞	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25⅜	----	----	25	25⅛	
" " pref.	32½	----	----	33½	33⅜	
" " 6s '82	80	----	----	----	----	
" " 6s '76	----	----	----	80	----	
" " 6s '72	----	----	----	----	----	
Susq. Canal	9¼	----	----	----	----	
" " 6s '78	----	----	----	----	----	
Union Canal, pref.	----	----	----	----	----	
" " 6s '83	----	----	----	----	----	
West Br. Canal 6s '78	----	----	----	----	----	
Wyoming Valley Canal	----	----	----	56	----	
" " bonds	----	----	----	----	----	
Arch street, (Horse)	----	----	----	----	----	
Chestnut & Wal. "	----	----	----	----	53	
Green & Coates, "	----	----	----	----	----	
Race and Vine, "	----	----	----	11½	----	12
2d and 3d streets, "	----	----	----	----	77	76
Spruce & Pine, "	----	----	----	----	24	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	W.13	Th.14	F.15.	Sat.16.	M.18.	Tu.19.
Baltimore City 6s, 1875	101⅛	----	----	----	101⅛	----
" " 1886	----	99½	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	----
Balt. and Ohio	117	117	----	----	----	117⅛
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	96	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	101⅛	101⅛	101⅛	101⅛
" " b'ds, '85	----	----	----	45	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	21	21⅛	21⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20.
Boston and Lowell	----	98	98	----	98	
Boston and Maine	----	----	----	114¼	114¼	
Boston and Providence	125	124½	----	----	----	
Boston and Worcest.	----	----	127½	127½	128	
Cheshire, pref.	46	47	47	49	----	
Concord	----	----	----	----	59	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	98	----	----	----	98½	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	107	----	107	----	----	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	----	108	
Northern, N. H.	----	----	----	84	85	
Old Colony and Fall R.	107	----	----	----	----	
Ph., Wil. & Baltimore	65½	65	65	----	65	
Portl'd, Saco & Ports.	----	----	----	----	98	
Vermont & Canada	97	97	----	----	97½	97⅛
Vermont & Mass.	43½	----	45	44	----	44½
Western	130	----	----	130⅛	130⅛	130⅞
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	92½
Metropolitan "	----	----	----	48½	48	47⅛
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	24½	24⅛	24⅛	24⅛	24
Franklin "	39	----	----	39	40	39⅛
Huron "	43⅛	----	45⅛	44⅛	----	----
Isle Royale "	11⅛	11⅛	11	10⅛	----	9⅛
National "	20	20	20	20	----	----
Minnesota "	----	10½	----	----	----	14⅛
Pewabic "	38⅛	38⅛	----	----	----	38⅛
Pittsburg "	----	----	----	----	59	----
Quincy "	57	57⅛	----	----	----	----
Rockland "	----	4⅛	----	4⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of September :

Maryland 5s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68⅛	"	69½
Virginia State 5s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	54⅜	"	55½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	78⅛	"	79½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82 x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, September 23, 1865.

Stock Exchange and Money Market.

We have on former occasions expressed the opinion that the London stock-jobbers are combined to a considerable extent to depress the prices of American securities on their Exchange. To this end, Reuter's telegrams are evidently made use of with some effect. One of these lately informed the British public that our Secretary of the Treasury was about coming into the market with a new loan. This, though based on pretended advices from this country, was entirely without foundation, as Mr. Reuter was informed by other advices which reached him at the same moment. But his false information was eagerly seized upon to depress our 5-20s, which accordingly declined. It was also made use of in the London *Times* on which to found some depreciating remarks.

The Birmingham *Iron Trade Circular*, which, while it devotes itself principally to the consideration of the great British trade in metals, nevertheless expresses many opinions on finance and commerce, and evidently has the eye of the mercantile classes, in a late issue, asks if the debt of the United States is to be transferred to England, and what has become of the national profits of £70,000,000, evidently in some fear that it is being invested in this country. More than this, it admits that our former suspicions are founded on fact, for it says :

"It is plain that our seventy millions of profits, money earned, have been absorbed, but where? and to what point is the Gold still running? European capitalists are on their guard against a translation of the United States' Debt from New York to the Continent, and we have reason to believe that a similar apprehension exists, and *has made itself active towards repression*, in our Commercial and Monetary Circles. The *Economist* puts strongly what we have before pointed out, when it says :—'There are increased symptoms that our capital is very narrowly used up.'"

And yet it admits, (we quote its own words) that our finances, even taking our Secretary's report previous to the last, are doing well. It says :

"The Government now can afford to sell from the stock of Gold they kept in hand to meet contingencies a million of dollars in gold daily for several weeks, and they state it to be their intention to reduce the amount of gold in hand to twenty millions of dollars, say four millions sterling. Events, and the steadiness of their own conduct, have told most favorably for the finances of the United States. Our readers will find in another portion of our paper, more conveniently placed, the official tabular statement of the American National Debt, a clear exposition of which as there produced, is of the utmost consequence to the commercial interests of both Countries at the present period. The increase in the public debt, since the close of May last, has been, in round numbers only $122,000,000. The actual figures are these—on May 31, $2,635,205,753; on July 31, $2,757,253,275. In considering the amazingly small increment in public indebtedness shown by this Treasury exhibit, the reader must remember not merely the period covered by it, but the events and circumstances that took place during that time. The two months of June and July were those in which the gigantic work of disbanding the forces of the army and navy was commenced and almost consummated, and in which the expenditures consequent upon settling up the accounts of the troops reached their maximum. Of the hundreds of thousands of men sent from the pursuits of war and destruction, to the pursuits of industry and production, all have had their accounts promptly settled by the Treasury. They are not only paid off, as regards the past, but they have been paid off for the last time; and instead of being a charge hereafter upon the resources of the nation, they will henceforth be contributors to the enlargement of those resources; instead of being mere consumers at the public expense, they will become producers for the public benefit. Besides this, large numbers of heavy contracts have, during these two months been closed and settled; large numbers of vessels in government employ have been put out of commission and settled with, and innumerable minor sources of expenditure relating to all departments and branches of the public service, have been terminated. As we said, with reference to the disbanded troops, so with reference to all the foregoing—they re-appear hereafter no more as items in the public expense. The main reliance of the Treasury now to meet current expenses and the interest of the debt, is upon the receipts from internal revenue and from the custom duties, and

upon the accumulation in the Treasury. The internal revenue receipts for July were twenty-two millions of dollars, and the Treasury anticipates from this source an average of about a million dollars a day for the next three months. The most trustworthy estimate of the receipts from custom (in gold) during the coming months of the current fiscal year, put them at the average of fully eleven million dollars a month. As to the accumulations in the hands of the Treasury, they are shown by the statement of this morning to be: Amount of coin in the Treasury, $85,338,000 and of currency $81,402,000, or a total in the Treasury of $116,740,000. During the past month, there have been some considerable returns to the treasury from sales of vessels, naval stock and military material; but much heavier returns will come from this source in the current month. The Quartermaster's Department is rapidly preparing for the disposal of the immense amount of government property in its hands, and now no longer required. Two millions of dollars' worth of marine property has been advertised for sale in the cities of Washington, D. C., Cincinnati, Louisville, St. Louis, Nashville, Natchez, Vicksburg, Little Rock, New Orleans, and Mobile."

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With regard to the condition of our own market, we have to observe that Government securities are steady, and compound interest notes have advanced. And here it may be well enough to remark, that beyond all doubt the prices of these will be governed by the home quotations. The rate in New York unquestionably fixes that abroad, so that if the holders wish to make money on them, it is their best policy to keep them up here. If they should for any reason advance 5 or 10 per cent. here, they would very certainly bring that advance abroad. So that those who are engaged in the business of depressing them are in fact injuring themselves. It is said that very little commercial paper is afloat in the street, or within reach of bill brokers. The discount on this is said to be lower than usual, the rate of the best of it being only about 6 per cent., while the less esteemed kind is worked off at 8 to 8¼ per cent. The amount of currency of the National Banks is now computed at 183 millions. The plan of redemption in the three great cities of the Union has not yet been adopted, there evidently being considerable opposition to it in influential quarters. We have expressed our opinion of this measure, and believe the true way is to receive these notes and send them home for redemption if they become too plentiful. The keeping of large balances by these institutions in those of this city, is doubtless beneficial to the latter, and this is probably the secret of the movement. On the other hand, those banks not the depositaries of the Government are not obliged to receive them, and may thus by their refusal, protect themselves from inconvenience without requiring any protection. This seems to us a common sense view of the subject.

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The business of the city and the country appears to be reviving on an immense scale. The numerous steamers relieved from the Government service, find a very ready sale at good prices, and are directly put in commission by their purchasers who find immediate and profitable employment for them. No surer evidence can be had than this, of our reviving commerce. We perceive from our late foreign exchanges, that great relaxation in commercial restraints are going on in several countries besides those already pointed out. These should be watched and promulgated for the benefit of shippers, importers and exporters. We would not allude to this subject so frequently were it not for the fact, that constant notices of the subject are absolutely necessary to fix the attention of the public upon it. We would also revert to another topic, viz., that the supplies of cotton going forward to Europe are beginning to attract much attention there, and much surprise. It is the interest of foreign holders that the supply should be short, but they will find much more here than they hoped, and the recent Treasury order having liberated the present stock on hand from one of its chief restraints, is likely to bring it out from its concealment or place of deposit.

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Philadelphia.—Allegheny Co. coupon 5s, 72½; Pittsburg 5s, 71; Allegheny City 6s, 92; Reading 6s, 1880, 91; Elmira and Williamsport 5s, 75; Hestonville R. R., 21; Girard College R. R., 26; 5th and 6th streets R. R., 44; New Creek Coal, ⅞; Swatara Falls Coal, 2¾; Big Mt. Coal, 5; Fulton Coal, 5¾; Keystone Zinc, 1; Corn Ex. Bank, 61; Philadelphia Bank, 134¼; Union Bank, 63; Commercial Bank, 45; Big Tank Oil, ½; Curtin, 2¼; Cherry Run, ⅜; Corn Planter, ¾; Caldwell, 1⅜; Dalzell, 2⅛; Duncard, ½; Egbert, ¾; Eureka, ¼; Eldorado, ⅜; Excelsior, ⅜; Feeder Dam, ¾; Junction, 1½; Jersey Well, ⅞; McIlheney, 1⅜; McClintock, 1⅛; Maple Shade, 4⅛; Mingo, 2; McKean, 5½; McElrath, 1⅛;

Sugar Creek, 5¼; St. Nicholas, ⅞; Sugar Valley, 1¼; Sherman, ¼; Tarr Home, 2½; Wm. Penn. 1¼. The latest quotations are: City 6s, 88½@89; do., new, 90¾@91; State 5s, 90½@91½; do., coupon, 92@93; do., 6s, W. L., 100@101¾; Phila., Wil. and Balt., 65; Reading, 53¾@53⅞; do., 6s, 1870, 94@95; do., bonds, 90@93⅝; do., con., 110@112; Camden and Amboy, 127⅜@127½; Penn R. R., 61@61¼; do., 1st mort., 104@104¾; do., 2d mort., 101@103; Little Schuylkill R. R., 28½@28½; Morris Canal, 81@82½; do., pref., 120@121; do., bonds, 93@94½; Wyoming Valley Canal, 57¾@58; do., 6s, 90@91; Susquehanna Canal, 8½@10; do., 6s, 45@46; Sch. Nav., 25¼@26; do., pref., 33¼@33½; do., 6s, 1882, 79@80; Union Canal bonds, 20@21; Delaware Div. Canal 37@45; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 42@45; do., 7s, 1873, 99½@99¾; do., Chattle 5s, 75@75; Long Island R. R. 6s, 85@86; Lehigh Coal and Navigation, 59¾@60; do., 1884, 94@95; North Pennsylvania, 26½@27; do., 6s, 88@88½; do., 10s, 110@112; Philadelphia and Erie, 22½@23; do., 6s, 94½@95; Minehill, 56½@57; Catawissa, 16½@16¾; do., pref., 28½@28⅝; Lehigh Valley, 63¾@64; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 42½@44; Second and Third, 78@78¼; Race and Vine, 13@15; West Philadelphia, 69@70; Spruce and Pine, 23½@25; Green and Coates, 34@35; Chestnut and Walnut, 52@53; Arch, 20@22; Thirteenth and Fifteenth, 22@22; Girard College, 25¾@26; Tenth and Eleventh, 47@49; Norristown, 57½@58½.

Boston.—Vermont Central 1st mort., 81; do., 2d mort., 25¾; Cheshire R. R., 6s, 1880, 90¼; Northern (Ogdensburg) 2d mort., 32¾; Troy and Greenbush R. R., 51; Ogdensburg and Lake Champlain R. R., 33½; Conn. and Pass. Rivers pref., 75; Stoneybrook R.R., 82¼; Granite R.R., 57; Maine 6s, 1882, 94; Massachusetts 5s, 1894, 94¼; Roxbury 5s, 1870, 90; Albany 6s, 1870, (W. R. R.,) 98; Boston 5s, 1878@1883, 95; Bangor 6s, 1871, 91; Boston Water Power Co., 31; East Boston Co., 10; Boston and Roxbury Mill Co., 43; Union S. S. Co., 102⅛; Essex Co., 95; Mammoth Vein Coal, 15; Bear Valley, etc., Coal, 13; Franklin Coal, 28; Macomb Lead, 1⅞; Chelsea Gas, 99½; Jamaica Plain Gas, 91; South Boston Gas, 100½; Cambridge Gas, 99¼; Malden and Melrose Gas, 58¾; Merchants Bank, 110½; Boston Bank, 70; Freeman's Bank, 110; Bank of Commerce, 116¾; Bank of North America, 100⅛; Mt. Vernon Bank, 106; State Bank, 107½; Traders Bank, 100; Suffolk Bank, 117¼; Atlas Mining Co., 2½; Bay State, 14; Bohemian, 2; Boston, 2; Concord, 2¾; Canada, 80c.; Eagle River, 2; French Creek, 50c.; Great Western, 1⅜; Hancock, 13½; Hanover, 1⅞; Humbolt, 3⅞; Hungarian, 1; Manhattan, 3½; Mesnard, 3; Madison, 3; Native, 1; North Cliff, 1⅜; New England, 87½c.; Phœnix, 13¾; Pontiac, 2; Star, 2⅞; St. Clair, 3½; Superior, 4⅛; South Side, 2¼; Tremont, 2; Toltec, 2⅛; Winthrop, 2⅛; West Minnesota, 2⅛.

Baltimore.—York and Cumberland guar. bonds, 91½; Marietta and Cincinnati bonds, 85; N. W. Va. 1st mort., 99; Copper Hill Mining Co., 2.15; Bare Hill, 2.10; Guilford, 0.50; North State, 0.15; Mineral Hill, 1.85; Springfield, 1.30; Atlantic Coal, 1.00; Santa Clara, 18; George's Creek, 107; Balt. Chrome, 1.75; Banker's and Broker's Telegraph, 14; Marine Bank, 32; Farmers and Planters Bank, 31; Union Bank, 74; Bank of Baltimore, 106¼. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1867, 98@100; do., 1875, 99@100; do., 1880, 100@101; do., 1885, 102@102; Northern Central, 45@45½; do., bonds, 1885, 86@86½; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 84@85; Cen. Ohio 1st mort., 88@98; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 100@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 99¼@100; do., 1875, 101½@101¾; do., 1886, 99¼@100; do., 1890, 100@102; do., coupon, 100@100; do., 5s, 1838–'70, 83@85; City Passenger R. R., 21¾@22⅛; Canton Co. 38¾@39; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.50@0.60; North State, 0.15@0.15; Springfield, 1.20@1.35; George's Creek, 107@110; Santa Clara, 17¼@18; Balt. Chrome, 1.60@1.80; Bare Hill, 2.00@2.10; Atlantic Coal, 1.00@1.10; Mineral Hill, 1.65@1.75; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

North Carolina R. R.

We learn that the North Carolina Railroad, extending from Goldsboro' to Charlotte, N. C., a distance of 225 miles, is now in good working order, having been fully equipped, with new engines, rails, &c., &c., and that the officers of the company are using every exertion to make it one of the first-class roads of the country.

The business of the road during the war enabled it to reduce its floating debt materially; and since the close of the war its receipts have averaged nearly $60,000 per month. Besides which the company hold a considerable amount of cotton, rosin, &c., with which it has been enabled to purchase a complete modern equipment. The passenger traffic on this s exceeded the most sanguine expectations of its friends. There are now running two mail and two accommodation trains per day, besides four freight trains.

The officers of the road, are: Hon. Nath. Boyden, President; E. Wilkes, Eng. and Gen. Sup't; R. Lea, Treasurer; F. A. Stagg, Secretary; R. D. Wade, Master Mechanic; and Chas. Parmenter, Master of Transportation.

☞ The Baltimore and Ohio Railroad Company is at present building a considerable stretch of doubls track east of Cumberland, and will no doubt ere long extend the same the entire length of the road.

☞ The Wilmington and Weldon Railroad has been turned over to its owners, but the North Carolina and Atlantic and North Carolina roads are still in the hands of the military.

☞ The Western and Atlantic Railroad, between Atlanta and Chattanooga, is to be turned over to the civil authorities. It belongs to the State of Georgia, and before the war was valued at nearly six millions of dollars.

Ithaca and Towanda Railroad.

The route proposed by the projectors of this road is through Spencer, to Waverly and Towanda in Pennsylvania, there to connect with the road to the Barckley Coal Mines. Also to continue down the Susquehanna River to Pittston, there to connect with a road to Philadelphia. Ithaca is but 65 miles from the bituminous coal fields which contain immense quantities of this article, 70 miles from a great deposit of semi-bituminous, and 100 from the anthracite region. The grades are light, not more than from 30 to 50 feet in the mile. Ithaca is at present a distributing point for coal brought successfully over a much greater distance, and by the new route will become a much greater one.

Foote, Vibbard & Co.

This new house recently established in this city at No. 40 Broadway, for the purpose of transacting a general business in railway supplies, is deserving of very particular notice, since it is composed of the Messrs. Foote, both having been long engaged in the manufacture of boilers and other machinery, while Mr. Vibbard was the well-known Superintendent of the New York Central Railroad, having had thirty years' experience of management. No one can be possibly better able to act for the interests of railroad companies, or the machinists and manufacturers who furnish them with their fabrics. They are also intimately acquainted with the home and foreign markets, possessing sound judgment and financial ability. Their enterprise is one which must be highly advantageous to all the interests which are to be served by their agency, and must command the good-will and patronage of our railroad companies.

Locomotive Building at Scranton.

For some time the proprietors of the Cliff Works, (now consolidated with the Dickson Works,) at Scranton, Pennsylvania, have been turning their attention to locomotive building. The Superintendent of the former is Mr. Wm. Cooke, brother to the well-known Superintendent of the Danforth establishment in Paterson, N. J., where the former spent many years as assistant. At Scranton they have already turned out nine or ten locomotives, which have given the most entire satisfaction, besides doing a great deal of repairing in the same line. Most of the engines have gone to the Delaware, Lackawanna and Western Railroad, where the strongest machines are in demand to overcome its long and heavy grades, and to haul the enormous tonnage of coal, which is ordinarily sent from that valley.

With coal and iron close by, with railroad communications to all parts of the country, and with abundance of skilled labor in all departments of locomotive building, Scranton offers first class advantages for the establishment of this branch of industry, and we doubt not that in the energetic hands of Messrs. Cooke & Dickson it will be successful.

☞ S. L. Niblach, President of the Florida Central Railroad, extending from Jacksonville to Lake City, passed through Savannah recently on his way north to procure rolling stock for the road. He spoke very hopefully of the future prospects of Florida.

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The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—McGregor Western R. R., 18; New Jersey R. R., 140; Central R. R. of New Jersey, 122; Second Avenue R. R., 65; N. Y. State 6s, 1872, 97; Connecticut 6s, 96; Illinois Canal bonds, 97; Central Coal, 59; American Coal, 62; Central Am. Transit, 45; Mineral Hill Mining Co, 1.87½; Western Union Tel., 74; Bank State of New York, 112; Phœnix Bank, 95; Bank of Commonwealth, 99; Bank of Commerce, 104½; Shoe and Leather Bank, 103; 4th National Bank, 95½; Ocean Bank, 90; Merchants Bank, 110; Metropolitan Bank, 110½; Bank of Republic, 108; Central Bank, 105½.

Philadelphia.—Allegheny Co. coupon 5s, 72½; Pittsburg 5s, 71; Allegheny City 6s, 92; Reading 6s, 1880, 91; Elmira and Williamsport 5s, 75; Hestonville R. R., 21; Girard College R. R., 26; 5th and 6th streets R. R., 44; New Creek Coal, ⅞; Swatara Falls Coal, 2¾; Big Mt. Coal, 5; Fulton Coal, 5¾; Keystone Zinc, 1; Corn Ex. Bank, 61; Philadelphia Bank, 134¼; Union Bank, 63; Commercial Bank, 45; Big Tank Oil, ½; Curtin, 2¼; Cherry Run, ⅜; Corn Planter, ¾; Caldwell, 1⅜; Dalzell, 2⅛; Duncard, ½; Egbert, ¾; Eureka, ¼; Eldorado, ⅜; Excelsior, ⅜; Feeder Dam, ¾; Junction, 1½; Jersey Well, ⅞; McIlheney, 1⅜; McClintock, 1½; Maple Shade, 4⅛; Mingo, 2; McKean, 5½; McElrath, 1½;

Sugar Creek, 5¼; St. Nicholas, ⅞; Sugar Valley, 1¼; Sherman, ¼; Tarr Home, 2½; Wm. Penn. 1¼. The latest quotations are: City 6s, 88½@89; do., new, 90¾@91; State 5s, 90½@91½; do., coupon, 92@93; do., 6s, W. L., 100@101¾; Phila., Wil. and Balt., 65; Reading, 53¾@53⅞; do., 6s, 1870, 94@95; do., bonds, 90@93⅝; do., con., 110@112; Camden and Amboy, 127⅜@127½; Penn R. R., 61@61¼; do., 1st mort., 104@104¾; do., 2d mort., 101@103; Little Schuylkill R. R., 28½@28½; Morris Canal, 81@82½; do., pref., 120@121; do., bonds, 93@94½; Wyoming Valley Canal, 57¾@58; do., 6s, 90@91; Susquehanna Canal, 8½@10; do., 6s, 45@46; Sch. Nav., 25¼@26; do., pref., 33¼@33½; do., 6s, 1882, 79@80; Union Canal bonds, 20@21; Delaware Div. Canal 37@45; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 42@45; do., 7s, 1873, 99½@99¾; do., Chattle 5s, 75@75; Long Island R. R. 6s, 85@86; Lehigh Coal and Navigation, 59¾@60; do., 1884, 94@95; North Pennsylvania, 26½@27; do., 6s, 88@88½; do., 10s, 110@112; Philadelphia and Erie, 22½@23; do., 6s, 94½@95; Minehill, 56½@57; Catawissa, 16½@16¾; do., pref., 28½@28⅝; Lehigh Valley, 63¾@64; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 42½@44; Second and Third, 78@78¼; Race and Vine, 13@15; West Philadelphia, 69@70; Spruce and Pine, 23½@25; Green and Coates, 34@35; Chestnut and Walnut, 52@53; Arch, 20@22; Thirteenth and Fifteenth, 22@22; Girard College, 25¾@26; Tenth and Eleventh, 47@49; Norristown, 57½@58½.

Boston.—Vermont Central 1st mort., 81; do., 2d mort., 25¾; Cheshire R. R., 6s, 1880, 90¼; Northern (Ogdensburg) 2d mort., 32¾; Troy and Greenbush R. R., 51; Ogdensburg and Lake Champlain R. R., 33½; Conn. and Pass. Rivers pref., 75; Stoneybrook R.R., 82¼; Granite R.R., 57; Maine 6s, 1882, 94; Massachusetts 5s, 1894, 94¼; Roxbury 5s, 1870, 90; Albany 6s, 1870, (W. R. R.,) 98; Boston 5s, 1878@1883, 95; Bangor 6s, 1871, 91; Boston Water Power Co., 31; East Boston Co., 10; Boston and Roxbury Mill Co., 43; Union S. S. Co., 102½; Essex Co., 95; Mammoth Vein Coal, 15; Bear Valley, etc., Coal, 13; Franklin Coal, 28; Macomb Lead, 1⅞; Chelsea Gas, 99½; Jamaica Plain Gas, 91; South Boston Gas, 100½; Cambridge Gas, 99¼; Malden and Melrose Gas, 58¾; Merchants Bank, 110½; Boston Bank, 70; Freeman's Bank, 110; Bank of Commerce, 116¾; Bank of North America, 100½; Mt. Vernon Bank, 106; State Bank, 107½; Traders Bank, 100; Suffolk Bank, 117¼; Atlas Mining Co., 2½; Bay State, 14; Bohemian, 2; Boston, 2; Concord, 2¾; Canada, 80c.; Eagle River, 2; French Creek, 50c.; Great Western, 1⅜; Hancock, 13½; Hanover, 1⅞; Humbolt, 3⅞; Hungarian, 1; Manhattan, 3½; Mesnard, 3; Madison, 3; Native, 1; North Cliff, 1⅜; New England, 87½c.; Phœnix, 13¾; Pontiac, 2; Star, 2⅞; St. Clair, 3½; Superior, 4⅛; South Side, 2¼; Tremont, 2; Toltec, 2⅛; Winthrop, 2⅛; West Minnesota, 2⅛.

Baltimore.—York and Cumberland guar. bonds, 91½; Marietta and Cincinnati bonds, 85; N. W. Va. 1st mort., 99; Copper Hill Mining Co., 2.15; Bare Hill, 2.10; Guilford, 0.50; North State, 0.15; Mineral Hill, 1.85; Springfield, 1.30; Atlantic Coal, 1.00; Santa Clara, 18; George's Creek, 107; Balt. Chrome, 1.75; Banker's and Broker's Telegraph, 14; Marine Bank, 32; Farmers and Planters Bank, 31; Union Bank, 74; Bank of Baltimore, 106¼. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1867, 98@100; do., 1875, 99@100; do., 1880, 100@101; do., 1885, 102@102; Northern Central, 45@45½; do., bonds, 1885, 86@86½; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 84@85; Cen. Ohio 1st mort., 88@98; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 98@98½; Maryland 6s, coupon, 1870, 100@100; do., Ins., 100@101; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 99¼@100; do., 1875, 101½@101¾; do., 1886, 99¼@100; do., 1890, 100@102; do., coupon, 100@100; do., 5s, 1838–'70, 83@85; City Passenger R. R., 21¾@22⅛; Canton Co. 38¾@39; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.50@0.60; North State, 0.15@0.15; Springfield, 1.20@1.35; George's Creek, 107@110; Santa Clara, 17¼@18; Balt. Chrome, 1.60@1.80; Bare Hill, 2.00@2.10; Atlantic Coal, 1.00@1.10; Mineral Hill, 1.65@1.75; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

North Carolina R. R.

We learn that the North Carolina Railroad, extending from Goldsboro' to Charlotte, N. C., a distance of 225 miles, is now in good working order, having been fully equipped, with new engines, rails, &c., &c., and that the officers of the company are using every exertion to make it one of the first-class roads of the country.

The business of the road during the war enabled it to reduce its floating debt materially; and since the close of the war its receipts have averaged nearly $60,000 per month. Besides which the company hold a considerable amount of cotton, rosin, &c., with which it has been enabled to purchase a complete modern equipment. The passenger traffic on this s exceeded the most sanguine expectations of its friends. There are now running two mail and two accommodation trains per day, besides four freight trains.

The officers of the road, are: Hon. Nath. Boyden, President; E. Wilkes, Eng. and Gen. Sup't; R. Lea, Treasurer; F. A. Stagg, Secretary; R. D. Wade, Master Mechanic; and Chas. Parmenter, Master of Transportation.

☞ The Baltimore and Ohio Railroad Company is at present building a considerable stretch of doubls track east of Cumberland, and will no doubt ere long extend the same the entire length of the road.

☞ The Wilmington and Weldon Railroad has been turned over to its owners, but the North Carolina and Atlantic and North Carolina roads are still in the hands of the military.

☞ The Western and Atlantic Railroad, between Atlanta and Chattanooga, is to be turned over to the civil authorities. It belongs to the State of Georgia, and before the war was valued at nearly six millions of dollars.

Ithaca and Towanda Railroad.

The route proposed by the projectors of this road is through Spencer, to Waverly and Towanda in Pennsylvania, there to connect with the road to the Barckley Coal Mines. Also to continue down the Susquehanna River to Pittston, there to connect with a road to Philadelphia. Ithaca is but 65 miles from the bituminous coal fields which contain immense quantities of this article, 70 miles from a great deposit of semi-bituminous, and 100 from the anthracite region. The grades are light, not more than from 30 to 50 feet in the mile. Ithaca is at present a distributing point for coal brought successfully over a much greater distance, and by the new route will become a much greater one.

Foote, Vibbard & Co.

This new house recently established in this city at No. 40 Broadway, for the purpose of transacting a general business in railway supplies, is deserving of very particular notice, since it is composed of the Messrs. Foote, both having been long engaged in the manufacture of boilers and other machinery, while Mr. Vibbard was the well-known Superintendent of the New York Central Railroad, having had thirty years' experience of management. No one can be possibly better able to act for the interests of railroad companies, or the machinists and manufacturers who furnish them with their fabrics. They are also intimately acquainted with the home and foreign markets, possessing sound judgment and financial ability. Their enterprise is one which must be highly advantageous to all the interests which are to be served by their agency, and must command the good-will and patronage of our railroad companies.

Locomotive Building at Scranton.

For some time the proprietors of the Cliff Works, (now consolidated with the Dickson Works,) at Scranton, Pennsylvania, have been turning their attention to locomotive building. The Superintendent of the former is Mr. Wm. Cooke, brother to the well-known Superintendent of the Danforth establishment in Paterson, N. J., where the former spent many years as assistant. At Scranton they have already turned out nine or ten locomotives, which have given the most entire satisfaction, besides doing a great deal of repairing in the same line. Most of the engines have gone to the Delaware, Lackawanna and Western Railroad, where the strongest machines are in demand to overcome its long and heavy grades, and to haul the enormous tonnage of coal, which is ordinarily sent from that valley.

With coal and iron close by, with railroad communications to all parts of the country, and with abundance of skilled labor in all departments of locomotive building, Scranton offers first class advantages for the establishment of this branch of industry; and we doubt not that in the energetic hands of Messrs. Cooke & Dickson it will be successful.

☞ S. L. Niblach, President of the Florida Central Railroad, extending from Jacksonville to Lake City, passed through Savannah recently on his way north to procure rolling stock for the road. He spoke very hopefully of the future prospects of Florida.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Sept., 1865, were:

	1865.	1864.
Passengers	$10,692 75	$11,101 60
Freight	15,655 75	9,308 74
Mail, express & telegraph	1,500 00	1,119 58
Total	$27,848 50	$21,529,92
Total for the fiscal year commencing Jan. 1	$823,607 28	$632,299 01

The traffic of the Great Western Railroad for the week ending Sept. 15, 1865, was as follows:

Passengers	$42,948 02
Freight and live stock	32,358 59
Mails and sundries	3,997 85
Total	$79,299 46
Corresponding week of 1864	63,445 54
Increase	$15,853 92

The earnings of the Grand Trunk Railway for the week ending Sept. 9, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$59,835 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	75,733 00
Total	$139,604 00
Corresponding week, 1864	124,129 00
Increase	$15,475 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 7, were:

	1865.	1864.
Passengers	$4,447 52	$3,450 12
Freight	10,470 09	9,394 67
Express	130 22	104 16
Mail	296 58	296 58
Total	$15,344 41	$13,245 58

Receipts from January 1 to Sept 7:

1865	$436,735 29
1864	381,750 32
Increase	$54,984 97

The earnings of the Michigan Central Railroad for the 2d week in Sept., 1865, were.. $109,372 00
Corresponding week of previous year.. 84,349 00
Increase $25,023 00

The earnings of the Chicago and Rock Island Railroad for the second week in September, 1865, were $93,921 00
Corresponding week of previous year.. 76,159 00
Increase $17,762 00

The earnings of the Chicago and Northwestern Railway for the second week in September, 1865, were $204,885 44
Corresponding week of previous year. 151,635 97
Increase $53,249 47

The Michigan Southern road earned the 2d week in Sept., 1865 $98,606 00
Corresponding week of 1864 85,708 00
Increase $12,898 00

The Detroit and Milwaukee Railroad traffic for the 2d week in Sept., was $42,339 00
Corresponding week of previous year.. 31,986 00
Increase $10,353 00

The earnings of the Chicago and Alton Railroad for the 2d week in Sept., 1865.. $104,273 00
Corresponding week of previous year.. 72,376 00
Increase $31,897 00

American Mechanics.

A recent number of Ryland's *Iron Trade Circular*, published in Birmingham, England, contains a long and interesting article, which under the title of "Labor Saving Appliances," is highly complimentary to American Mechanics, so much so that it is worthy of a brief review. It commences by saying "Our American cousins, despite their general *tall-talk*, have certainly set us many examples from which it would not be unwise to learn a lesson." It then proceeds to describe the manner in which our houses are erected, and especially the labor-saving machinery used in their construction. By this aid is prepared the moulded work which comes out from the machine "sharp, smooth, and beautifully moulded;" the stuff having been kiln-dried and seasoned. The excavation is made, if it be of any size, by the use of plough and scraper; a hydrant is brought to bear on the spot, and the hoisting done by horse-power. The floor joists are thoroughly cross-bridged, and much deeper than they usually are in England; the floors laid in narrow widths, blind-nailed and deafened. The hard finish of the walls is much admired, which have a "beautiful surface for papering or painting."

The folding doors are large and well hung; the supplies of hot and cold water ample; the bathing-rooms are universal; the pantries and closets large, and well lighted. In short these dwellings show the application of "shrewd judgment and effectiveness, by means of mechanism." Speaking of the appliances ordinarily in use, the article alludes to the portable power-driven machinery; the circular saws; the planing machines; the moulders, supplied with knives to cut any pattern; the mortising machines, and the crescent and plate saws. The American wheel-barrows are highly approved, as being much better adapted to their purpose than those used in England, being "singularly convenient in form, and light in draft." Our axes are also praised, those of Collins' make, from the toy shingle of two or three inches' blade to the huge broad-axe of the lumberer. All having a world-wide reputation. Our construction of scaffolds for building is admitted to be much more thoroughly laid than in England, so that a lady may get about on them if she chooses "with perfect safety." Wood-work is also turned into square, hexagonal, or octangular forms, as cheaply as circular, even huge stones are changed into columns by the aid of machinery. In all these, as in other instances, American skill and ingenuity are admitted to be very superior. With regard to saws, it may be said with truth that the Americans not only are remarkable for their excellence but their variety. We have on a former occasion noticed a work of Mr. H. W. Holly, on the art of saw filing, scientifically treated, which gives complete descriptions with drawings of 42 different kinds of saws in use by our mechanics, who are practically full of "wise saws and modern instances."

It is also a well-known fact that in the building of powerful locomotives, on the most simple yet elegant plans, we can challenge competition with the best work shops in Europe. In some countries they already have obtained the preference, being supplied to Russia and Egypt where they are much preferred. For the manufacture of fire-arms, large artillery, swords that attract the admiration of our foreign military visitors; in hollow ware and in tools of all descriptions, we stand high in the ranks of manufacturers. American hats vie in shape and beauty with the best fabrics of Paris, and our cordwainers turn out the most elegant work for both males and females. In mining there are hundreds of practical inventions for crushing, and obtaining gold in the largest quantities, by ingenious crushing mills, hammers, rotary balls, or by the application of fire from gases and the use of acids. Indeed there is hardly a plan of saving labor which has not some representative machine.

The invention of the sewing machine is itself one of the most remarkable and useful of our time. One has but need to examine the manifests of our vessels bound to foreign ports to see that the shipments of this article are enormous; and that they are in demand in every part of the world. Our Patent Office is filled with new models and specifications, sent in quantities every week, displaying the untiring ingenuity of our people.

Large fortunes are generally made by the purchases of these inventions, generally capitalists who have the means and disposition to aid the inventors. Our agricultural implements are numerous and very much in demand. Our ploughs, our reapers, our hay cutting machines, our garden rakes and hoes cannot be excelled and are a great saving of labor to those who use them. Without the use of them, our immense prairie farms could not be well cultivated. While to the English mechanics we freely accord the merit of great strength and solidity in their work, and to the French, variety of design and extreme elegance of finish, to be attributed to their opportunity of visiting the finest art galleries in the world yet we must claim for our mechanics, shrewdness, inventiveness, economy of material, and power of adaptation quite unsurpassed.

Even in the finer fabrics, those purely of *luxe*, we are making rapid advances. Our furniture can now scarcely be distinguished from that of Paris, and our jewelry and silver plate are noted for their beauty and exquisite finish.

We might go on and enumerate other fabrics equally praiseworthy. No one for instance can visit the annual exhibition at the fair of the American Institute in this city without being amazed at the immense varieties of fabrics it exhibits, of American work. Our pianos especially, now claim a high rank among musical instruments, and are even shipped to Europe successfully against the competition of its most famous manufacturers.

The career of invention and production is in fact but recently commenced. Only within a few years, has its developement been rapid; but beyond doubt it is to continue in force, and influence, not only here, but in the whole commercial and manufacturing world.

☞ The Pittsburg *Chronicle* says: "It is expected the Youghiogheny Iron and Coal Company will commence to turn out iron by the last week in September, and the recent advance in iron is such as will give great vitality to the business. The market is now very bare of the various grades of pig iron, and it must be several months before the supply will fully equal the demand; so that all furnaces now or soon to be in blast, must be run with excellent profit.

The Proposed Russian Telegraphic Line to America.

The *Poste du Nord* gives some curious details respecting the construction of the telegraphic line which will connect Europe with America, passing through Russian territory. As far back as 1854 different companies made proposals to the Russian Government, but they were declined. The Government, at its own expense, ordered the construction of a line which passes from Moscow, by Kazan and Irkoutsk, to Verchneoudinsk, with a branch line to Kiachta. To continue this line to Nicolaieffsk, at the mouth of the Amour, there remains but little to be done, and then the works can be commenced which have been undertaken by an American company with a capital of 10 millions of dollars. According to the terms of the contract between the Russian Government and this company, telegraphic line is to be completed within five years, passing through the Behring Straits, the Russian possessions in America, and English Columbia to San Francisco, where it would join the American line. The conditions agreed to by the company are most advantageous to the public.. The privilege of the company for the line between Nicolaieffsk and the American lines is only for 35 years. The company undertakes to erect, at its own cost, along the whole line, roads, bridges and stations. As regards the latter, it reserves to itself the right of occupying them, as also the block houses of the company, should circumstances render such a step necessary. All the servants of the company upon Russian territory are to be of Russian nationality. —*St. Petersburg Journal.*

The Russian Telegraph Expedition.

A dispatch from Sitka, dated August 18th, *via* New Westminster September 5th, say: "The bark Clara Bell will sail from here to-morrow for New Westminster. The schooner Milton Badger will also sail for Anadyr bay to-morrow, with an exploring party on board and full supplies of equipment. This party will be the advance explorers of the route from the Anadyr river to the Amoor. The bark Golden Gate will also sail for Fort St. Michael and the Youkou river with the steamer Lizzie Horner on board. The parties who will explore the Youkou river are all on board the Golden Gate. The steamer Wright will also sail for the mouth of the Youkou river and the Gulf of Anadyr. Col. Charles S. Bulkley, engineer-in-chief of the overland telegraph expedition, goes on the latter, and, after directing the preliminary operations of the exploring of the Youkou, will proceed to Anadyr and Behring Straits. Everything pertaining to the great expedition is progressing favorably, and the Russian officials at Sitka have extended every aid in their power. The health of the expeditionary corps is excellent."

Cotton in Florida.

Since this port was re-opened about three months, since, there has been shipped from Jacksonville about six thousand bales of cotton, fully one-third of it long staple; three hundred and eighty thousand feet of sawed lumber; nine hundred and thirty-one-sticks square timber; seven hundred and ninety sticks cedar; one thousand and twenty-seven barrels tar; twenty barrels spirits turpentine; two hundred and twenty-two barrels crude turpentine. The best judges estimate the quantity of cotton in the State at the time of the surrender at twenty thousand bales. Of this quantity probably fully one-half has already found its way to market by the way of St. Marks, Pensacola, Apalachicola and Jacksonville. —*Jacksonville, (Fla.) Union, Sept. 9.*

☞ A. S. Buford has been elected president of the Richmond and Danville railroad.

Iron Manufacture.

The activity of the iron trade still continues. Manufacturers are reluctant to make contracts for future delivery, and the indications are that a large consumption with high prices must rule in the future. The iron interests of the country promise to assume a greater magnitude than at any time heretofore. This results from two causes: the large demand for many descriptions of articles of manufactured iron from interruption by reason of the war, and the difficulty now experienced in commanding the desired amount of skilled labor. We learn from a gentleman engaged in the business in this city, who has just returned from Europe, and who, during his stay there, spent much of his time with iron manufacturers, that the same scarcity of skilled workmen exists in the trade there as here, and that a scale of wages has been established not likely soon, if ever, to come down. The migration of such workmen to this country, tempted by the higher prices paid here for such labor, is a source of much annoyance to the foreign manufacturers, and as a means of stopping it, agents, it is said, have been sent to this country, whose mission is to tempt the workers in iron back to Europe, as well for the advantage of their individual labor, as for deterring by the effect of there return others from going abroad.—*Phila. Ledger.*

Improvements at Scranton, Penn.

The Delaware, Lackawanna and Western Railroad Company, are putting up a magnificent new round house at Scranton, the existing one being found too small to afford the requisite acommodations; while the dome covering it evinces appearances of becoming unsafe.

The new house will be 291 feet in diameter, affording stalls for 40 locomotives. The material used is brick. Instead of putting a dome over such a large edifice, the roof will slope inward, leaving the centre uncovered.

The same company are also building a new repair shop of like material. It will form three sides of a hollow square, the main building being 297 by 100 feet, and each of the two wings 200 by 75.

The cost of these improvements will be about $180,000, the designs being furnished by Mr. Watts Cooke, the efficient Superintendent of that company. Captain James Cooke has charge of all departments of the repair shops at that place.

We learn also that the Lackawanna Iron and Coal Company are putting up a new puddling mill, having 28 furnaces, which will probably be in operation by the early part of next year. No town or city east of the Allegheny Mountains shows a better record of progress, during the past ten years, than Scranton, Pennsylvania, a result which is largely due to the foresight and energy of a few men, among whom the Scranton family deserve honorable mention.

☞ We learn from Quebec that the Georgian Bay Canal was taken up by the Provincial Railway committee on the 9th inst., and passed, as was also the bill relating to the Cobourg and Peterboro' Railway. The opinion among members is decidedly favorable to bringing insolvent railway companies to the hammer, as provided in the case of the Ottawa and Prescott Railway last year.

☞ There are now nearly four hundred men at work on the line of the Grand Rapids and Indiana Railroad, between Sturgis and Kalmazoo, and the grade of that section will be complete before winter.

New Steam Car for Horse Railways.

A new steam car for horse railroads was exhibited a few days since on Summer street, East Boston, by its inventor, Mr. Jos. P. Woodbury. The car resembles in its exterior the ordinary steam vehicle. It is 30 feet long and will seat 40 passengers. The engine has a seven-inch cylinder, a fourteen inch stroke, with about fifteen horse power. It is controlled with entire facility. The engine rests upon a circular track in a manner so as to traverse the body of the car. This construction enables the car to pass over curves, even if very abrupt, without difficulty. The car was manufactured by the Salem Car Company, and the engine by Geo. M. Bird, of East Boston.

Cameron & Barkley.

We take great pleasure in calling the attention of our readers, to the advertisement in another column of Messrs. Cameron & Barkley, Commission Merchants, Charleston, S. C. It will be seen by their card they will receive on consignment, or otherwise, every kind of article pertaining to railroads, steamers or general machinery, all business entrusted to them, meeting with promptness and dispatch. Their references are of the first class, both in this city and elsewhere. We hail with satisfaction the intention of this house to engage in commercial transactions with the North, and we consider it an advantageous step in the right direction. The attention of engineers and machinists is particularly invited to the advertisement of Messrs. Cameron & Barkley.

☞ A letter from the Secretary of the Boston, Hartford and Erie R. R. Co., contradicts the statement recently published that the company had suspended operations. He says the work is progressing as rapidly and as satisfactorily as the circumstances will warrant.

☞ James Kidd has been elected president of the Albany Railroad Company; George Dawson, Vice-President; John W. McNamara, Secretary; and C. W. Armstrong, Treasurer.

☞ The committee appointed by the stockholders of the Virginia Central Railroad Company to examine the condition of that road, publish a report of their observations. All the bridges have been fully repaired or entirely rebuilt, and are now in good condition. The tunnels are also in splendid order, and the general condition of the bed and track is much better than it has been for a long time. The track on the worn-out sections is being relaid with new iron, and altogether the committee regard that road as, for some time to come, in good running order.

☞ The Pit Hole and Oil City Railroad is progressing finely. Between 400 and 500 hands are engaged on it. The road will be finished from the U. S. well to the mouth of Pit Hole, six miles, in ninety days from its commencement.

☞ The total taxable property of Saugamon County, Illinois, amounts to $14,860,159, or an increase of a little over $2,000,000 since September, 1864. Of this $8,000,000, or over one half the total amount, is in the City of Springfield.

☞ The Chesapeake and Ohio Canal has a descending lockage of 573 feet in a distance of 191 miles, from Cumberland to Georgetown, the descent being in the direction of its coal trade, from the Cumberland region to tide-water.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Sept., 1865, were:

	1865.	1864.
Passengers	$10,692 75	$11,101 60
Freight	15,655 75	9,308 74
Mail, express & telegraph	1,500 00	1,119 58
Total	$27,848 50	$21,529,92
Total for the fiscal year commencing Jan. 1	$823,607 28	$632,299 01

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Corresponding week of 1864	63,445 54
Increase	$15,853 92

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Increase.. $25,023 00

The earnings of the Chicago and Rock Island Railroad for the second week in September, 1865, were.. $93,921 00
Corresponding week of previous year.. 76,159 00
Increase.. $17,762 00

The earnings of the Chicago and Northwestern Railway for the second week in September, 1865, were.. $204,885 44
Corresponding week of previous year. 151,635 97
Increase.. $53,249 47

The Michigan Southern road earned the 2d week in Sept., 1865 .. $98,606 00
Corresponding week of 1864 .. 85,708 00
Increase.. $12,898 00

The Detroit and Milwaukee Railroad traffic for the 2d week in Sept., was .. $42,339 00
Corresponding week of previous year.. 31,986 00
Increase.. $10,353 00

The earnings of the Chicago and Alton Railroad for the 2d week in Sept., 1865.. $104,273 00
Corresponding week of previous year.. 72,376 00
Increase.. $31,897 00

American Mechanics.

A recent number of Ryland's *Iron Trade Circular*, published in Birmingham, England, contains a long and interesting article, which under the title of "Labor Saving Appliances," is highly complimentary to American Mechanics, so much so that it is worthy of a brief review. It commences by saying "Our American cousins, despite their general *tall-talk*, have certainly set us many examples from which it would not be unwise to learn a lesson." It then proceeds to describe the manner in which our houses are erected, and especially the labor-saving machinery used in their construction. By this aid is prepared the moulded work which comes out from the machine "sharp, smooth, and beautifully moulded;" the stuff having been kiln-dried and seasoned. The excavation is made, if it be of any size, by the use of plough and scraper; a hydrant is brought to bear on the spot, and the hoisting done by horse-power. The floor joists are thoroughly cross-bridged, and much deeper than they usually are in England; the floors laid in narrow widths, blind-nailed and deafened. The hard finish of the walls is much admired, which have a "beautiful surface for papering or painting."

The folding doors are large and well hung; the supplies of hot and cold water ample; the bathing-rooms are universal; the pantries and closets large, and well lighted. In short these dwellings show the application of "shrewd judgment and effectiveness, by means of mechanism." Speaking of the appliances ordinarily in use, the article alludes to the portable power-driven machinery; the circular saws; the planing machines; the moulders, supplied with knives to cut any pattern; the mortising machines, and the crescent and plate saws. The American wheel-barrows are highly approved, as being much better adapted to their purpose than those used in England, being "singularly convenient in form, and light in draft." Our axes are also praised, those of Collins' make, from the toy shingle of two or three inches' blade to the huge broad-axe of the lumberer. All having a world-wide reputation. Our construction of scaffolds for building is admitted to be much more thoroughly laid than in England, so that a lady may get about on them if she chooses "with perfect safety." Wood-work is also turned into square, hexagonal, or octangular forms, as cheaply as circular, even huge stones are changed into columns by the aid of machinery. In all these, as in other instances, American skill and ingenuity are admitted to be very superior. With regard to saws, it may be said with truth that the Americans not only are remarkable for their excellence but their variety. We have on a former occasion noticed a work of Mr. H. W. Holly, on the art of saw filing, scientifically treated, which gives complete descriptions with drawings of 42 different kinds of saws in use by our mechanics, who are practically full of "wise saws and modern instances."

It is also a well-known fact that in the building of powerful locomotives, on the most simple yet elegant plans, we can challenge competition with the best work shops in Europe. In some countries they already have obtained the preference, being supplied to Russia and Egypt where they are much preferred. For the manufacture of fire-arms, large artillery, swords that attract the admiration of our foreign military visitors; in hollow ware and in tools of all descriptions, we stand high in the ranks of manufacturers. American hats vie in shape and beauty with the best fabrics of Paris, and our cordwainers turn out the most elegant work for both males and females. In mining there are hundreds of practical inventions for crushing, and obtaining gold in the largest quantities, by ingenious crushing mills, hammers, rotary balls, or by the application of fire from gases and the use of acids. Indeed there is hardly a plan of saving labor which has not some representative machine.

The invention of the sewing machine is itself one of the most remarkable and useful of our time. One has but need to examine the manifests of our vessels bound to foreign ports to see that the shipments of this article are enormous; and that they are in demand in every part of the world. Our Patent Office is filled with new models and specifications, sent in quantities every week, displaying the untiring ingenuity of our people.

Large fortunes are generally made by the purchases of these inventions, generally capitalists who have the means and disposition to aid the inventors. Our agricultural implements are numerous and very much in demand. Our ploughs, our reapers, our hay cutting machines, our garden rakes and hoes cannot be excelled and are a great saving of labor to those who use them. Without the use of them, our immense prairie farms could not be well cultivated. While to the English mechanics we freely accord the merit of great strength and solidity in their work, and to the French, variety of design and extreme elegance of finish, to be attributed to their opportunity of visiting the finest art galleries in the world yet we must claim for our mechanics, shrewdness, inventiveness, economy of material, and power of adaptation quite unsurpassed.

Even in the finer fabrics, those purely of *luxe*, we are making rapid advances. Our furniture can now scarcely be distinguished from that of Paris, and our jewelry and silver plate are noted for their beauty and exquisite finish.

We might go on and enumerate other fabrics equally praiseworthy. No one for instance can visit the annual exhibition at the fair of the American Institute in this city without being amazed at the immense varieties of fabrics it exhibits, of American work. Our pianos especially, now claim a high rank among musical instruments, and are even shipped to Europe successfully against the competition of its most famous manufacturers.

The career of invention and production is in fact but recently commenced. Only within a few years, has its developement been rapid; but beyond doubt it is to continue in force, and influence, not only here, but in the whole commercial and manufacturing world.

☞ The Pittsburg *Chronicle* says: "It is expected the Yougiogheny Iron and Coal Company will commence to turn out iron by the last week in September, and the recent advance in iron is such as will give great vitality to the business. The market is now very bare of the various grades of pig iron, and it must be several months before the supply will fully equal the demand; so that all furnaces now or soon to be in blast, must be run with excellent profit.

The Proposed Russian Telegraphic Line to America.

The *Poste du Nord* gives some curious details respecting the construction of the telegraphic line which will connect Europe with America, passing through Russian territory. As far back as 1854 different companies made proposals to the Russian Government, but they were declined. The Government, at its own expense, ordered the construction of a line which passes from Moscow, by Kazan and Irkoutsk, to Verchneoudinsk, with a branch line to Kiachta. To continue this line to Nicolaieffsk, at the mouth of the Amour, there remains but little to be done, and then the works can be commenced which have been undertaken by an American company with a capital of 10 millions of dollars. According to the terms of the contract between the Russian Government and this company, telegraphic line is to be completed within five years, passing through the Behring Straits, the Russian possessions in America, and English Columbia to San Francisco, where it would join the American line. The conditions agreed to by the company are most advantageous to the public. The privilege of the company for the line between Nicolaieffsk and the American lines is only for 35 years. The company undertakes to erect, at its own cost, along the whole line, roads, bridges and stations. As regards the latter, it reserves to itself the right of occupying them, as also the block houses of the company, should circumstances render such a step necessary. All the servants of the company upon Russian territory are to be of Russian nationality. —*St. Petersburg Journal.*

The Russian Telegraph Expedition.

A dispatch from Sitka, dated August 18th, *via* New Westminster September 5th, say: "The bark Clara Bell will sail from here to-morrow for New Westminster. The schooner Milton Badger will also sail for Anadyr bay to-morrow, with an exploring party on board and full supplies of equipment. This party will be the advance explorers of the route from the Anadyr river to the Amoor. The bark Golden Gate will also sail for Fort St. Michael and the Youkou river with the steamer Lizzie Horner on board. The parties who will explore the Youkou river are all on board the Golden Gate. The steamer Wright will also sail for the mouth of the Youkou river and the Gulf of Anadyr. Col. Charles S. Bulkley, engineer-in-chief of the overland telegraph expedition, goes on the latter, and, after directing the preliminary operations of the exploring of the Youkou, will proceed to Anadyr and Behring Straits. Everything pertaining to the great expedition is progressing favorably, and the Russian officials at Sitka have extended every aid in their power. The health of the expeditionary corps is excellent."

Cotton in Florida.

Since this port was re-opened about three months, since, there has been shipped from Jacksonville about six thousand bales of cotton, fully one-third of it long staple; three hundred and eighty thousand feet of sawed lumber; nine hundred and thirty-one-sticks square timber; seven hundred and ninety sticks cedar; one thousand and twenty-seven barrels tar; twenty barrels spirits turpentine; two hundred and twenty-two barrels crude turpentine. The best judges estimate the quantity of cotton in the State at the time of the surrender at twenty thousand bales. Of this quantity probably fully one-half has already found its way to market by the way of St. Marks, Pensacola, Apalachicola and Jacksonville. —*Jacksonville, (Fla.) Union, Sept.* 9.

☞ A. S. Buford has been elected president of the Richmond and Danville railroad.

Iron Manufacture.

The activity of the iron trade still continues. Manufacturers are reluctant to make contracts for future delivery, and the indications are that a large consumption with high prices must rule in the future. The iron interests of the country promise to assume a greater magnitude than at any time heretofore. This results from two causes: the large demand for many descriptions of articles of manufactured iron from interruption by reason of the war, and the difficulty now experienced in commanding the desired amount of skilled labor. We learn from a gentleman engaged in the business in this city, who has just returned from Europe, and who, during his stay there, spent much of his time with iron manufacturers, that the same scarcity of skilled workmen exists in the trade there as here, and that a scale of wages has been established not likely soon, if ever, to come down. The migration of such workmen to this country, tempted by the higher prices paid here for such labor, is a source of much annoyance to the foreign manufacturers, and as a means of stopping it, agents, it is said, have been sent to this country, whose mission is to tempt the workers in iron back to Europe, as well for the advantage of their individual labor, as for deterring by the effect of there return others from going abroad.—*Phila. Ledger.*

Improvements at Scranton, Penn.

The Delaware, Lackawanna and Western Railroad Company, are putting up a magnificent new round house at Scranton, the existing one being found too small to afford the requisite acommodations; while the dome covering it evinces appearances of becoming unsafe.

The new house will be 291 feet in diameter, affording stalls for 40 locomotives. The material used is brick. Instead of putting a dome over such a large edifice, the roof will slope inward, leaving the centre uncovered.

The same company are also building a new repair shop of like material. It will form three sides of a hollow square, the main building being 297 by 100 feet, and each of the two wings 200 by 75.

The cost of these improvements will be about $180,000, the designs being furnished by Mr. Watts Cooke, the efficient Superintendent of that company. Captain James Cooke has charge of all departments of the repair shops at that place.

We learn also that the Lackawanna Iron and Coal Company are putting up a new puddling mill, having 28 furnaces, which will probably be in operation by the early part of next year. No town or city east of the Allegheny Mountains shows a better record of progress, during the past ten years, than Scranton, Pennsylvania, a result which is largely due to the foresight and energy of a few men, among whom the Scranton family deserve honorable mention.

☞ We learn from Quebec that the Georgian Bay Canal was taken up by the Provincial Railway committee on the 9th inst., and passed, as was also the bill relating to the Cobourg and Peterboro' Railway. The opinion among members is decidedly favorable to bringing insolvent railway companies to the hammer, as provided in the case of the Ottawa and Prescott Railway last year.

☞ There are now nearly four hundred men at work on the line of the Grand Rapids and Indiana Railroad, between Sturgis and Kalmazoo, and the grade of that section will be complete before winter.

New Steam Car for Horse Railways.

A new steam car for horse railroads was exhibited a few days since on Summer street, East Boston, by its inventor, Mr. Jos. P. Woodbury. The car resembles in its exterior the ordinary steam vehicle. It is 30 feet long and will seat 40 passengers. The engine has a seven-inch cylinder, a fourteen inch stroke, with about fifteen horse power. It is controlled with entire facility. The engine rests upon a circular track in a manner so as to traverse the body of the car. This construction enables the car to pass over curves, even if very abrupt, without difficulty. The car was manufactured by the Salem Car Company, and the engine by Geo. M. Bird, of East Boston.

Cameron & Barkley.

We take great pleasure in calling the attention of our readers, to the advertisement in another column of Messrs. Cameron & Barkley, Commission Merchants, Charleston, S. C. It will be seen by their card they will receive on consignment, or otherwise, every kind of article pertaining to railroads, steamers or general machinery, all business entrusted to them, meeting with promptness and dispatch. Their references are of the first class, both in this city and elsewhere. We hail with satisfaction the intention of this house to engage in commercial transactions with the North, and we consider it an advantageous step in the right direction. The attention of engineers and machinists is particularly invited to the advertisement of Messrs. Cameron & Barkley.

☞ A letter from the Secretary of the Boston, Hartford and Erie R. R. Co., contradicts the statement recently published that the company had suspended operations. He says the work is progressing as rapidly and as satisfactorily as the circumstances will warrant.

☞ James Kidd has been elected president of the Albany Railroad Company; George Dawson, Vice-President; John W. McNamara, Secretary; and C. W. Armstrong, Treasurer.

☞ The committee appointed by the stockholders of the Virginia Central Railroad Company to examine the condition of that road, publish a report of their observations. All the bridges have been fully repaired or entirely rebuilt, and are now in good condition. The tunnels are also in splendid order, and the general condition of the bed and track is much better than it has been for a long time. The track on the worn-out sections is being relaid with new iron, and altogether the committee regard that road as, for some time to come, in good running order.

☞ The Pit Hole and Oil City Railroad is progressing finely. Between 400 and 500 hands are engaged on it. The road will be finished from the U. S. well to the mouth of Pit Hole, six miles, in ninety days from its commencement.

☞ The total taxable property of Saugamon County, Illinois, amounts to $14,860,159, or an increase of a little over $2,000,000 since September, 1864. Of this $8,000,000, or over one half the total amount, is in the City of Springfield.

☞ The Chesapeake and Ohio Canal has a descending lockage of 573 feet in a distance of 191 miles, from Cumberland to Georgetown, the descent being in the direction of its coal trade, from the Cumberland region to tide-water.

Railways in Russia.

The first section of the Odessa and Balta Railway, 93 wersts long, is now opened for the corn traffic, and a limited number of passengers forwarded by each train. The whole line will soon be opened, probably this month. The rails are being laid on the remaining section, and the arches of the last bridge are now being turned. Nine locomotives for this line have been ordered in the Mechanical Factory at Eislingen. The preliminary surveys for the Taganrog and Charkow line have given the most favorable results, and even exceeded the most sanguine expectations. The landed proprietors have everywhere declared their willingness to give up the land required for the railway without any compensation whatever, and their generous example has been followed by many of the towns, villages, and communes on the line.

☞ Contracts have been closed for carrying the United States mails with the Memphis and Charleston Railroad, from Memphis to Stevenson, 2,722 miles, daily, or oftener, if required, at the rate of $75 per mile per annum. Also for carrying the mails from Macon, Tenn., to Somerville, and from South Florence to Florence, at $30 per mile.

☞ A dispatch from San Francisco, dated Sept. 9th, says: "The first Cotton Manufacturing Company organized on the Pacific coast have commenced their operating mill in San Francisco, with a paid capital of $100,000, and they will begin manufacturing in November, with thirty-two looms, employing thirty operatives. They will manufacture drills and standard sheeting.

☞ The inauguration of the Halifax, N. S., horse railway was celebrated at that place on the 16th inst. It is said that the railway is an "established fact." W. D. O'Brien, Esq., of Brooklyn is the projector and proprietor of the railway.

☞ The Iowa Central Railroad had a formal commencement at Cedar Falls, Iowa, on the 19th inst. It will be pushed forward to completion as rapidly as men and money can accomplish it.

☞ The Lynchburg extension of the Orange and Alexandria Railroad is fully completed, and trains run now all the way through to Lynchburg.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 30, 1865.

Union Pacific Railroad.

It has been intimated in quarters that have no fair excuse for not being better informed on the subject, that little progress has as yet been made in the construction of the Union Pacific Railroad, one of the most immediately important of the divisions of the whole line, as its completion will ensure the more rapid and economical completion of the remaining part of the work. We have for a long time been aware of the great difficulties which have obstructed the progress of this work, but which are now so entirely overcome by the resolution and energy of the Direction, that not only the first forty miles may be considered as very nearly finished, but the whole line to the 100th parallel is well under way; while the engineers are approaching the Rocky Mountains with the most flattering prospect of there securing a line of easy grades and cheap construction. But that it may be seen we are speaking on good authority, we propose to give an analysis of the recent report of Springer Harbough, Esq., a Government Director in the Union Pacific Company, made to the Hon. Mr. Harlan, Secretary of the Interior, and made by one thoroughly comprehending the responsibility he is under to furnish an accurate and impartial report as to the real condition of the company, and of the road it has thus far been engaged in constructing. His communication is dated at Pittsburg, July 20, 1865. It would seem from this, that he was detailed by the President of the United States, in connection with Lieut. Col. Simpson, of the Corps of Engineers of the regular service, "to examine and report upon the location of the line west from Omaha, both as heretofore established, and as now proposed to be changed," by the Union Pacific Railroad Company, a change which has occasioned some discussion. As the duty, however, of examining and reporting upon the line heretofore established, as well as the engineering question involved in the case, was specially imposed upon Lieut. Col. Simpson, Mr. Harbough particularly directed his attention to "the condition, management and progress of the work," as directed by the 13th section of the amended act of incorporation, and such information as was in possession of the Department of the Interior.

ROUTE OF MR. HARBOUGH.

He commenced his reconnoisance at Omaha City, on the Missouri River, the eastern terminus; thence along and over the proposed line westwardly to the head of the first grade; thence southwardly down the Mud Creek Valley to the Valley of the Papillion River; thence up that valley to a point where the line intersects its first established route, and from thence westwardly up the Valley of the Platte as far as the road is graded.

GRADING.

The grading on the first 53 miles is nearly completed, and as he believed would be ready for the superstructure by the 10th of August, following the date of his report, and for the whole distance.

BRIDGING.

The bridging of the first 32 miles consists of stone culverts, abutments and viaducts, and trestle and truss bridges, the latter on the plan of Mr. Howe.

The masonry on this part of the line is finished, except at the Elk Horn River; but this also was to have been completed by the 5th of August last. On these 32 miles, stone is used for the structures, and timber for the 22 miles; the material for which is delivered at Omaha, where also the frames are prepared ready to be put together.

CHARACTER OF THE WORK.

With the slight exception of two or three culverts, and a few drains near Omaha, the work has been done in a very thorough manner; and even with regard to the portions doubted by Mr. Harbough, he states that railroad engineers have expressed the opinion that the work upon them is considered sufficiently permanent.

CHARACTER OF MATERIALS.

The stone used is good limestone, found near the Papillion River and the Missouri River bluffs, with the exception of the masonry work on the Elk Horn River, which is of a dark colored sandstone, and which when first quarried is soft, but grows hard by exposure. This last quality was testified to by parties acquainted with the material, and confirmed by the personal examination of Mr. Harbough himself.

ROAD BED.

The road bed, where completed, is from 12½ to 14 feet wide, well finished up, with side ditches for drainage, 4 feet at top, 2 at bottom, and 2 feet deep, with berm of from 5 to 6 feet in the deep cuts, which are generally from 30 to 40 feet wide. In these cuts the sub-soil is argillaceous and not liable to be affected by frost or rain. As yet gravel has not been found for ballasting along the line or contiguous to it, which will have to be made of the best material at hand. The expense of procuring it at a distance is as yet too great to render its use possible.

LABOR.

Labor is becoming abundant and cheap; so much so, that the contractors are confident the whole of the first 100 miles will be graded and bridged by the 1st of October next, with the exception of the bridge over the Loup Fork. Mr. Harbough states that this assurance can be made good.

LUMBER.

A curious fact, and one that shows the great embarrassment the company has met with is the scarcity of lumber. All the shanties or huts used by the laborers, as well as tents, have

been brought all the way from the Mississippi River, across the State of Iowa, a distance of 300 miles, and have to be moved onward as the work progresses.

RETURN EXAMINATION.—MATERIALS ON HAND.

On returning to Omaha, there was an examination more in detail of that portion of the line first established between stations 900 and 150, which is given in the report as follows:

The materials then at Omaha ready for delivery were—

Cross ties	9,000
Rails	7,786
Chairs	7,530
Spikes	75,000

On board steamers on the rivers between St. Louis and Omaha were also

Rails	5,582
Chairs	8,710
Spikes	164,550

Above Omaha, twelve miles distant on the banks of the Missouri, were 40,000 cross ties to be rafted down immediately. Large quantities of these were also being shipped daily from Pittsburg. Chairs and spikes for the first 90 miles are at Omaha, and in transit; and for the first 60 miles of track, rails and spikes are ready at Omaha, and in transit.

TIES.

This important part of the structure is of oak, black walnut and cotton wood. This last being used from necessity is subjected to the process of burnetizing, a method invented some years' since in England by Sir Wm. Burnet, and is an application by heat in a proper vessel of iron of chloride of zinc, which was discovered by him to be an entire preservative of wood. His method has not only come into general use in England, but partially in the United States, having been adopted successfully at Lowell, Wilmington, Philadelphia and Baltimore.

To adopt this process on a large scale, the company have constructed adequate works, as well as numerous steam saw mills, stationary and portable, for cutting these ties. In this way the want of other lumber is obviated, and the ties when so treated hold spikes as firmly as oak.

TIES PER MILE.

It is proposed to lay down 2,500 per mile with 4 of hard wood to each rail.

RAILS.

800 lbs. gross weight of iron rails are to be laid to each lineal yard, generally of 24 feet in length, and the residue 28 feet in length.

ENGINEERS.

There are two full corps of Engineers engaged in further surveys, to and into the Rocky mountains, west of the head of the great valley of the Platte. One of these is running lines West from the eastern slope of the Black Hills, and the other engaged on the same work East of the great Salt Lake Valley, though not without embarrassment from tribes of predatory Indians.

EQUIPMENTS.

On the 10th of July last, the following was the character and number of the Engines, Cars, &c.:

1 Locomotive at Omaha.

1 on the Hannibal and St. Joseph Railroad, awaiting shipment.

1 on ditto., used in getting cars over that road.

2 on the Chicago and Alton Railroad, used in transporting iron over the same.

20 platform cars on Chicago, Burlington and Quincy Railroad, in the same service.

20 ditto., at Quincy and between that and St. Joseph, 8 being used in transporting trucks, and materials for passenger and box cars to be put together at Omaha.

10 platform cars on the road to Quincy. All were being sent forward as fast as possible. Besides these, 70 other cars are purchased, and the passenger cars are sent forward in sections.

TRACK LAYING.

The track laying was commenced on the 10th of July last, and the company expects to push this part of the work with diligence and rapidity.

BRICKS AND BUILDINGS.

Preparations on a very large scale are made for the construction of suitable shops and buildings, for the accommodation of the company and its rolling stock; but some unavoidable delay has occurred by a hesitation as to their location, by reason of the variation in the location of line.

MACHINERY.

It is stated that the machinery for the work shops, has already been sent forward from New York.

RIGHT OF WAY.

This is reported as being secured through Douglass, Sarpey and Dodge counties; has been generally arranged for, except in a few instances in Dodge, to obtain which, proper legal steps have been taken.

FUEL.

As yet coal has not been found in suitable quantities, and at convenient distances for the use of the road; but the opinion prevails that on proper investigation there will be no permanent inconvenience on this account, as it is believed ample supplies will shortly be obtained.

MR. HARBOUGHS' OPINIONS.

Having the knowledge that the other railways in progress are deficient at this time to the extent of 130 miles from the nearest terminus, with the great uncertainty in the river navigation, the scarcity of labor, and the innumerable difficulties which have arisen from time to time, Mr. Harbough is convinced after personal examination, and a full knowledge of what has been accomplished, that the work has been pushed forward with commendable zeal; and he is satisfied that the construction of the next 200 miles will be effected at a comparatively small cost.

Mr. Harbough particularly calls the attention of the Department to the fact that the Union Pacific Railroad Co., cannot so well prosecute its work until the roads of Iowa are connected with it at some point on the main Trunk; and that they are not pushed as rapidly as their interest demands. The nearest point of approach is by the Chicago, Iowa and Nebraska Railroad, at Boonsborough, a distance of 130 miles east, on the Missouri river. The Mississippi and Missouri Railroad, is only open to Grinnell, Iowa. Other roads, such as the Burlington and Missouri River, the Dubuque and Sioux City, and others pointing to a connection with the Pacific, might do much to increase their traffic, through the richest and most beautiful country in the world. The report closes with pertinent remarks on the importance of the work, and allusions to some slight difficulties as to the terminus, occasioned by the interests at Omaha—now believe accommodated, and of no particular importance to our readers.

We have so often expressed our opinions on the great importance of the Union Pacific Railroad, that we do not deem it necessary to do so now.

We have therefore, only to say that the report is not only a very satisfactory one, but it completely vindicates the company, its agents and contractors of any and all charges made against them by the ignorant, the misinformed, and the inimical, and is entitled to the just consideration of the Government in all respects. It is very evident that this report is a conclusive reply to the recent assaults made upon the road by parties who display not only a very bad spirit, but great ignorance of the subject; and who cannot even distinguish between one road and another.

Buffalo and Oil Creek Cross-cut R. R.

We learn from the Maysville, Pa., *Sentinel* that arrangments for this new railroad are progressing favorably. Two sets of engineers have commenced their surveys from Maysville. Mr. True, as engineer, and Mr. Peacock assistant, both of Buffalo, are first to run the line to Brockton, then to Westfield, and subsequently one to Bell's creek, in Westfield. Mr. Ewing, of Randolph, with his party, makes the survey to Corry, *via* the south branch of the Pendergrast creek and Panama. Mr. Crosswell, of Warren, has commenced a survey from Maysville to Corry *via* Sherman. When these surveys are all completed, the line for the road will be selected, and work will be commenced at no very distant day.

Sandusky, Dayton and Cincinnati R. R.

The earnings and expenses of this road for the years ending June 30, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$184,614 28	$242,274 87
" freight	381,072 58	435,801 54
" mail	16,080 00	16,080 00
" express, etc.	11,660 58	16,128 17
" car mileage	6,719 94	7,673 64
" storage	14 78	1,966 03
Totals	$600,162 16	$719,924 15
Expenses, viz:		
Maintenance of way	$136,039 43	$167,613 23
Locomotive power	122,054 29	163,903 94
Machine shop	22,744 44	35,574 22
Train expenses	73,574 10	84,213 07
Station "	63,586 19	75,156 87
Office establishment	39,938 43	38,468 34
General expenses	6,113 62	7,269 69
Loss and damage	2,342 27	1,824 84
Totals	$466,412 77	$574,024 20
Net earnings	$133,749 39	$145,899 95
Interest and taxes	75,359 94	141,326 45
Balance	$58,389 45	$4,573 50

The item of passenger receipts shows a gradual appreciation in the last four years of a decided and gratifying character. The lowest depression occurred in 1861 and 1862. In these two years they stood at $115,000 and $112,000, respectively. Last year they were $184,614—increase $57,660.

It need not now be stated that our road derives its principal support from local business. This is understood; and the fact applies with almost equal force to freight and passenger business. The largest receipts from passengers was in 1853–'54, $287,904. At that time this road constituted one of the main lines of travel from the southwest to the east. The total earnings attained that year their highest figure previous to the one just past, to wit, $705,783.

These facts are interesting only as showing the gradual development of the country through which our road passes. The business results in any department of such a line, may fairly be taken as disclosing the wants and capacity of the region through which it runs.

The additional thought obtrudes itself: If a road, without any proper connections or outlet at either end, can sustain itself and increase its earnings despite open combinations against it, (which the last few years of its existence have developed,) what might not be expected with sympathetic connections?

At our southern terminus we give—but receive nothing in return, beyond what belongs to us locally. At the north, the same remark applies, except during the season of lake navigation. The subject is suggestive, and should lead to the clear apprehension of the truth, applicable alike to all roads, that, when built, their existence as a living element must be recognized. A different course is neither wise as a measure of present economy or future safety, and cannot be adopted and sustained without warring on interests of broader scope than corporate profits. The people on a line of railroad may not always hold at their true value the advantages conferred by its presence, but they will be slow in consenting to be deprived of them.

Our expenditures continue to be large, and must so continue until the road is put in good order. Beyond the substitution of a T rail for the flat bar in 1852, but little was done to put the line in good operating condition. The track was imperfectly ballasted—ditches bad, and insufficient—few station houses, and rolling stock short in supply and in bad condition. The payment of dividends under such circumstances was a mistake. When made in money, it was borrowing of the future; when made in stock and bonds, it was an increase of debt, burdening future resources in another form. The increasing expenditures to meet the demands arising from imperfect organization, with decreasing receipts, brought affairs to a head in 1857. Then commenced the difficulties under which the corporation has ever since been laboring, to wit, the restoration of failing machinery, and building up the track on receding resources. A loan to at once cure the mistakes already made, and past recall, would have been true economy. Under a different policy we have been expending on the line what would have paid interest on a new loan and made a fair return to stock and bondholders; for it should be understood that one man on a well put up track with good iron, will do the work of three on a neglected track; and quite the same proportion of expenditure will mark the difference in repairs and renewal of operating machinery.

The business of the first eight months of the current fiscal year showed a gratifying increase of earnings. The suppression of the rebellion becoming apparent, there has since been a falling off in transportation on most roads, and ours is no exception. A state of peace has taken the Government out of the market, and time will be required for the business of the country to adjust itself to new channels, or rather to return to old ones. In the mean time, each separate interest will exert itself to shape its movements in harmony with the restoration.

Our rolling stock and machinery, with renewals and additions, is now efficient, and adequate to our present wants. The condition of our track has been improved; station houses and permanent structures have been built and overhauled; additions have been made to our passenger cars, during the year; and we have an outstanding contract for the delivery early in September of twenty box freight cars, to take the place of those broken up the past season. The high price of labor and materials has been felt in every department, and has swelled expenditures beyond ordinary proportions. These difficulties, it is to be hoped, are passing away, when a more equitable adjustment of the profits of capital and labor ay be effected to the mutual advantage of both.

Since our last annual report, we have secured title to the piece of ground, in Dayton, known as the "Phillips Depot," held under contract with the C., H. & D. R. R., (now owned in common by the two roads,) by payment of balance due. We have also purchased a tract of land of some six acres, situated near New Richland, Logan county, for its gravel, and have occupied it with a convenient building for the hands. The occupancy of the Dayton grounds, at an early day, has become a necessity for the receipt and delivery of freight from connecting roads.

The receipts and disbursements during the year ending June 30, 1865, were as follows:

RECEIPTS.

Balance on hand June 30, 1864		$80,734 07
Receipts from transportation		762,405 00
		$843,139 07

DISBURSEMENTS.

Operating expenses	$504,805 13	
" S. & C. R. R	12,100 15	
Taxes and State county	17,346 35	
Internal revenue on earnings	17,253 41	
" manufactures	970 14	
Renewals of iron	32,081 08	
" of rolling stock	89,521 38	
Loss and damage on freight	1,831 34	
Premium on exchange, &c.	43 81	
Interest, coupons and dividends under plans of capitalization:		
Coupons No. 1, 1900 yr. b'ds.	$3,551 40	
" No. 2, "	27,000 00	
" No. 3, "	26,310 00	
" San'y City and Ind.	23,162 30	
" Dividend "	225 00	
" 1866 "	350 00	
" 1875 "	165 50	
" 1878 "	15 00	
Div. pref. stock. No. 1	2,114 77	
No. 2 "	10,268 40	
No. 3 "	8,964 52	
Pref. stock scrip purchased.	100 50	
Trustees sinking fund	10,000 00	
		112,227 39
Paid J. M. Osborne forfeiture on contract ½		2,500 00
Insurance for 1865–'66		2,250 00
Paid for station lands		2,022 40
Cash on hand to balance		48,186 49
		$843,139 07

The company have 17 locomotives in first class order; 3 second class in serviceable condition, but requiring an estimated outlay of $12,600 to make them first class engines; 2 third class, not worth rebuilding, but still in use; 5 being rebuilt, requiring an estimated outlay of $27,300 to make them first class; 3 requiring to be rebuilt at an estimated expense of $23,600. The rolling stock consists of 19 passenger, 8 baggage, mail and express, 1 wood train, 205 freight, 29 stock, 79 platform and 66 hand cars. Mileage of engines, 355,409. Tons of through freight, 38,817; do., way freight, 100,377—total, 139,192.

CONDENSED BALANCE SHEET, June 30, 1865.

Cost of road	$3,195,994 00
Cost of stations	789,501 33
Cost of equipment	595,400 00
Bonds of the company on hand	79,000 00
Bonds and stock of other companies	23,865 00
Bills receivable	1,490 40
Lands	100 00
Materials on hand for use of road	149,818 81
Cash	76,319 30
Insurance for 1865–'66	2,250 00
Springfield and Columbus R. R.	69,499 22
Boats	158,503 02
Trustees sinking fund	10,000 00
Balances due from sundry parties uncollectable or offset by claims	20,381 63
	$5,172,132 71

Common stock	$2,989,090 00
Preferred stock	354,866 16
Bonds due in February, 1900	920,000 00
" due in 1866	77,000 00
" due in 1875	201,500 00
" due in 1860–'62 (div. bonds).	67,000 00
" due in 1878	75,593 31
Dividends of 1850–'51–'52, unadjusted	9,402 00
Bills payable	4,800 00
Bal. earnings account	212,667 15
Div. preferred stock	2,264 74
Coupons, 1900 year bonds	2,309 40
Profit and loss	174,246 83
Taxes, 6 mos. proportion (estimate)	15,000 00
Pay roll for June, (since paid)	23,813 53
Due for wood and materials, (partly paid)	42,579 59
	$5,172,132 71

President.—O. FOLLETT.

Directors.—Theodore A. Neal, Jacob W. Pierce, I. M. Spelman, John P. Yelverton, Elisha C. Litchfield, Ralph M. Pomeroy, William Wilshire, Abm. Cahill, William Warder, O. Follett.

State Directors.—Isaac S. Gardner, Robt. G. Corwin, R. W. Shawhan.

Secretary and Treasurer.—L. H. LATHAM.

Superintendent.—HARVEY RICE.

Master Mechanic.—THEODORE LYMAN.

Central Pacific Railroad Bonds.

Some doubt existing as the course the government would adopt as to the payment of the Central Pacific Railroad bonds, the President of the Bank of the Metropolis in Washington, addressed a note to the Secretary of the Treasury on the subject, and received the following reply:

TREASURY DEPARTMENT, Sept. 18, 1865.

SIR: Your letter of to-day asking whether the obligation of the government to pay at maturity its bonds issued under the acts of July 1, 1862, and July 2, 1864, to aid in the construction of the Pacific Railroad is absolute or contingent upon the due performance of the railroad corporation of its obligations, is at hand. From an examination of the terms of the acts and the various provisions therein made, in respect to the issue of these bonds, I am satisfied that the faith of the government is pledged to their redemption in the hands of any lawful holder, and without regard to whether the obligations of the railroad company are ultimately fulfilled or not.

H. McCULLOCH, Secretary.

J. B. HUTCHINSON, Esq., Washington, D. C.

Vermont Central Railroad.

A meeting was recently held in Boston of the committees and trustees of the Vermont Central Railroad mortgage bonds, at which the basis of an arrangement or compromise was agreed upon. On the back coupons and interest on the first mortgage it was agreed to allow fifty per cent., or $1,000,000, making their claim $3,000,000 at seven per cent., and the second mortgage remaining $1,500,000 at seven per cent. It was thought that after 1867 the earnings of the road would enable them to pay the interest on the second mortgage. The amount of $700,000, now required to fully equip the road, is to be furnished equally by the two classes of bonds, on bonds payable in ten years, paying eight per cent. per annum, the specific earnings of the new stock from Ogdensburg to Boston being appropriated to the payment of the interest and a sinking fund which it is estimated would retire the new bonds in seven years. A meeting of the 1st mortgage bondholders was to have been called for the 20th inst., to consider if they would ratify these proceedings; the result of which conferance, if held, has escaped our notice.

Journal of Railroad Law.

REASONABLE CONDITIONS.—RESPONSIBILITY OF CATTLE CARRIERS.

It is obvious that common carriers—as all railroad companies are—must be kept under some restraint as to the terms upon which they transact business. The public good requires that they should not impose arbitrary and unreasonable conditions upon their customers, or they might, by combination, refuse to take any responsibility whatever. In a recent suit between a grazier named Gregory, and the West Midland Railway Company, the English court of Exchequer rendered a decision upon this point, worthy of note.

It appeared that, on March 6th, 1863, the plaintiff sent a cow and a heifer to the Abergavenny station of the department's railway to be carried from thence to Newport. The drover who brought the cattle paid 4s. 8d. for their carriage, and signed a cattle ticket specifying the rate of charge at the foot of which were the following words: "I hereby agree to the conditions of carriage on the back hereof." The conditions were as follows:

"CONDITIONS OF CARRIAGE.

"The Newport, Abergavenny and Hereford Railway Company, give public notice that they undertake the conveyance of horses in waggons, oxen, cows, sheep, calves or pigs, upon the terms and conditions hereinafter stated, and by such only will they be bound.

"1. They are to be free from all risk or responsibility with respect to any loss or damage arising in the loading or unloading, from suffocation or being trampled upon, bruised or otherwise injured in the transit from fire, or from any other cause whatsoever, it being hereby agreed that the same is to be carried at the owner's risk.

"2. They are not to be held responsible for carriage or delivery within any certain or definite time, or in time for any particular market.

"3. That as the charge for conveyance is for the use of the waggon and locomotive power, the owner or his representative is required to see to the efficiency of such waggon before he allows his stock to be placed therein; and complaint must be made in writing to the station inspector, or clerk in charge as to all alleged defects, either at the time of booking or before the waggon leaves the station.

"4. The owner or his drover shall ride free in the waggon in which his stock is loaded, and shall have the care thereof, but as no fare is charged it is agreed that such owner or driver shall so ride entirely at his own risk.

"This ticket is to be delivered up at the place of destination, in default of which the stock herein named will be retained, and remain at the owner's risk and expense."

The defendants' servants put the cow and heifer without halters, into a sheep or calf truck with low rails, and during the journey the cow jumped or fell out of the truck, and was greatly injured. The person on whose land the cow fell had some claim against the railway company, and he killed the cow and kept the carcase for his own use. When the drover paid the carriage and signed the ticket, he was told that the cow and heifer were in a truck ready to start, but he did not see either them or the truck.

It was submitted, on behalf of the defendants that they only undertook to carry upon the terms contained in the condition and therefore were not liable. It was contended on the part of the plaintiff that the conditions were unreasonable and void. A verdict was then entered for the plaintiff for £30 to be reduced to £15, if he should only be entitled to the carcase of the cow; and leave was reserved to the defendants to move to enter the verdict for them.

MARTIN, B.—Said I do not depart from the view which I took of this act of Parliament, in delivering my opinion in the House of Lords, in the case of Peck *vs.* The North Staffordshire Railway company, which I thought was the correct view. But, looking at the decision of the court of Exchequer Chamber in the case of McManus *vs.* The Lancashire and Yorkshire Railway company, 4 H. & N. 327, I consider that I am bound to decide against the railway company.

The first question is what is the meaning of these conditions? The railway company "Give public notice," (therefore I apprehend that these are conditions within the first proviso of the Act) "that they undertake the conveyance of horses in waggons, oxen &c., upon the terms and conditions hereinafter stated, and by such only will they be bound; first they are to be free from all risk of responsibility with respect to any loss or damage arising in the loading or unloading, from suffocations, or from being trampled upon, bruised, or otherwise injured in the transit from fire, or from any other cause whatsoever, it being hereby agreed that the same is to be carried at the owner's risk." It seems to me impossible for words to express more clearly that the company, so far as their will is concerned, are not to be responsible for any sort of loss or damage occurring from the commencement of the loading to the end of the journey. Then observe the mode in which they express themselves with respect to the waggons. "We will not be responsible for any damage arising from any defect in the waggon or locomotive power; but we require the owner to see the efficiency of such waggon before he allows his stock to be placed therein." Reading the first and third conditions together, they seem to me to express as plainly as language can do the will of the Railway Company not to be liable for any loss or damage whatever to cattle; and they declare as the reason, "We make no charge for the conveyance, but only for the use of the waggon and locomotive power."

It remains to consider whether these conditions, or special contract, are reasonable. Here the words are, not "subject to the owners' undertaking all risks of conveyance, loading and unloading whatsoever," as in McManus *vs.* The Lancashire and Yorkshire Railway Company, but "it being hereby agreed that the same is to be carried at the owner's risk." I am, however unable to distinguish this case from that; and taking the conditions together, as I am bound to do, they provide for the complete exemption of the company from all responsibility whatever, which that case has decided is unreasonable and are therefore void.

In my judgment this case is governed by McManus *vs.* The Lancashire and Yorkshire Railway Company, from which we cannot depart.

BRAMWELL, B.—I am of the same opinion. The House of Lords has decided that a particular contract no matter under what circumstances it is made may be reviewed by the judge before whom any question relating to is tried, and he is to determine whether it is just and reasonable. I confess I cannot understand that, nor do I very well see how it is to be applied. I am at a loss to comprehend how any one can determine whether a general condition with reference to all mankind, or a bargain which any two people are content to make, is reasonable or not. However, the question is now set at rest, and we have some rule to act upon. It is established that as a matter of law, the courts may decide whether particular conditions are just and reasonable. Now, though we may not agree with the court of error in the reasons for their decision, we are bound by it, and it is sufficient to say that this case must be decided in conformity with the case of McManus *vs.* The Lancashire and Yorkshire Railway Company, and consequently we must hold that the first condition is neither just or reasonable. It seems to me, however, that it would be far better to let people judge for themselves, and I should have thought that no condition was void which a person was willing to agree to. It is difficult to understand the third condition; but I cannot help thinking that its right interpretation is, that it supplements the first condition: whereas that condition extended to all other dangers and perils of the journey, the third requires the sender of the cattle "to see to the efficiency of the waggon," but no consequence is attached to his not doing so. It seems to me that the words are used as in common parlance: "You are to see to the efficiency of the waggon, for that is your affair." If that be so it is as unlimited with reference to the subject matter with which it deals as the first condition, which has been held to be unreasonable; and so, by parity of reasoning, I presume this third condition would be held by a court of error to be unreasonable, and therefore I now so hold it.

CHANNELL, B.—Said I am also of opinion that the rule ought to be discharged. Whether the first and third conditions be read as one or separate conditions, they are unreasonable. I think the construction put upon them is correct, and so construing them the case is governed by McManus *vs.* The Lancashire and Yorkshire Railway Company, and Peck *vs.* The North Staffordshire Railway Company.

Pittsburgh and Steubenville R. R.

The new bridge across the Ohio river at Steubenville has been completed and opened for travel. The new route to Cincinnati will be fully opened on the 1st of October, *via* Easton, Allentown, Reading, Harrisburg, Pittsburg, Steubenville and Columbus; the distance being 744 miles, and the only change of cars at Pittsburg. By this cut-off across a great bend in the Ohio, round which the route has hitherto gone, 26 miles of travel are saved, and passengers are enabled to reach Cincinnati one train earlier than by any other route. The opening on the 1st of October will be distinguished by a complete equipment of new and splendid cars, and as it will be one of the safest roads in the United States, and as it passes through as much variety of natural scenery as can be found in any other equal distance on the globe, it is expected that the diligence and energy of the managers will meet a liberal response from the traveling public.

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share, free of government tax, payable at the National Bank, October 2.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a semi-annual dividend of 5 per cent., clear of government tax, payable October 2.

A stock dividend of 16 per cent. has been declared by the Indianapolis and Cincinnati Road, payable September 20.

The Panama Railroad Company have resolved to issue the Reserved Stock of the company, amounting to two millions of dollars, to be distributed among the shareholders, in the proportion of two shares for each five shares held by them. The certificates of new stock will be ready for delivery on and after October 5th. The company have also declared a dividend on the Capital Stock, as increased, of four per cent. out of the earnings of the road for the three months ending 30th inst., and two per cent. out of the earnings of steamers, sailing vessels, &c., payable on and after the 5th October.

The Granite Railway Company has declared a dividend of 3 per cent., payable Oct. 2.

The Pittsburgh, Fort Wayne and Chicago Railroad Company have declared the regular dividend of two and one-half per cent. on the capital stock for the quarter ending September 30, inst., payable free of Government tax, on and after October, 16th prox., at the banking-house of Messrs. Winslow, Lanier & Co., New York.

On the 30th of August, the Pacific Mail Steamship Company, in addition to a quarterly dividend of 5 per cent., ordered an issue of four million dollars of scrip stock, to the stockholders, share for share, upon which twenty-five per cent. was declared paid, leaving seventy-five per cent. to be called for at the pleasure of the company. The directors have now ordered an additional twenty-five per cent. to be declared paid of the four million scrip stock, issued August 30, 1865, subject to all the terms and conditions thereof. Its stock now stands $4,000,000 of original stock, and $2,000,000 of scrip. For the Atlantic Mail Ship property it is to pay $1,000,000 of full stock, $1,000,000 of scrip, and $2,000,000 of scrip stock is to be held by trustees for the benefit of the Atlantic Company's stockholders.

The Chicago and Rock Island Railroad Company have declared a dividend of five per cent., free of U. S. tax, payable October 10th.

The coupons of the first mortgage eight per cent. bonds of the Des Moines Valley Railroad of Iowa, due October 1, prox., will be paid at the banking-house of Gilman, Son & Co., No. 47 Exchange-place.

The coupons of the bonds of the Atlantic and Great Western Railway due 1st October, will be paid at the office of McAndrew & Wann, No. 12 Pine street.

The coupons of the Chicago and Alton Railroad income bonds, due October 1, 1865, will be paid, less the Government tax, at the office of M. K. Jesup & Co., No. 59 Exchange-place.

The seven per cent. land mortgage coupons of the Burlington and Missouri River Railroad Company of Iowa, due October 1, will be paid, less United States, at the Broadway Bank, New York,

The coupons of the bonds of the Vermont Valley Railroad Company, due October 1, 1859, will be paid at the National Park Bank in this city, from the 30th day of September to the 30th day of October, and thereafter only at the office of the Treasurer in Bellows Falls, Vt.

The interest coupons of the first mortgage bonds of the Chicago and Great Eastern Railway Company No. 4, due Oct. 1, will be paid (less Government tax) on presentation at the company's office, No. 37 William street, New York.

Coupons of St. Louis, Jacksonville and Chicago Railroad first mortgage bonds, due October 1, 1865, will be paid at the office of M. K. Jesup, & Co., No. 59 Exchange-place, free of Government Tax.

☞ The annual meeting of the stockholders of the UNION PACIFIC Railroad Company, for the election of directors will be held at the office of the company, 13 William street, New York, on Wednesday, October 4, between the hours of 10 a. m., and 4 p. m. Charles Tuttle, Secretary.

Our Paper Currency.

The committee appointed at the last meeting of the Chamber of Commerce, to consider and report on the propriety of receiving a portion of the customs duties in legal tenders, is understood to be composed of gentlemen who hold opposite opinions on this subject, and we may therefore expect their reports to be of a widely differing character. It is asserted that with the great premium at which gold is selling, the profits of importers are very large, much more than a healthy state of things would justify, and that we are accordingly losing by it on a large scale. It is said to be the practice of those persons to charge, profit, cost, expenses, all in gold, which is the cause of the high prices of foreign goods, and allows them a heavy margin. On the other hand it is understood that the reduction of the amount of currency afloat, which by this plan it is expected will be effected, does not accord with the views of the Secretary of the Treasury, who entertains the opinion, that as the faith of the Government is pledged to collect its customs in gold, and the public credit is based upon that, it will be dangerous as well as inexpedient to receive any paper money for duties on goods imported. Of course this abstract opinion is full of force, but yet we have so large a surplus of gold, that its accumulation in sums beyond what is wanted to meet the interest on our loans, appears to us unnecessary and perhaps oppressive. We think we have suggested a remedy which will fully meet the object in view of the leading members of the Chamber of Commerce, who are generally importers on a large scale, and give them the relief they want. But it is by a different process, and with a double effect. We have suggested that the Secretary of the Treasury from time to time, as he finds his surplus of gold large, should issue gold interest bearing notes, with nominal interest only, which should be receivable in all the custom houses of the United States for duties. This would have its effect on the market, precisely as the sale of so much gold would do in the street, and bring down the premium as certainly. But at the same time the Government would make a profit by the premium received in greenbacks. If ten millions of these notes were issued, then at the present rates his profit in paper would be $4,800,000, and proportionably as the rates declined. This amount of paper would go far to pay the interest on the currency loans, or better, be entirely withdrawn from circulation and cancelled. If the revenue is to be as large for the year, as it appears now very probable it will be, then he will be able to issue these notes more than once or twice a year, and we should be reducing our debt, our currency or our interest on a scale which would have valuable results. We have reflected upon this plan with some care, and have not yet detected in it any appearance of fallacy. If there be, we should like to have it pointed out.

Certainly something should be done to appreciate the value of the paper dollar, for with regard to all debts contracted before, and even a short time after the war, the debtor practically gains 40 per cent. in the discharge of his obligations, and the creditor loses as largely. So with regard to leases, salaries and dividends declared by monied institutions which stick to the old scale of dividends. All who gain in this way are doubtless well satisfied with the high price of gold, when they themselves are in the receipt of its premiums.

If this condition of things continues very long contrary to public expectation we must look for a heavy rise in our gold securities, and a heavy fall in all stocks paying only 7 or even 10 per cent. in paper. As it is, we wonder at the patience of those stockholders who receive instead of 7 per cent. from their investments, a sum in fact 40 per cent less than that.

As long as this state of things continues we cannot expect to see railway shares selling at their real value.

Lake Superior and Puget Sound R. R.

MONTREAL, Sept. 22.—Col. Rowland, as Commissioner of the Northern Pacific Railroad Company, is here conferring with the Canadian Government and others relative to uniting British capital with the grants of the United States in the construction of the Lake Superior and Puget Sound Railroad. Col. Rowland is confident the commercial influence of Canada will be most fully accorded to this project, as one of great international importance to the people of both countries; and he has no doubt that his mission will be crowned with success.

Western Maryland Railroad.

The County Commissioners of Washington County, Md., have resolved to subscribe one hundred and fifty thousand dollars for the extension of the Western Maryland Railroad from Union Bridge, in Carroll County, to Hagerstown. It will be recollected that the commissioners of the same county subscribed, a few weeks ago, a similar amount to the Washington County Railroad, which is to connect Hagerstown with the Baltimore and Ohio road, and which latter company subscribed $450,000 for the enterprise.

☞ An effort is being made to construct a railroad from Kennedysville, Kent county, Maryland, to connect with the Delaware Railroad at or near Middletown. A meeting for the furtherance of the enterprise was held at Kennedysville, on the 26th instant. Books have already been opened with a fair prospect that liberal subscriptions will be made. The Legislature of Maryland has appropriated one hundred thousand dollars towards this work, when a similar amount shall have been subscribed by individuals.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5;
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C	2,000	5	----	35c
Bare Hill ..... "	----	----	----	210c
Bay State ..... L. S.	20,000	----	3½	12½
Beaver ..... "	20,000	----	1	...
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Chetcamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	23½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	25cc
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	100
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	¼	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37
French Creek ..... Pa.	100,000	5	----	55c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	71½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	¼	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3
Humboldt ..... "	20,000	----	2	3½
Hungarian ..... "	20,000	----	1	1
Huron ..... "	20,000	----	16	42
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	9

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	115c
Minnesota ..... L. S.	20,000	----	3½	12
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	10
Native ..... "	20,000	----	3	87½
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	5c
New York ..... L. S.	20,000	----	----	¾
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Can.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	33
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	13½
Pittsburg & Boston "	20,000	----	5½	58
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¼
Quincy ..... "	20,000	----	10	85
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	4½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	130c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota...	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	¼
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	77
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. .. Md.	----	----	----	91c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5½
Big Mountain ..... Pa.	----	----	----	6
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	8½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	61½
Clinton ..... "	----	----	----	----
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	46½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	28
Fulton ..... "	60,000	5	----	7
Gilbertson	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	107
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt.. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	8½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	165
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	3½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17
Schuylkill Valley... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	29
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	22,760	50	----	31

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palms (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	49
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.).. Nev.	----	----	----	----
San Antonio (S.).. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	160,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	80,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	60,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equi-val't in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	55
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	16
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)	—	50	....	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	47
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	58
30 Nov. '64	5.69	—	76	9	--	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	--	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	28
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	—
30 Nov. '64	2.50	—	10	2	--	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)	—	—	....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	—
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	--	Worcester	96,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	200.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '61	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	16,831	2,942	—	....	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400.000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & F'kw'y	90.000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	—	327,715	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,389	500,000	113,000	—	100,433	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	550	650	—	—	—	—	12	100	....
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'	—	—	—	—	—	—	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris's & Ford'm	158,749	72,000	88,000	—	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,900	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	53
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	338	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	31,029	8	50	42½
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168,776	51,494	20	....	34
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	22½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	64,041	6,320	—	....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	13½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	78½
31 Oct. '64	5.62	—	76	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	....	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gras F.)	175,610	169,312	15,500	—	79,670	21,297	6	....	25
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	48½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	23½
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1893	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1970	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	124,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br.; Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1893	....
Philadelphia City:					
1st Mortgage	125,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1893	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Aug. 31, 1865	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119¼
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	117
" " " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	839,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	97¼
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	102
" " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 ... registered	264,194,000	6	" "	1881	108
" " " ..... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106
" " " (5-20s) ..... coupon		6	" "	1882	107¼
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	94
" " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) .... registered	91,789,000	6	May & Nov.	1864	----
" " " ..... coupon		6	" "	1864	106¼
Treasury Notes of July 17, 1861 ..... coupon	334,450	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99¼
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99¼
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98¼
Debt Certificates	85,093,000	6	At maturity.	----	----
One & Two Year Treas'y Notes (legal tender)	33,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,024,160	6	"	1867	----
United States Notes (greenbacks)	433,160,569				
Fractional currency	26,344,742				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1865	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	116
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	----
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'53-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	97
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " " ..... "	2,058,173	2½	" "	1856	75
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-------	87
" — " special stock "	1,216,737	5	" "	-------	----
— " Deferred stock ..... "	1,243,000	5	" "	-------	----
— " special stock "	479,545	5	" "	-------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1858	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'99	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'99	96
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	71
— " (R. R. etc.) ...	3,902,000	6	----------	'67-'96	----
" — " " (banks) ..... "	5,398,533	6	----------	-------	----
" — " " (war loan) ... "	670,000	6	----------	-------	----
Maine—State bonds ..... coupon	---------	6	Mar. & Sept.	'63-'77	93¼
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'61-'83	93¼
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
— " " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R. R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
— " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1891	123½
" — " " (East'rn R. R.)	500,000	6	Jan. & July.	'65-'71	150
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k sc.)	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
— " "	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan .... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'58-'85	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	53,000	5½	Jan. & July.	1883	----
" — " " " "	199,000	6	" "	1863	78
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	80
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	78½
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	5	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	750,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	343,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " ...	1,159,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " ...	237,700	4½	J., A., J., & O	1864	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	'64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83
Ohio—State bonds (foreign debt) ... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ... "	1,016,000	5	" "	1865	95
" — " " (" ") ... "	379,866	6	" "	1868	----
" — " " (" ") ... "	2,183,532	6	" "	1870	100
" — " " (" ") ... "	1,600,000	6	" "	1875	96½
" — " " (" ") ... "	4,095,309	6	" "	1881	98½
" — " " (" ") ... "	2,400,000	6	" "	1886	99
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	91
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890		" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,568,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (interna. impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) . "	48,000	6	----------	1890	82½
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	----------	1870	103½
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July	Var.	----
" — " " (railroad) ...	18,264,642	5	Various	Var.	----
" —State bonds (railroad) ..... coupon	12,624,500	6	Jan. & July.	'83-'93	65
" — " " (sterling) ..... "	1,865,000	6	" "	'55-'93	----
West Virginia—No information	----------	5	" "	1892	----
Wisconsin—State bonds (civil) ..... coupon	100,000	----	----------	----	----
" — " " (war) ..... "	200,000	6	April & Oct.	'67-'68	100
" — " " (domestic) ... "	100,000	6	Jan. & July.	1867	----
" — " " (") ... "	1,100,000	6	" "	1877	----
		6	" "	78-'88	----

The Education of Engineers.

A perfect engineer, if such an one could be found, would be a man of gigantic intellect and vast research, a thorough master of all the sciences, and an unerring observer of all natural phenomena, and, withal, gifted with a wondrous power of classification, whereby to order to the best the cornucopia of precedents stored in his memory. Being unable to bring our engineers to this Utopian condition, it devolves upon us to endeavor to ascertain the best mode of approaching it, each generation adding to the general development of the professional body. In the beginning, knowledge must be generated in the mind, and tutorial teaching only becomes necessary, or useful, when a great number of facts and generalisations thereupon have accumulated, hence the pioneers of a new science or art are of necessity self taught, and, accordingly, liable to many errors, notwithstanding which, they are usually idolised by succeeding generations, and very often, in character, entirely misunderstood. From such causes, some of the most grotesque conceptions arise, one of which may be recognised in the conventional "practical man" of the last generation, which individual was rather identified by his grimy aspect than by his mental qualifications. Telford, who may reasonably be termed the father of modern civil engineering, has been said to have despised mathematicians in the profession; but an examination of his works and reports proves most incontestibly that he was himself a very sound practical mathematician.

There has, however, been good ground for objecting to the complication which some mathematical authors seeem to delight in introducing into their practical (!) treatises on the various branches of constructive science, preferring the elegant method of the infinitesimal calculus to the simpler one of plebian arithmetic. To mention an instance, continuous girders were treate1 theoretically thus until 1861, though, in some instances, the authors were fearfully at fault, probably from omitting those constants which they were incapable of determining, or otherwise liking to be rather original, and, therefore, slightly altering theorems borrowed from the works of their cotemporaries.

It is, however, useless to criticise the instructors of the past, except so far as it may tend to create a more healthy tone of those of the future, by warning them that a writer who wishes his reputation to be enduring, should have for his object rather by his simplicity to instruct his readers than to astonish them by his erudition; therefore, we will pass on to consider the state of the profession, and the prospects of its members in future times.

Any one who has the necessary funds to pay a premium can enter the engineering profession, and experience shows that many do it, or have themselves so placed by their friends, because they must do something and like to be *professional men* nominally without the trouble and anxiety of undergoing a period of probation, occupied with unceasing attention to study and the practical departments of an active business life. The result is that they often come through their pupilage scarcely more informed than they were at entering it, their future depending upon their own private means and influence, which not being available to all, those who lack them must degenerate into the lowest class of mechanical draughtsmen. This arises from the fact that in most engineers' offices pupils learn just what they choose to pick up, there being no instruction, as it were, forced upon them, nor even a present reward offered to such as become most competent, at the age at which youths usually enter the profession, there are but few who energetically pursue it from a clear conception of their own interests, and two or three years then lost cannot be afterwards redeemed; for the necessity of subsequently attending to commercial, as well as scientific matters, gives rise to a mental anxiety which unfits the brain for continuous or elementary study, although it does not prevent the application of knowledge already gained to fresh objects or impede its development into new ramifications.

The result of this system is that those who ultimately attain scientific eminence, though not necessarily commercial prosperity, are a class who, as youths, are diligent and perserverng from a deep and innate interest they take in the processes which are brought under their notice, but the conclusions at which they arrive are usually to a very great degree influenced by particular prejudices, and in many cases they cannot obtain information, even where they are desirous of profiting by the experience of others. This arises from one of two causes—either the principal is too much occupied to give any time to those whom he has undertaken to render proficient, or he is himself but ill informed in his procession. In this latter case it is hardly possible to condemn too strongly the conduct of the pretended instructor; but it is unhappily a fact that there are many calling themselves Civil Engineers who exist by taking pupils, when the latter are frequently better informed than themselves; and this is an evil which will probably last as long as engineers are allowed to practise without diplomas of some kind.

In the offices of such men as we refer to, the discouragement is immense, even sufficient to deter any but the most obstinately persevering from taking an interest in the course of life marked out for them; for although they may at first be attentive and diligent, yet the force of that evil example which encompasses them is but too apt to sap the very foundations of those good inclinations which, encouraged or even let alone, could scarcely fail, in the course of time, to bring honour to him in whom they are developed.

When it is through press of business that the pupils cannot obtain such information from the principals as they might wish, there is usually the compensation that there are works on hand from which they may themselves derive much information of the most valuable description; but in the other case alluded to, they are shut out from this, and often confined to such work as the tracing of plates for the illustration of books, in which beauty of execution is usually set before accuracy of detail; hence, although this occupation may serve to give a faint general idea of some engineering works to those engaged in it (at least, such as take the trouble to understand what they are about,) yet, practically, they fall short in attempting to design similar works, because the very parts which they have been accustomed to overlook, are frequently of the greatest importance when they have to be actually executed.

Let us enquire into the nature of such a method of training, as appears most likely to produce satisfactory results—the point of impressing the importance of diligence, affording facilities for obtaining information and encouraging talent, need no comment, as the necessity of urging them is sufficiently self-evident; but the mode in which theoretical and practical instruction is combined, requires very careful consideration, in order that the information gained in one department may be balanced with and adjusted to that acquired in the other. It does not appear satisfactory, ultimately, to impart a thorough education to the intended engineer, *first*, that is before he has any oportunity of dealing practically with work, as certain notions thereby become fixed in the mind, which are prejudicial, and difficult, susequently, to set at their true value. These refer to the application of abstract considerations to the actual execution of constructive works. The value of a correct understanding of the application of mathematical science in such cases, can scarcely be overrated; but if the limits within which its operation should be confined, be not ascertained, the results may be serious in the extreme. If an engineer designs, say a sea wall, according to careful calculations, based on strict theory, and that sea wall fails to attain the end for which it was erected, it does not necessarily follow that the theory itself is erroneous or inapplicable, but merely that it has been acted upon by some individual who did not comprehend the limits of its application.

In using any calculation of the class to which we allude, a very wide margin has to be allowed for possibilities, as the data given to work upon are frequently very meagre, and the fancy cases given in academical courses of tuition are not to be met with in reality, nor can important matters be decided on the first data, it more frequently happening that altercations are necessary, or desirable to be made during the progress of the work; and he will be esteemed the best engineer who most rapidly and clearly sees where such deviations from the original plan are needed, and to what extent they must be carried so as to hold the middel course between danger and expense—the Scylla and Charybdis—by which all who take the responsibility of carrying out great undertakings in the engineering profession are constantly threatened.

If a practical course of work is passed through by the student, in the first instance he is in danger of imbibing from those with whom he is necessarily brought into contact an ignorant contempt for theory of all kinds, though fortunately this feeling does not appear to exist to nearly the extent to which it had spread during the last generation, a result probably due to the increased facilities for education afforded to the working classes; nevertheless, the remaining elements are quite serious enough to be carefully guarded against.

The obvious conclusion is that the practical and theoretical instruction must proceed simultaneously but not after the fashion of some establishments where engineering is professed to be taught at the present time.

Making a model steam engine will not acquaint the learner with the nature of materials, as he will in after life have to deal with them, and in all probability, unless his model is comparatively large, he will be forced to make it disproportionate in many details, especially steam passages and valves, and, in fact, as far the real utility of such occupation to him is concerned it is very little better than imaginary.

How, then, it will be asked, are we to proceed? We think by the following course:—Let the tyro be placed in such a position that he may have access to works, mechanical or civil, of magnitude and importance, use all endeavors to develope in his mind an interest in the general principles by which they are affected, and the difficulties which arise during their progress; then let him study theory for each case as it arises, merely to enable him to understand those principles and their application. Thus if he is diligent and intellectual, he will have most strongly impressed upon his mind the necessity of ascertaining and overcoming obstacles which can only be understood by inspection, and will value abstract science rightly as his guide in completing such projects as he may undertake. If on the other hand, he is diligent and intellectual there is but one remark to make, let him not atttempt to enter the profession.

In order to carry out the view promulgated above a really honest intention to do his duty must exist in the engineer to whom the pupil may be articled, combined with a thorough knowledge in himself or his assistants of his business, and it is certainly the duty of guardians to ascertain whether such be the case with one with whom they propose to place a youth; for so long as they are careless, and charlatans, broken down attorneys, and others of that numerous body of vultures that live upon the labor of the honest part of society, can style themselves Civil Engineers and obtain pupils—while the really competent members of the profession are too busy to attend to their pupils, we cannot hope for any amelioration of the grievances which now burdens it with of many incapables who are useless to themselves and injurious to others.—*London Artisan.*

☞ The petition of the Vermont and Canada and Vermont Central Railroads for permission to issue additional bonds, has been granted.

Bavarian Railways.

We find in a late number of the London *News* the following remarks of a traveler, on the peculiarities of railway travelling in Bavaria:

The rail has been laid for miles through a country so flat that it was only necessary to fell the trees, cut them up into sleepers, and fasten down the rails, when the iron road was complete. The kind of prospect which is afforded on a line of this description is pleasing enough at first to the English traveler, as it is new to him; but after vainly endeavoring to pierce the gloom which pervades such a forest the thing becomes monotonous, and you are pleased to find yourself running through an open country at last. At Asschaffenburg, reached after a ride of about two hours, you change carriages on coming upon Bavarian territory, and you cannot fail to remark the great change not only in the dress and appointments of the railway officials, but in their cleanliness and gentlemanly appearance. The carriages also are infinitely superior; the second class, as is the case in many parts of Germany, being equal as a rule, and superior very often, to those of the first class on our own lines. Bavaria is a country, too, in which politeness is cultivated to a wonderful extent. Here the officials, that is to say the guards and porters, salute one another when they meet, and of course are particularly polite to travelers. The uniform worn is a light blue coat, braided, and adorned with silver buttons, while the trousers and waistcoat are of a dark and very serviceable kind of cloth. The cap bears a couple of outspread wings in silver, indicative of the speed at which the travellers are supposed to be conveyed on the lines, but delusive in some respects, for the rate of progress is slow as compared with some other continental routes, and, of course, even with the quick trains, will not bear comparison with our English lines. Another great annoyance is found in the circumstance that a great part of the line is only a single track, with all the inevitable annoyances of waiting at places till a train has passed you on a loop line. It must, however, be acknowledged that the natives seem to make no particular objection to this manner of travelling, and they, no doubt, are the best judges of what suits them. Every now and then, at level crossings, you see a statue-like individual, wearing a red jacket and a black "wide-awake" hat, who salutes the train in military fashion as it passes which seems to me to be another evidence of the particular politeness which characterises the railway people. One functionary observable at the principal stations causes an English traveler to smile, and even to feel some surprise. You observe marching up and down the platforms, with much stateliness, a regular parish beadle—silver-laced hat, silver-mounted staff, and handsome coat, of course of the invariable light blue color, as good a pattern of a full-blown Bumble as you could expect to see in any parish church in England, or even in Burlington Arcade. The stateliness of this individual is maintained throughout the performance of his important duties. He rings the bell to warn travelers of the arrival or departure of a train, shouts out the names of the stations on the lines which the trains pass over, and performs many other duties of an equally important nature. He is also useful as a repertory of general information, and is intensely anxious to guide, counsel, and direct any traveler who may seek information—altogether a very useful and intelligent functionary. The Bavarian line from Asschaffenburg passes through a wonderfully interesting country, running for miles along the bottom of an immense gorge between two hills, and having on the right hand a broad and shining river, the Dauewert, which flows past the ancient town of Karlstadt, and the no less ancient and interesting city of Wurzburg, both of which places the traveler sees to great advantage. In fact, were it not that the rate of speed is slow—nine hours and a half being occupied in the journey from Mayence to Bamberg—there would be no very disagreeable reminiscences or prospects attending the journey. There is still one other point which merits a word of notice, as showing with how little railway communication people are satisfied. Only one train per day is timed between Mayence and Bamberg, both cities of great importance, and this particular train brings its passengers to the last-named place at 10.30 p. m., when they must descend, as for that night no further progress is attainable. But then again comes an advantage arising from the little loss of time which you might devote to rest; for, after having comforted yourself with a supper at the hotel, you retire to rest about midnight, but not to sleep, as at four o'clock—rather before than after—you hear the plodding step of the night-porter, who raps at your door, and who rouses you with the intimation that it is time to be up and stirring if you wish to avail yourself of the five o'clock train to Coburg, or wherever else your destiny may lead you. Even then your troubles are not at an end, for before reaching your destination you have the opportunity to take an airing on the platform at Litchenfels, where your train leaves you, and whence you are reconveyed, after a stay of an hour and a half. However, you reach Coburg at eight, in time for breakfast.

The Mineral Resources of Italy.

That the mineral resources of Italy are capable of profitable development has long since been acknowledged, and within the past few years English enterprise has been directed to the working of mines producing various metals, and situated in almost every part of the country. In addition to those at present known to the English public from the large amount of English capital embarked in them, it appears that the Italians themselves are thoroughly alive to the advantages to be derived from energetic mining operations, since efforts are being made to induce English capitalists to embark in speculations of this class carried on by Italian adventurers and Italian miners. Amongst the mines now being worked upon this principle there are many which, to judge from the statements made concerning them, possess indications fully equal to any that have been secured by English companies.

The silver-lead mine of Crandola is situated in the most eligible part of the Valsassina, a delightful valley, communicating with Lecco and the Lake of Como by means of a good carriage-road. The net-work of Lombardian railways, which has one of its heads at Lecco, communicates with the sea port of Genoa. The charge for conveying one ton of mineral thence does not exceed 14s. 4d. per ton. From repeated assays made at Turin, by the Professor of Chemistry to the Government Mining Council, the ore has been found to contain, when reduced in schlich, 69 per cent. of lead, and 56 English ounces of silver per ton. The works already done upon this property, which embraces the best part of a mountain, and appears inexhaustible from the character of its lodes, consist of three galleries, of the aggregate length of 109 yards, on vein No. 1; and four others, driven one above the other at an interval of 20 yards, on vein No. 2. There are besides, two shafts, of the aggregate depth of 72 yards, which have been sunk between two of the above-mentioned galleries, and right into the ore. On prosecuting the work of the adit level on vein No. 1 there was discovered an old gallery, containing plenty of ore, and in the vicinity of the mine there is always abundance of water, though the mine itself requires no draining, and is likewise in such rock that there will be no necessity for timbering, which cannot but be regarded as favorable.

In the same province—that of Como—as that in which the Crandola Mine is situated, and likewise in the same valley, other silver-lead mines occur, upon which explorations have been begun on a scale sufficient to test their respective condition. At Dervio, Cortabbio, and Vimogno, in the Valsassina, very promising copper mines are in course of working, likewise in the province of Bergamo, which is confining with that of Como, two other copper mines, situated the one in the parish of Valtora, and the other in that of Fondra, have already produced most excellent copper pyrites, though hitherto superficially explored. In the province of Brescia, at Malonna, another rich copper mine is in course of working. The ores oi the above mines, assayed by the best assayists of the Italian, French and German mining schools, have returned from 10 to 27 per cent. of fine copper. In the province of Turin, beyond the very pretty and interesting town of Ivrea, are several mines well worthy of attention. At Valprato, an extensive mine of auriferous copper ore, yields, per ton of 1,000 kilogrammes (the English ton being equal to 1,015 kilogrammes), 147 kilogrammes of fine copper and 20 grammes (303 troy grains) of gold. The mine consists of three powerful strata, placed one above another at an inclination of about 29°. The quantity of ore in sight is enormous. The mine can be worked like a quarry for a very long period of time, and offers invaluable advantages; in fact, it may be fairly said that there is hardly in any country a mine so abundant in valuable mineral, and wherefrom so plentiful a source of income can be realised; but the mine being distant from the borough of Pont by a journey of six hours on horseback, along a rather neglected road, the parties working this mine will have to calculate upon the necessity of making a good carriage road, to be completed in (say) five years, thereby laying out some small capital, which will, however, be promptly recovered from the proceeds of this remarkable copper and gold mine.

At Tavagnasco there is a copper mine, the ore of which has been proved to contain for every ton of 1,000 kilogrammes 175 kilogrammes (386 lbs. English) of metallic copper. There are five galleries practised on the various lodes, and other important workings, in which the ore of copper is abundantly found. Every probability exists that this mine will turn out an excellent one. Issiglio is a neat little village, above which a mine, containing the ores of copper and nickel in encouraging proportions, is in a state of regular exploration. The ore becomes more compact and richer in nickel as the work progresses, so that in a short time this sett may prove very valuable. Other mining setts, where copper, lead, and nickel has been found to exist, in interesting proportions, have been secured by purchase or otherwise in the same district, and will be gradually put in working condition. In the province of Novara, and in the region of the Ossola, where the mines already known to the British public, Vallanzasca and Val Toppa, are situated, is a mine called Antronapiana, which produces abundantly an ore of copper and nickel, containing 8½d. per cent. of the former metal, and 4¾. per cent. of the latter. The length of the winter of 1864 has prevented this mine being extensively explored; but during the course of the good season in 1865 nothing will be spared to bring it to a thorough state of investigation, and test its worth, which seems highly promising.

In addition to the richer ores, there is in Italy an almost inexhaustible supply of copper ore of small per centage—2¼ to 4 per cent.—which cannot be smelted with the high price of fuel in that country; attention has, therefore, been turned to the chemical treatment of these minerals, the result of which has been that the most complete success has crowned

the endeavors of the companies who have tried it, and, at a very considerable profit, the copper is extracted by this method from poor ores, hitherto considered as useless.

The Mezzenile Copper, Nickel, and Cobalt Mine, in the province of Turin, is worthy of particular notice. The various veins constituting this mine can be traced out for a very long distance within the precincts of the grant, which embraces a surface of ground equal to 985 English acres. The disposition of the mountain where the mine is situated, and which presents a steep declivity, allows the rough ore to be brought cheaply to the carriage road. In short, this mine is one of the most remarkable of the kind existing in Europe, and presents to the naked eye such masses of rich ore as to leave no doubt whatever of the profitable results of a mining speculation conducted at Mezzenille, with a sufficient capital to work the sett as it ought to be —water-power, cheap manual labor, transit by road and rail to the sea, and every requisite being at hand.

The Lead Mines of the South of Spain.

The following is an abstract of a lecture delivered at the Royal School of Mines, Birmingham, by Pro. W. W. Smyth, F. R. S., &c.:

Let us transport ourselves in imagination to the district of these mines, and take our start from the capital of Spain. There—that is, in the neighborhood of Madrid—the climate is very variable, it being extremely hot in summer, and proportionately cold in winter. On journeying southwards from the capital, the traveller passes from a comparatively northern climate to more tropical regions, and the first great landmark he comes to is the chain of mountains called the Sierra Mancha. Continuing in this same direction, he arrives at the Sierra Morena, after crossing the Sierra Mancha, and there he finds the climate essentially tropical. Passing, again, over the high ground he reaches a barren, sandy district, stretching away to the neighborhood of Linares, the centre of one of the great lead mining districts of Spain. The mines of this district are situated in a low range of granite hills, and occupy an area some eight miles long by six miles wide. The neighborhood is a dangerous one to live in, being but thinly populated, and consequently but badly supplied with the necessaries of life, besides possessing an unhealthy climate. The lead is found in veins running north and south, their course and position being distinctly indicated by the number of small hillocks of sand and stone thrown out from the tops of the veins by those who, like the present owners, worked them for the lead they contained. No soil covers the old workings, and so they are doubly distinct from there not being a trace of vegetation on them, the country on either side being more or less green.

The mines of Linares, like all others in Spain, date their present workings from about the year 1839. Before that time all minerals, of whatever kind, and wherever found, within the kingdom, were the property of the Crown, so that no mines could be worked but by the Government. Hence resulted, as might reasonably have been expected, a dwindling down of the number of working mines, and a slovenly mode of conducting those in operation. Finding then the fallacy and loss to the State by this exclusive system, the Government relinquished their right to all the mineral produce of the country, throwing the privilege of working the deposits open to adventurers from all parts, and retaining alone the right to exercise a supervision in the workings, and to impose small dues. The laws which were then prepared to regulate the mines have certainly opened the door to considerable dishonesty and bribery; but, on the whole, it must be allowed the system works well. Amongst others there is a law which gives any explorer a right on discovering a vein to apply to the officer of the district for permission to work on it, over an area 300 yards long by 200 yards wide; and provided a claim has not been already lodged to the same spot the applicant can enforce his right. For the grant of such a piece of ground as mentioned, the miner pays a small fee, and an annual rental whilst he works the mine. Beside this, Government obliges him to make a certain amount of exploration each year, and if he abandons his workings for six months the area may be re-let to any other applicant.

As was natural, the sudden throwing open of the Spanish mines to all adventurers at first induced a great deal of rash speculation, which resulted in nothing but loss. This, however, was rather a feature of the earlier days of the district, for all such unwholesome schemes have long since disappeared, and now capital, being carefully and properly invested, has led to many most successful enterprises. One of the most remarkable of the remunerative mining schemes in Spain is that of the Linares Mining Company, an English company, who about 14 years ago bought up a range or old workings for £200. In plant, machinery, and exploring this company spent nearly £30,000, a capital which for some time seemed sunk, without any probability of a return. Success, however, at last rewarded their perseverance and energy, and this same company has since divided amongst its shareholders the enormous sum of £150,000. The veins of the district of Linares are very variable in their yield, being sometimes very rich at others very poor. The mines are worked to a great extent by the inhabitants of the district, although a good many English miners have been lately taken out by the English companies. Wages in Linares are pretty much the same as in our English mining districts; for example, a good working miner gets there, as here, 2s. 6d. per diem. The two systems of payment, known in our Cornish mines as those of tut-work and tribute, are also common in all Spanish mines. Living at Linares is very expensive, house rent is enormously high, and so natives, accustomed to the great variations in climate, and not requiring the same amount of animal food as Englishmen, do better than English miners. Coals cost £4 4s. per ton, wood is tolerably cheap, but all kinds of victuals are dear. All the miners work eight hours a day, and the natives are a hardworking race of men; unfortunately, however, they are passionately addicted to change, and directly they have saved from their earnings a small sum they start away to the towns to spend it, not returning until it is all exhausted. This erratic disposition is peculiarly troublesome to the managers of the mines, who are compelled to continually replace the old hands by new ones.

The whole of that district lying between Linares and the south coast of Spain would resemble Africa in its extreme barrenness, if it were not for the range of coast mountains known as the Sierra Nevada, which break the monotonous desert. These lofty mountains rise to a height of 11,000 feet, and feed several large rivers, which flow inwards and westwards, and in irrigating the lines of country through which they pass produce the only vegetation which varies the arid land. Access to the coast from the mines is most difficult, for the traveler, after leaving the beautifully irrigated plains of Granada, finds no road across the lofty coast mountains, and the only path open to him is that along the old river beds. Tracking his way by these, he reaches the mountains, and having surmounted their crests, on his road to the coast, journeys down over a series of low ranges of hills, until he comes to the well irrigated coast plains, covered with palms and tropical vegetation.

It is down on the coast side of the Sierra Nevada, and just below a smaller range of limestone mountains, which rise to a height of 7,000 feet above the sea, that the Albural smelting works are. At these works is smelted a large quantity of lead, and the position has been chosen partly because it is a mining centre, partly because there is near it a supply of flux and fuel, and partly because it is accessible to the coast. Between these works and the other districts may be at all times seen long strings of mules laden with lead ore to be smelted. Physically, the position of the smelting works is a most miserable one; there is no water in the neighborhood, and not a trace of vegetation, so that everything for the sustenance of man and beast has to be brought there. Still, despite the disadvantages of a bad climate, and despite the natural indolence of the Spanish race, their mines are now of considerable importance, and are likely to increase still further in notoriety as sources of metallic produce.

Debt of North Carolina.

The State Treasurer of North Carolina has made a public statement of the debt of that State. It is as follows:

Amount of debt before the war	$13,619,500 00
Amount contracted since the war	16,596,485 61
Total indebtedness (excluding English debt)	$30,215,985 61
The resources of the State are:	
Stocks in railroads	$6,516,500 00
Bonds on railroads and other corporations	3,117,780 88
	4,634,289 88
Balance	$20,681,695 73

The amount of the blockade debt in England is about £60,000.

Coal and Iron in Austria.

Progress has just been reported for 1864 to the shareholders in the Austrian Railway Company, which is also engaged in metallurgical and mining enterprises. It appears that the net revenue derived from the company's mines, ironworks and estates, experienced in 1864 a very considerable diminution. On the one hand, the continued crisis in metallurgical industry, and the constantly increasing fall in the sale prices of iron and other metals, gravely affected the results obtained from the working of the company's blast furnaces, forges, and metallic works; and the insufficiency of orders for the Vienna engine manufactory was reflected in a new loss for that establishment. On the other hand, 1864 experienced the reaction of the disasters of the preceding year, and the distress of the population of the Banat acted in an unfortunate manner on the recovery of rents due. The stock-taking enforced by the circumstances through which metallurgical industry has passed, has besides given rise to a reduction in the value of the stores held of £36,418, which has been supported by the year 1864, although the causes of that reduction are not attributable solely to the working of that exercise. The net profit, but which

for this operation would have been £58,947, was thus reduced to £22,529. We must remark, besides, that the revenue account of the mines, ironworks and estates of the company supported last year an exceptional charge of £12,337 for works executed at the cost of revenue. The collieries of the company produced last year a net profit of £42,646, reduced by the diminution in the value of the inventory to £39,126. The production of coal last year was £373,068 tons, a total of 46,849 tons in excess of the extraction of the preceding year. The sale notably exceeded the production, and the results of the year, which were better than those of 1863, would have been superior in a more marked degree if, independently of the reduction in the inventory, grave accidents, fires and slips of earth, which occurred at the commencement of 1864 in the Sobochleben lignites mine had not burthened the year's working with a loss of £2,828. In consequence of these accidents, the Sobochleben Mine only produced in 1864, 33.512 tons of lignites, instead of 49,127 tons in 1863. The distillation establishment of Steyerdorf delivered to the Orawitza Manufactory 717 tons of rough oil. This establishment is now complete, and in a position to deliver annually 850 tons of oil at least, at a sufficiently low and yet remunerative price. The Orawitza Works delivered, in 1864, 509 tons of refined oil from schist, and 23 tons of paraffin, or more than twice the production of 1863. Nevertheless, the season balanced itself with a loss of £1,060, of which the company supports two thirds, or £690. The increase in the production of the Steyerdorf Works will in future enable this establishment to meet orders and work at a profit. A notable increase is observed in the employment of mineral oil. The mines and metallic works of the company yielded, in 1864, a profit of £553. The reduction of £1,438 here indicated, as compared with 1863, arises especially from the fall in the price of copper, and from the fact that the sale has been very limited, in consequence of the idleness of the distilleries in Hungary and Servia. Notwithstanding a rather large production, and sale prices as satisfactory as the quantity of iron made, the ironworks account balanced itself in 1864 by a profit of £7,719 only, which was changed into a loss of £24,511 by the stock-taking previously mentioned. The production in the company's ironworks amounted last year to 12,824 tons of charcoal-made pig, 5,759 tons of coke-made pig, 1,850 tons of casting-pig, 4,594 tons of miscellaneous iron, and 3,010 tons of rails, of which 2,728 tons were made at the Anina. With the exception of the rails of the Anina, the sale of the iron exceeded the production, but the considerable fall in prices resulting from the general suffering state of metallurgical industry did not allow the company to realize such profits as the production gave the management a fair right to expect would be obtained. The directors do not rely on any very great improvement in the selling prices, but they are making every effort on the one hand to reduce the cost of production, and on the other hand to open up new outlets for their products. In 1864, it is stated, they realized notable progress in this direction, especially as regards the sale of pig. As regards the Anina works, the absence of orders has led the directors of late to stop the working of the forge. This necessity is all the more regretable, since this forge had attained, in respect to quality of products and their return prices, a very satisfactory state of affairs. The directors are still maintaining in activity the blast furnace at the works, in order to run off part of the stock of minerals, and also because the admittedly superior quality of the pig produced for casting purposes secures, at least, a partial sale of the production. The position of the engine manufactory at Vienna experienced but a slight improvement in 1864. The causes of non-success noted in 1863 have still continued, and it was only towards the end of the year that some orders for locomotives and trucks were received, which will benefit the operations of the current year. The production of the works in 1864 was reduced to five locomotives and 136 goods trucks. A few other operations of secondary importance were also carried on, but the accounts of the words for 1864 show, on the whole, a loss of £2,365.

The Production of Gold in North America.

Much as we hear of the enormous production of gold going on upon this continent, we cannot realize its extent without the aid of figures. The United States alone contain 1,200,000 square miles of auriferous territory, while Russia and Great Britain together have but 750,000. In 1863 Russia obtained from her mines $22,000,000, and Australia $75,000,000. At least such is the statement made by respectable authorities, while they compute the product of California for the same year at $70,000,000. The product of Arizona, Utah, Montana, New Mexico, Colorado, Nebraska and Dacotah, for the last five years are computed to have reached the sum of $125,000,000. If we add the products of California, Oregon, Washington, Nevada and Idaho, we have according to the same authorities for the grand total of product since the discovery in 1848, the sum of $1,875,000,000, a statement that seems almost incredible. Be this statement entirely accurate or not, no one doubts but that our mining interests are yet in their infancy, and that they will be developed by and bye on the grandest scale. What is now wanted is a cheap method of reaching them. The journey is expensive, the cost of subsistence on the journey, and at the mines is great, and that of transportation of proper machinery difficult, tedious, and almost impracticable by reason of the difficulties of the route, and the price charged for its conveyance. Now it seems to us that the National enterprise and energy, should at once be turned to the speedy construction of the Pacific Railway, that it should not be left to the skill or direction of merely private companies. We want the immediate advantage of a more energetic and comprehensive method, and thousands of men at work upon this line at one and the same time. We do not see why this Pacific Railroad may not be constructed in a short time. The physical difficulties except in the mountainous regions are small. Nature has graded the line already to the foot of the Rocky mountains on the eastern slope, and the Californians are already finding their way across the Sierra Nevada, having arrived at the summit of the western slope. As soon as it will become easy, and less costly for emigrants to get into the auriferous regions, we see no reason whatever, why our mines in them shall not become as numerous as our farms.

There is a great attraction in this business of mining. A laborer with a pickaxe may become a man of property, if he can but turned up a nugget. If he does not, he is always fully sure of good wages, and getting cash for his work instead of a due bill, or goods at the store. In fact he pays himself as he goes along. Labor and payment are identical. Just as soon as the Pacific Railroad is finished, there will be seen immense crowds of working men scattering all through these gold bearing states and territories, and settling in groups where ever there is a sign of the precious metals. Every settler will have a gold or silver mine at his own door. These precious deposits lie scattered in placers or piled mountains high, and will be brought into commercial use by thousands of tons. Intelligent travelers like Mr. Colfax, who has just returned from a tour through this fairy land, say that the immediate construction of this Railway will settle the entire predominance of the United States over all other nations.

Peat for Fuel.

The high price of coal is causing much attention to be given to the subject of peat as an economical substitute.

It is well known there are large deposits of this article on Long Island where it is locally used in some quantities, but there seems a lack of enterprise in furnishing it for a large consumption. We learn from the Albany Evening *Journal* that there are several Beds of it near Schenectady, and further west on the line of the Central Railroad.

On the west bank of the Oswego river, a short distance from the city, on lands owned by Hon. E. B. Talcott, there are nearly two hundred acres of the finest quality of peat, varying from ten to forty feet in depth! What is, perhaps, of still greater importance, is the fact that this immense deposit is at a point convenient for shipment by lake, canal or railroad.

At Oswego, experimental operations have already been carried on, and several hundred tons of solidified peat have already been produced, and with such facilities as have been employed, it has been ascertained that peat can be produced at a cost vastly less than that of wood or coal. We understand that a company is being organized for the purpose of carrying on the manufacture on a large scale. The Oswego peat will probably be in market next year, competing with coal. It cannot fail to meet an extensive sale, and if similar deposits are found at other points, we shall soon see an abundance of this excellent and cheap fuel in market—a godsend to the poor and a blessing to everybody.

It is also stated that the Central Railroad has been experimenting with it very successfully.

Railroads in India.

An important line is projected from Bombay through Central India. If it should be carried out, the East Indian, Eastern Bengal, and the Calcutta and South-Eastern Railways will be united in one central terminus in Calcutta. The distance at which produce is now carried will be much shortened, and the expenses generally will be much reduced. Lines for Central India are under discussion, and arrangements are being made with chiefs for the conveyance of the necessary amount of land. The total capital already expended upon the lines open and in course of construction amounts to 54,942,029*l*. In 1864 the expenditure was 8,806,044*l*., of which 2,418,345*l*., was disbursed in India, and 1,387,696*l*. in England. The amount raised in that year by the various companies was 8,716,856*l*., and on the 1st of May last 2,900,000*l*. was available for the current year's expenditure, which will rather exceed 5,000,000*l*. Next year it is expected that about 4,000,000*l*. will be raised in England, so that there will be ample funds to carry out and complete the necessary works.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	------	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	908,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,109	63,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	------	------	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	69,170	104,272	100,403	82,895	189,049	134,500	145,539	92,873	75,457	1,161,063
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	125,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,432	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,172	227,260	311,180	232,287	288,095	------	------	------	------	----------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	230,209	259,883	275,506	299,607	473,186	551,122	435,945	404,183	3,975,925
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	519,806	655,364	708,714	705,496	645,943	5,898,072
1865	535,676	481,165	506,290	467,710	568,904	727,193	688,172	743,359	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	88,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,830	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	----------
Erie:													
1859	304,708	319,593	372,296	350,343	349,953	330,657	361,619	359,114	455,225	465,959	530,008	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	661,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734.108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,850	8,499,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	903,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,903	1,364,126	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,969	115,444	125,305	155,164	156,978	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169.549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150 508	122,683	114,804	135,290	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	463,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340.738	507,552	4,274,556
1865	525,986	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	----------
Illinois Central:													
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243.163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	286,983	289,862	284,020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	260,252	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	646,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	------	------	------	------	----------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,665	29 334	37,271	56,687	46,452	81,329	55,257	48,544	512,278
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,000	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,500	90,972	93,078	93,545	96,903	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	119,186	108,652	112,156	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	99,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	115,417	205,055	158,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,899	146,943	224,838	217,159	170,554	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,766	101,710	151,170	173,970	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,000	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,814	276,109	325,818	305,284	279,589	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	345,043	3,302,641
1864	256,600	304,445	338,454	330,651	297,126	315 258	278,891	358,862	402,219	407,107	443,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,033	424,206	------	------	------	------	----------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	129,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,234	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,643	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,656	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,033	424,206	------	------	------	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	650,386	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	568,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	971,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	------	------	------	------	------	------	------	----------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,095	264,622	283,546	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	285,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	253,906	254,285	288,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,688	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	820,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,435	754,551	1,032,149	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,545	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,200	696,738	836,511	738,107	601,228	660,311	612,123	718,016	------	------	------	------	----------
St. Louis, Alton and Terre Haute:													
1862	74.95	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,509	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	------	------	------	------	----------
Toledo, Wabash and Western:													
1860	43,513	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,298	926,732
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	112,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	66,006	83,582	106,845	113,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	170,695	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	125,987	127,010	146,538	139,626	244,114	311,840	221,570	220,200	265,154	2,090,522
1865	144,054	139,171	155,783	144,001	158,738	191,525	271,799	374,024	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	993,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	985,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	105
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	689,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1858	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅔ in '99, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1980	
Converted Sterling Loan	200	5	"	"	1962	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,875	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1860	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1857	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1878	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " "		8		" "	18..	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	79
2d Mortgage	2,000,000	6	" "	" "	1900	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		80
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	104
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1891	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	—
Free Land, 2d Mortgage	200,000	8			1891	—
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0 0	7	Feb. & Aug.	New York.	1882	103
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	150,000		Jan. & July.	" "	1879	—
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1905	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	—
Houston and Texas Central:						
State (1st Lien) Loan	210,000	—			—	—
Mortgage	125,000	7			1866	—
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1852	—
Construction	7,975,500	7	April & Oct.	London.	1875	—
Construction	2,896,500	6	" "	New York.	1875	110
Redemption bonds	2,086,000	6	" "	" "	1850	—
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	—
2d Mortgage	364,000	10	" "	—	—	117
Income	20,500	—	—	—	—	—
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	—	—	1858	66
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	—
2d Mortgage	347,000	7	" "	" "	—	—
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	—
2d Mortgage	230,000	6†	" "	Augusta.	1851	—
3d Mortgage	250,000	6†	" "	"	1862	—
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	—	—	—	—
1st Mortgage	260,000	7	—	—	—	—
2d Mortgage (convertible)	1,000,000	7	—	—	—	—
3d Mortgage	600,000	7	—	—	—	—
Guaranteed by Covington	205,000	6	—	—	—	—
Cincinnati (exchanged)	100,000	6	—	—	—	—
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	—	—	—	—
City of Keokuk	200,000	8	—	—	—	—
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	—
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	—	—
2d Mortgage (Eastern Div)	1,000,000	†	—	—	—	—
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	—	—
2d Land Grant (Western Div.)	353,600	†	" "	"	—	—
3d Mortgage (whole road)	1,700,000	†	—	—	—	—
Unsecured Bonds	1,785,000	†	—	—	—	—
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	—	Lexington.	'69-'74	—
Little Miami:						
Mortgage (Coupon)	1,800,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	—
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,907,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	—
1st Mortgage	176,000	6	" "	" "	'66-'78	—
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,800	6	Jan. & July.	New York.	'88-'92	—
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1893	—
Lebanon Branch 1st Mortgage	41,000	7	—	—	var.	—
Memphis Branch 1st Mortgage	300,000	7	—	—	var.	—
McMinnville and Manchester:						
State [Tenn.]	372,000	6	—	—	—	—
Mortgage	24,000	7	—	—	—	—
Mortgage	10,000	6	—	—	—	—
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	—
Scioto & Hocking Val. R.R. mort.	300,000	—	—	—	—	—
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	—	—	1886	—
1st Mortgage	1,000,000	7	—	—	—	—
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	—	—	—	—
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	—	—	—	—
Michigan Central:						
1st Mortgage Sterling	467,489	8	Jan. & July.	London.	1872	—
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	—
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	—	1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	—
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	—
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	—
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	—
Jackson Branch	77,000	7	" "	" "	1865	—
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	—	—	—	—
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	—	—	—	—
2d Mortgage	600,000	8	—	—	—	—
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	607,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	—	1892	—
Mississippi Central:						
1st Mortgage	1,007,363	7	—	—	—	—
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	—	—	—	—
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	—	New York.	—	—
2d Mortgage (S. F.)	400,000	8	—	" "	—	—
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	—	" "	—	38½
2d Land Grant	691,000	—	—	" "	—	—
Income bonds	513,300	—	—	—	—	—
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	—	—	1895	—
Mississippi State Loan	202,799	6	—	—	—	—
1st Mortgage	171,000	7	—	—	1876	—
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	—	—	—	—
Tennessee State Loan	674,880	6	—	—	—	—
Alabama State Loan	389,410	6	—	—	—	—
Income	1,508,070	6	Jan. & July.	New York.	'61-'87	—
Sterling	878,035	6	—	—	1865	—
Mississippi State Loan	200,970	6	—	—	—	—
Montgomery and West Point:						
Alabama State Loan	122,622	—	—	—	—	—
Mortgage (due 1860, '63 and '65)	350,000	6	—	—	var.	—
Mortgage	450,000	8	—	—	1866	—
Muscogee:						
1st Mortgage	249,000	7	—	—	—	—
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	—	—	—	—	—
Chat. and Clev. Subsc (endors.)	231,000	—	—	—	—	—
*New Albany and Salem:						
Crawfordsville	175,000	7	—	—	—	—
1st Mortgage	500,000	10	—	—	—	—
1st Mortgage	2,235,000	6	—	—	—	—
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	—
2d Mortgage	200,000	6	Jan. & July.	"	1864	96
Extension	116,000	5	May & Nov.	"	1879	—
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	—
1st Mortgage (H & Hamp.)	103,000	6	—	—	—	—
New Jersey:						
Company's (various)	642,500	—	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	—	—	'63 '78	—
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	—
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	—	—	—	—
New Orleans City Subscription	1,500,000	5	—	—	—	—
1st Mortgage (S. F.)	566,000	8	—	—	1880	—
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	93
D'bts of former Co's outst'ding.	224,920	—	—	—	—	—
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	106
Exchanged 90's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	—
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	—
" " " "	45,550	6	"	" "	1885	—
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	102
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	3,654,000	7	April & Oct.	" "	1880	95½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.	—	1891	—
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated	1,000,000	7	Feb. & Aug.	"	—	100
3d Mortgage	980,300	7	Jan. & July.	—	1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	—

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1900	----
Md. State Loan (irredeemable)	1,500,000	6	----	----	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91½
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
Debt to city of Baltimore	850,000	---	----	----	----	----
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7†	" "	" "	1861	32
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	57
Chattel Mortgage	350,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6 800,000	5	Jan. & July.	Harrisburg.	1894	105
Mortgage and ground rents	144,284	---	----	----	----	----
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	291,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,526,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
" 1849, "	67,000	6	" "	"	1880	91
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94¾
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April,	" "	1912	82
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	33
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	---
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	---
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	---
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	67
2d Mortgage	937,500	7	" "	"	1863	22½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	20
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	93
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	72½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25¾
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1890	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	----
28 Feb '59	50.0	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	50.5	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.8	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,170	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,266	100,000	1,419,789	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
20 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,293	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,344	517,806	134,509	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	.....	4,230,709	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	204,229	428,518	150,702	—	—
31 Dec. '64	67.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.6	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,495	41,560	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	85,946	5½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	.....	810,952	66.9	211.836	270.672	54,299	5	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	.....	6,810,240	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,336,600	607,000	10,962	3,228,531	58.4	344,463	631,728	244,471	7½	99
								DELAWARE.													
31 Oct. '60	84.3	—	19.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,943	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	2	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	501	South Western	3,770,425	*	—	2,921,900	336,500	19,913	3,822,913	225.8	.....	.....	388,859	12	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	154.0	.....	632,343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	52	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	.....	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	101
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	.....	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	144
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	28½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	.....	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	112½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,968	525,451	6,028,400	3,506,000	.....	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,643,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	68½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	.....	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	129
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,956	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	.....	10,700,000	209.0	.....	2,084,074	503,767	—	38
— — —	108.0	—	----	—	...	...	.....	INDIANA.													
31 Aug '57	109.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	2,283,748	108.0	.....	.....	.....	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Evansville and Crawfordsville	2,233,413	*	2,750	986,661	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indiana Central	1,667,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '64	84.0	—	----	—	15	—	—	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	78.0	—	11.0	—	15	14	201	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	.....	2,975,878	84.0	334,539	771,763	307,832	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,175,223	108.0	312,859	527,863	268,156	—	----
— — '58	288.0	—	----	—	...	...	.....	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	100
30 Nov. '64	73.0	—	----	—	21	28	440	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
								Terre Haute and Richmond	1,988,150	*	100,379	1,900,150	88,000	.....	3,063,108	73.0	370,556	1,007,979	521,254	18	150
30 Apr. '65	75.5	—	----	176.5	...	...	.....	IOWA.													
31 Dec. '59	86.0	—	----	—	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	.....	2,929,782	75.5	112,434	421,606	155,347	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	180	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	360,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	124,831	276,197	155,589	—	----
30 Jun, '65	135.0	95.0	----	312.0	...	...	.....	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
								Mississippi and Missouri	10,715,552	*	—	3,452,200	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	75
31 Oct. '59	80.0	—	----	—	...	...	.....	KENTUCKY.													
30 Jun. '65	29.0	—	3.1	—	}	4	13	219	Covington and Lexington	3,743,971	276,024	—	1,582,100	2,930,000	337,582	4,375,993	111.8	.....	426,406	227,534	—	----
30 Jun. '65	65.1	—	5.4	—	}				Lexington and Frankfort	605,298	52,300	—	514,573	79,000	.....	736,513	22.0	236,061	188,462	63,774	7	90
30 Jun. '64	135.0	83.0	18.3	36.5	52	47	529	Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	.....	1,713,321	55.1		419,548	139,817	6	96
								Louisville and Nashville	9 730,101	*	—	5,606,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	LOUISIANA.													
31 Mar. '61	206.0	—	----	205.0	45	37	618	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,220	80.0	180,204	481,922	223,649	—	----
31 Aug '60	53.7	—	----	135.3	...	...	.....	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,665,000	1,150,717	.....	.....	66.0	.....	1,222,634	555 434	—	----
								Vicksburgh, Shreveport & Texas.	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	253.7	.....	.....	.....	—	----
30 Sep. '62	57.0	—	----	—	...	...	.....	MICHIGAN.													
30 Jun. '62	188.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
31 May '65	284.6	—	24.4	—	97	88	1,589	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	----
31 Mar. '66	246.0	277.8	----	—	96	101	1,359	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	.....	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	115
								Mich. S'th'n & N'th'n Indiana	13,619,185	1,844,259	1,698,768	9,720,200	8,564,115	.....	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76½
31 Dec. '62	14.5	—	—	606.5	2	2	10	MINNESOTA.													
31 Dec. '62	—	—	—	190.0	—	—	—	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	288.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
								Minnesota Transit	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	236.0	—	.....	—	25	22	226	MISSISSIPPI.													
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Mississippi and Tennessee*	1,254,894	159,019	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
								Southern Mississippi	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,659	—	----
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.5	579,324	1,047,567	420,020	—	80
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,933	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	54	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	----
ep. '62	53.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,163	—	1,971,127	3,501,000	57,361	5,996,277	90.1	237,651	243,235	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,633	444,628	205,854	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,754	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,021,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	117½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,244,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,357	11	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,243	183,345	360,753	1,830,000	540,000	12,326	2,996,246	70.9	473,213	650,999	182,610	6	98
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	114
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	293,908	9	125½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,564	437,416	100,000	4,500,000	—	229,061	5,567,510	83.6	638,022	1,471,985	487,864	10	128
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,866	—	681,266	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6⅔	60⅔
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	102
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	8	99
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,685	92.4	434,622	868,352	309,341	8	107
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	632,853	80,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,485	809,362	71.0	185,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,212	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	30.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	534,503	—	3,609,600	452,000	451,850	4,512,950	107.3	810,010	964,030	469,832	8	109
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,807	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500	1½	119⅛
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)		—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	842,297	134,363	—	44½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,948	1,096,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,450,223	2,996,854	1,178,712	10	130
30 Nov. '64	45.7	—	9.8	—	10	13	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,890	45.7	194,712	338,285	137,603	7½	96⅓
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,928	685,400	—	2,969,852	53.6	328,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	58
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	22.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	566,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	68.3	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	52.0	.....	366,846	153,716	4	87
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,504,131	6,472,400	10,264,468	—	.....	124 2	.....	5,793,960	1,140,788	35	127½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,082,243	1,035,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5⅔
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,303,924	1,075,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	20	122
31 Dec. '64	53.0	—	—	45.5	21	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	5,799,800	492,000	1,649,022	4,897,800	535,000	145,000	6,960,452	33.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.3	—	.....	2	6	—	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,063,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	280,022	180,510	6⅔	46⅔
31 Dec. '64	38 5	—	—	47.	—	—	—	West Jersey	1,461,219	*	—	583,400	700,000	—	1,248,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,811	126,847	—	1,347,192	816,739	26 550	2,156,158	36.0	29,820	97,861	42,879	—	.....
30 Sep. '64	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	383,059	—	919,153	1,777,500	159,417	3,039,343	43.9	166,267	458,441	80,573	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,269,085	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,858	516,676	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,946,466	769,028	10	200
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,000	Erie	42,816,853	*	4,104	24,935,800	17,823,400	1,067,088	43,046,284	807.0	6,016,324	13,429,643	4,594,725	8	88⅛
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	111
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	44
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,890	3,506,745	9	95½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,108,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,359,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726, 43	176,640	—	33⅓
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	68,498	218 994	112,066	8	.....
30 Sep. '64	25.2	—	2.6	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	900,000	233,750	—	1,033,750	58.2	129 084	432,852	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	28	24	398	Rome, Water't'n & Ogdensb'g.	3,093,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	228.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	8.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114 725	267,085	91,000	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	228,100	200,000	140 000	968,100	13.0	45,249	180,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,268	411 838	240,450	—	.....
30 Sep. '64	34.9	—	0.5	—	12	16	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,276	573,442	291,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	101.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	221,000	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107 000	1,340,213	791,055	102,391	3,114,954	171.0	325,060	477,554	235,201	8	.....
15 Mar. '60	81.0	2.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	250,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,064	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	73,027	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,138	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	583,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	—	1,241,857	503,228	19	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 429,348	1,235,162	15	128
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,936,065	1,752,400	128,857	2,917,322	67.0	248,387	875 209	228,652	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,656	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651 960	26	—
30 Nov. '64	101	102.5	.....	—	66	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,958	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	73⅛
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	108⅛
31 Dec. '58	61.4	—	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,675	575,250	532,436	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.8	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,059	ope	r. w. Lit.	Miami.	367,321	56	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	495 303	.....	2,306.705	3,782,430	.....	6,214,525	142.0	.....	1.069,187	431,980	—	—
30 Nov. '64	88.5	—	29.6	—	29	27	412	Little Miami	3,589,644	556,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,826	2,183,286	614,641	20	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,283,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,468	1,038,165	427,405	—	.....
30 Apr. '65	192.3	—	.....	—	48	24	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	1,343,042	20,549,420	192.3	.....	829,952	119,032	—	.....
31 Aug. '58	137.0	5.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.3	52.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	3,983,578	595,400	102,866	3,260 887	1,498,728	11,190	5,139,662	205.9	383,894	600,162	133,747	—	19½
31 Dec. '63	116.6	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	862.571	1,299,100	127,118	2,694,694	125.0	220,717	272,262	92,283	—	—
31 Dec. '64	242.4	—	.....	—	48	28	989	Toledo & Wabash	10,090 918	*	—	3,427,050	6 053,868	—	10,243,015	250.0	1,244,353	2,050,322	945,492	3½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	400	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	—
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		955,900	378,600		1,335,500	74.0	176,968	304,952	193,901	8	19½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,161	182,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Dec. '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	155	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,850	163,502	55,456	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	336,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,466		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	67.5	602,028	2,280,202	1,452,154	20	64
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(oper	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	(	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	60.8	320,638	741,977	346,401	—	E
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759 057	4 065,112	10	60
31 Oct. '64	17.0	3.0	22.0	—	15	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	—	1,358,100	315,500	—	1,673,100	24.0	258,739	428,147	207,393	8	55
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,789,623	—	—	5,013 054	9,940,009	10,560	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	27
30 Nov '64	152.0	43.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,756,480	734,788	20 072,323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,306,150	15	51
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	176,447	224,006	477,658	10	145
31 Oct. '64	96.9	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197 0	839,238	3,205,560	1,365,200	10	66
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	258,176	315,723	101,569	—	9
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pitt'b'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,128	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	99
31 Dec. 64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.2	—	7	15	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,312	1,855,443	26.4	118,658	273,232	149,517	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	298,338	211,317	5	44
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	31	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,586	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	845,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	.....	—	.....	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,067	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	260,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	122	East Tennessee and Virginia	2,310,033	156,264	—	526,654	1,902,000	390,407	.....	130.3	160,142	297,806	149,167	—	—
1859	271.6	19.4	20.0	—	43	37	657	Memphis and Charleston	5,866,578	878,069	129,364	3,509,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1359	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,368	.....	47.4	54,175	83,129	44,606	—	—
1859	34.2	—	7.0	—	12	—	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	30	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	357,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,246	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275 000	240,000	171,560	.....	50.0	31,300	82,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	250	Connect. & Passumpsic Rivers	2,830 277	*	—	1,679,600	651,500	.....	3,063,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	555	Rutland and Burlington	3,991,705	556,275	—	2,283,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,080	1,500,000	10,000,000	174.5	836,289	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	271	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	465,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	690,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.8	10.1	.....	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,048	145,385	7	57
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,068,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.6	280 968	634,061	259,150	5	75
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	54.0	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	680	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,851	234.4	938,183	1,711,281	505,230	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,652,471	142.3	466,045	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.796	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	127.0	.....	78.0	204	130	2,399	Grand Trunk	77,210.345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,260,000	16,802,745	9,281,436	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,616	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,570	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	16	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.6	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,282	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec '63	48.7	—	.....	—	11	22	120	Panama	8,000,000	*	615,558	5,000,000	3,375,000	—	10,763,723	48.7	.....	5 027,438	1,828,924	12	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	28½
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	47½
Chicago & Alton (preferred)	2,425,200	7	7	103
Chicago & Northwestern (pref.)	2,400,000	7	5½	62½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	46
" " (2d pref.)	3,819,772	7	3	24
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	99
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	83
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	--
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,603	6	M. & S.	1870	93
Six per cent. Loan	2,482,274	6	A. & O.	1884	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	———	———	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	588,500	6	M & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,569	6	" "	1873	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	88½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	——	85½
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	50½
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan			——	----
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	——	----
Sault Ste Marie	100		——	----
Schuylkill Navigation (consolid.)	50	1,932,457	——	28½
" " (preferred)	50	2,722,607	——	36½
Susquehanna and Tide Water	50	2,048,260	——	11½
Union			——	----
Union (preferred)	50	2,750,000	——	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	63

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 50 — @ — —
Pig, American, No. 1 48 — @ 50 —
Bar, Swedes, assorted sizes (in gold) — — @ 92 50
—Store Prices.—
Bar, Swedes, assorted sizes 160 — @170 —
Bar, English & American, Refined 115 — @120 —
Bar, English & American, common 105 — @110 —
Scroll, English 145 — @195 —
Ovals and Half round 135 — @145 —
Band, English 145 — @ — —
Horse Shoe 135 — @145 —
Rods, English 117 50 @185 —
Hoop, English, 150 — @215 —
Nail Rod per lb. — 9½@ — 11
Sheet, Russia per lb. — 25 @ — 26
Sheet, English, Single, Double and Treble — 6½@ — 9½
Sheet, Am., Single Double and Treble — 6½@ — 9½
Rails, English (gold) per ton 56 50 @ 57 —
Rails, American — — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 19 @ — 24
English Spring (1st & 2d qlty.) — 12 @ — 14
English Blister (1st & 2d qlty.) — 13 @ — 20
English Machinery — 14 @ — 16
German — 15 @ — 17
American, Blister — 12 @ — 14
American, Cast, Hammered — 20 @ — 22
American, Cast, Rolled — 13 @ — 16
American Spring — 12 @ — 14
American Machinery — 13 @ — 14
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 45
Sheathing, Yellow — — @ — 32
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 32½@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 9 50 @ 9 62½
German Refined — 9 50 @ 9 62½
English — 9 50 @ 9 62½
Bar per lb. — — @ — 11
Pipe and Sheet — — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — 28 @ — 28½
Straits — 27 @ — 27½
English — — @ — 24½
Plates, Charcoal I. C per box — — @ 15 —
Plates, I. C. Coke — 11 — @ 13 —
Terne, Coke — 10 25 @ 10 75
Terne, Charcoal — — @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash) per 100 lb. — — @ 5 —
Clinch (cash) — — @ — —
Horse Shoe, Forged (cash) per lb. — — @ 32
Wrought, English (cash) — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 35
Zinc Nails (6 mos) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 38 @ — 38½
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 80 @ — 82
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 63½@ — 64
Naptha, Refined (60@63 gravity) — — @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th 21.	F. 22	Sat 23.	M. 25	Tu. 26	W. 27.
Atlantic M. S. S. Co	147	----	----	147	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M. 96	----	----	----	94	----	----
California 7s	116	----	----	----	----	116
Canton Co.	40½	40½	40½	40½	40½	41⅞
Central Am. Transit	----	----	----	----	43	----
Chicago & Alton	----	----	----	101	101	----
" " pref.	101	101	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	85½	----	----	----	----	----
Chicago, Burl. & Q.	125	----	124	----	----	----
" " " 8 p.c.	----	----	----	110½	----	----
Chic. & Northwest'n	28	28½	28½	----	28⅛	29⅛
" " pref.	62½	63	62	62½	62½	63½
" " 1st M.	81	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	112	112	112½	113½	113½	112½
" 1st M. '70	----	----	102	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg.	71½	71½	71½	73	73	73½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	107½	----	----	----	73	----
" " S. F. 7 p.c.	----	----	----	----	107	108½
Cumberland Coal, pref	45½	49½	45½	45½	45½	46
Del. & Hudson Canal	----	139½	139½	142	143½	144½
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-8	----	----	----	----	104	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	87½	88½	88½	88⅞	87½	88½
" pref.	85	----	----	----	85	85
" 1 M. 7 p.c. '67	----	----	----	103	102½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	103
" 3 M. 7 p.c. '83	----	----	98	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	97
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	109	109½	109½	109⅝	110	109½
" scrip	----	----	----	88	----	----
" 1M. 7 p.c. '69	----	----	----	----	102	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	90
Illinois Central	128½	129	----	128⅝	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin 1st pref.	46	----	----	----	----	----
" " 2d " 25	----	----	----	24	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	----	----	----	----	12⅝
Michigan Central	110	110	----	110½	----	115
" S F. 8 p.c. '82	112½	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	68½	68½	69	69½	70
" " guar'd.	130	135	----	133	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	90
Mil. and P. du Chien	54	54½	54½	54	55½	57½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	84½	----	----	----	----	85
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	40	----	----	----	----	----
Missouri 6s	76	76½	76½	77	77½	78
" ins. to H. & St. J. R.	----	----	----	----	----	78½
" " Pacific	80	----	----	----	----	----
New York Central	93½	93½	94	95	94½	95
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	102	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	94	----	94	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	103
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	80	80½	----	----	80½	81
Ohio & Miss. cer.	28½	28⅝	28⅞	28⅞	28⅝	28⅞
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	270	----	----	----	----	----
Penn'a Coal Co.	160	----	----	162	162	----
Phila. and Reading	108	----	109½	111½	113	114½
Pitts. Ft. W. & Chicago	98½	99⅛	98½	99	99½	99½
" " 1M.	----	----	----	105	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	48½	48½	48½	48½	48½	48½
St. L., Alton & T. H.	36	36	----	----	----	36
" " pref.	65	65½	----	67½	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	78	----	----	----
" " Inc. b'ds.	72½	----	----	----	----	----
Tennessee 6s, 1890	58	83	82	----	81½	82½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	79½	----	----	79	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	61	61⅛

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th 21.	F.22	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	97¼	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	96	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	94¼	94½	94⅝	94½	94½	94⅝
U. S. 5s, 10-40s., reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	107¾	....	....	107½	108	108
U. S. 6s, 1881, coup.	108	....	....	108	108⅛	108
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	98⅜	....	....	98⅜	98⅜	....
U. S. 6s, 5-20s, coupon	107⅜	....	108¼	108¼	108¼	108
U. S. 6s, 5-20s, new	106	106¼	106¼	106¼	106¼	106¼
U. S. 6s, " reg.	105¼	106	....	....	....	....
7.30 Notes, 1st series.	99⅜	....	....	99⅜	....	99⅜
" " 2d series.	99½	99½	99½	99½	....	99⅜
" " 3d series.	99½	99	98½	98½	99	99
American Gold	144	144	....	143½	....	144½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th 21.	F.22.	Sat.23.	M.25.	Tu.26.
Cattawissa	16⅜	17½	19½	18⅜	18⅜	19
" preferred	26½	29	30	29	29½	30
Camden & Amboy	127½	127½	....	127½	127½	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	87	88⅜	88½	....
" " 6s, '89	90	....	....	....	....	....
" mort. 6s, '89.	100½	....	100½	....	....	100½
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	30½	....	....	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	60	59⅞	59¾	59⅝	....	59⅝
" " 6s, '70	....	....	96	....	....	....
" " 6s, '84	95	95	....	....	....	....
Lehigh Valley R. R.	64	....	....	....	....	....
" " 6s	94	....	95	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	29
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	86
Mine hill	....	....	....	....	56½	56½
Morris Canal	....	....	....	....	82	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	27	....	27	....	28½	28
" " 6s.	88	88	87½	....	....	....
" " 10s.	....	....	....	113½	....	....
Northern Central	45	45⅜	....	60⅜	45½	45
Pennsylvania R. R.	61	61	60⅜	....	60½	60
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	101½	....	....
Penn. State, 5s	91	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	88½	....	....
" " new	90⅞	91½	91	90⅜	90⅜	90⅛
Philad., Germ. & Nor.	....	....	55½	....	....	....
Phila. & Reading	53⅜	53⅜	54½	54⅜	55⅛	56
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	23	....	23½	25	27	27½
" " 6s	....	....	94½	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	25⅜	25⅝	....	27	27½
" " pref.	....	....	....	34½	34⅜	35⅜
" " 6s '82	....	....	79½	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	85	....
Susq. Canal	....	....	....	....	....	10
" " 6s '78	....	....	....	....	....	....
Union Canal, pref.	2½	....	....	....	....	....
" " 6s '88	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	21	....	....
Wyoming Valley Canal	58	....	....	58	59	60
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	53
Green & Coates, "	....	34	....	....	....	....
Race and Vine, "	....	....	....	13½	....	....
3d and 3d streets, "	78	78½	....	....	....	....
Spruce & Pine, "	....	....	....	....	25	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th.21.	F.22.	Sat.23	M 25.	Tu.26.
Baltimore City 6s, 1875	....	101½	....	101½	101½	101½
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	101
" " 1890	....	....	....	....	....	100
Balt. and Ohio	....	117½	117½	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	98½	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	100½	102½
" " " '85	102	102½	102	102½	....	....
Northern Central	....	....	45	45	45	45
" " b'ds, '85	....	....	85	....	....	85
" " " 95	....	....	....	....	....	....
City Passenger R. R.	22	....	22½	....	22	21½

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W 27.
Boston and Lowell	....	....	....	....	98	....
Boston and Maine	114½	....	115½	114	114	114
Boston and Providence	....	....	125½	....	....	....
Boston and Worcest.	123¾	123	....	....	....	128
Cheshire, pref.	49	....	....	....	....	47½
Concord	....	58½	58½	58	58	58
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	99	....	99	....	....	....
Eastern, N. H.	96½	....	....	....	....	....
Fitchburg	107	107	107	....	107	107
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	85	85	88	....	....	87
Old Colony and Fall R.	....	....	108½	....	....	109
Ph., Wil. & Baltimore	63	62½	62½	....	....	63½
Portl'd, Saco & Ports.	98	....	....	....	....	96
Vermont & Canada	97½	....	....	....	....	97½
Vermont & Mass.	....	....	44	44½	....	....
Western	....	....	130	....	130	130
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	48	....	48	47	47	47
Middlesex "	....	....	....	58	58	58
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	23¾	23½	23⅝	23½	22½	23½
Franklin "	38½	....	39	37½	36	37
Huron "	44½	....	....	....	41½	42
Isle Royale "	9	8	....	....	9	9
National "	20	....	....	....	....	....
Minnesota "	....	....	....	....	12	....
Pewabic "	38½	37½	....	....	35	36
Pittsburg "	59	....	....	....	58	....
Quincy "	58	....	57½	56	....	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of September:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	67¼	"	68⅜
Virginia State 5s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	56	"	57
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	70½	"	70⅝
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	36	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, September 30, 1865.

Stock Exchange and Money Market.

Notwithstanding the anticipation of the payment of the gold interest due on the 1st of November next, by the Treasury department, it has had little or no effect on the premium. Indeed, after the announcement, gold actually stiffened in price. It turns out that the payment will necessarily be made as follows: One-third is payable to persons residing abroad, and it will take some time to get advices out or back, in relation to the disposition of that portion. Then again a large amount is upon registered stock, and cannot be paid until the transfers are prepared at the different Sub-Treasuries, which will take several weeks. So that the demand for customs duties will probably use up all the gold as it comes into the market from week to week, and the price will remain pretty much where it is. Thus far the operation has not been attended with the beneficial consequences that might have been expected. If, on the other hand, 18 millions of gold had been put upon the street at one time, there is no combination strong enough to have prevented a very heavy decline in the premium, while the profit in currency would have been at least 7 millions, or a proportional amount corresponding with the fall. And still the Treasury would have had a reserve equal to the demand on the 1st of November, and for the rest of the year.

It is noticed that the French Consulate in this city has issued proposals for a supply of money for the use of the Imperial squadron, now in our harbor, during its stay here; which is likely to be for the whole winter. The reimbursement for the advances is to be made by short drafts on the French Treasury. As the Treasury Department has frequently to remit large sums for our diplomatic service abroad, it strikes us that it might with great propriety purchase these bills, and at the same time perform an act of courtesy. It could probably not be a difficult nor unprofitable negotiation.

The Money Market has shown considerable steadiness, the Government securities being firm and favorably affected by the recent rise in the price in London, in spite of the attempt at "repression" systematically attempted there, as admitted in a late number of a British journal of good standing. Conversing with an English gentleman, for many years and now a Member of Parliament, a few days since with regard to this statement, he expressed his belief that it was true, but that all such attempts would end in complete failure. He expressed the most decided opinion that our Government stocks were of the most secure and stable character, and would be paid without any question; the resources of the country being inexhaustible, and of unsurpassed magnitude.

It is said that the compound interest notes are being much sought for, in the expectation that they will shortly be convertible into a gold bearing stock. We trust not. The Government has enough interest to meet already in gold. Money is to be had in large quantities in this city at 5 per cent. in currency, and we do not see why the Government should any longer offer to pay its interest in gold, when no other borrower has to do so. It is a concession no longer necessary to be made by it to lenders, and will only tend to keep up the price of gold, and depreciate the legal tender currency. The London rate for the old 5-20s at the last advices is equivalent to 108¼ here. Let the price stiffen here, and we shall see them run up very near to par abroad, and that at no distant period. We have several times alluded to the efforts making to compel the National Banks in the country to keep large balances here, compelling them to redeem at par in two places at once, and to fall into the hands of a self-constituted and irresponsible body called the Clearing house. We are struck with the fact that the most able of the city press agree with us, that the proposed arrangement is quite unnecessary and uncalled for. If the New York City Banks wish to check an undue circulation by the country banks, the best method of securing this object is to send

their notes home for redemption; and if refused, then to wind the banks up at once. A few examples of this sort would keep them within bounds, and compel them to attend to the prompt redemption of their bills, much more certainly than by aiding them in increasing their circulation by credits loaned and appearing as balances in New York.

We observe that the condition of the associated banks at the close of the week ending September 16, is as follows: Their loans, as compared with those of the previous week, have increased but $327,073, and their legal tenders have accumulated by $863,240. Their specie has decreased by the sum of $382,097, and their deposits lessened by $180,946. It would thus seem that there has been but little disturbance in the financial current.

It is curious to observe the movements in the market during a single day. Thus, it is quite common to say, that before the board there was a considerable pressure to sell; then that at the open board the market was steady, with a hardening tendency; and then that after the board an active demand sprang up; while at each hour and half hour fractions rule, and the half per cents and eighths seem to turn the brains of the operators. Now what intense folly does this sort of thing discover. Is there a single stock in the market which intrinsically is worth at any 15 minutes, ⅛ or 1 per cent. more or less than it was before; yet hundreds of thousands are lost and won by such hair-breadth differences. Certainly in the eyes of reflecting persons the whole system is adverse to the dictates of common sense. To moralize over such conduct is a waste of time; it is well enough, however, to remark upon it, to prove at least that we are not all mad.

It is generally understood that a Mexican loan has been negotiated to a considerable amount in the United States through the exertions of an agency. We have known for some time that at least $200,000 had been subscribed in San Francisco. We also understand that the security for the loan is the confiscated estates of the country, and that money to pay the troops if forthcoming, will enable the President Juares to put an army in the field fifty thousand in number. As the confederate loan was openly negotiated in London and Paris, without objection on the part of the French and British Governments, these could not object to the raising money in the same way in the United States. And as this would be the cheapest way just now to maintain the Monroe doctrine, we have no doubt but that the agency could get subscriptions in moderate sums in every city, and town and village in the United States; and we wonder why it does not make the attempt without any disguise or hesitation.

Railway securities are quite steady, but must remain without any excitement as long as the dividends are small, and paid in paper. They are not an attractive investment, when compared with Government gold bearing stocks. The roads are certainly doing well, and everywhere increasing their earnings. During the war a great many able articles were written to show what was to be the effect in their business on the return of peace. All doubt has vanished on this point. The railways are stronger and better off than ever. All that is necessary now is to close the very convenient construction accounts, and let the money turn its direction, from contracts with officers and directors, into the pockets of the stockholders, and it will make a great difference in the values put upon them. The depreciation in the paper currency can then be borne by the stockholders with greater indifference. We notice the report that the Erie Railway Company has negotiated a loan of several millions abroad with which it expects to get out of debt to a certain party, and also improve its working condition. It is really remarkable that this road, doubled in value by its connection with the Atlantic and Great Western, should flounder along as it does notwithstanding its enormous receipts. Not until it gets into the hands of able men like McHenry and Kennard, with a less temporizing financial system, wholly independent of Wall street speculators, is it likely to stand as high with the public as it deserves.

It is well enough to remark with regard to the payment of the November interest on the National loan that while, as the event proves, it has had no perceptible effect on the price of gold, and in that respect the policy of pre-payment is a failure, still it is of importance in other ways. It is a demonstration to the world of the entire ease with which we are meeting our obligations. We are not aware of any other country able or willing to imitate our example. We doubt if the British Government has at any time such a surplus on hand in the exchequer that it could pay a month and a half beforehand so large an amount of interest without inconvenience. It is to be hoped that this evidence on our part of our financial ability, will induce the London *Times* and other journals to retract their frequently expressed opinions, that we were unable to meet our current interest.

The Money Market is a little more active. There is a rapid increase in business, and every one seems anxious to be engaged in something remunerative. The aggregate amount of exports from this port for the week ending September 26, exclusive of specie was $2,892,520.

The balance in the Sub-Treasury the same day was the large sum of $71,565,862, confirming the statements that the Secretary of the Treasury is perfectly easy and comfortable in his position. And here we may remark, that among all our business men and monied institutions the opinion is general that the Treasury Department is most ably managed, and that any change in it would be disastrous to the public interests.

We notice a considerable decline in cotton goods during the last week; but that in most of the necessaries of life prices are getting worse than ever. Butter is to be put up to $1 per lb., and coal to the rates it has held in the scarcest times. Consumers appear to be at the mercy of all sorts of combinations.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Coupon bonds, 1879, 97; New York 7s Bounty Loan, 98¼; Connecticut 6s, 95; Ohio 6s, 1886, 99; do., 1860, 93; Tennessee 6s, 1868, 79; Louisiana 6s, 71; Milwaukee and St. Paul 1st mort., 85; McGregor Western R. R., 18¼; Central R. R. of New Jersey, 125; Chicago and Milwaukee R. R., 51; Central Coal Co., 61¾; Con. Coal Co. of Md., 45; American Coal, 77; Ashburton Coal, 10; Western Union Tel., 74; Copake Iron, 1½; Quartz Hill Gold, 2; Brunswick Land, 9; Phœnix Bank, 95; Manhattan Bank, 130; East River Bank, 100; Bank of America, 135; National Bank, 112; Bank of Commerce, 105; St. Nicholas Bank, 98; Metropolitan Bank, 115½; Bank of Republic, 108; Peoples Bank, 109.

Philadelphia.—West Chester 7s, 100⅛; 5th and 6th streets horse, 42½; Hestonville R. R., 23½; 13th and 15th streets, 23¼; Fulton Coal, 7¼; Swatara Falls Coal, 3; Big Mt. Coal, 6; Green Mt., 4; N. Y. and Middle Coal Fields, 8½; New Creek, 1⅛; Hazleton, 55; Locust Mt., 40½; Lehigh Zinc, 30; Corn Ex. Bank, 61; Philadelphia Bank, 134; Girard Bank, 53; Mechanics Bank, 29; Briggs Oil, ½; Big Tank, ⅝; Clinton, 1; Caldwell, 1⅞; Curtin, 2⅝; Clements Farm, 2½; Crescent, ¼; Corn Planter, ¾; Dalzell, 3; Duncard, ⅜; Egbert, ¾; Feeder Dam, ¾; Hyde Farm, 1; Jersey Well, 1¼; Junction, 1½; McIlheney, 1⅞; Maple Shade, 5¼; McKean, 5⅛; McClintock, 1⅞; Mingo, 2½; Mount Farm, ½; Royal, ⅛; Sugar Valley, 1; Sugar Creek, 5; St. Nicholas, ⅞; Story Farm, ⅛; Tarr Home, 2⅜; Wm. Penn., 1; Walnut Island, ¾. The latest quotations are: City 6s, 88½@89; do., new, 90¾@91; State 5s, 90@91; do., coupon, 91@93; do., 6s, W. L., 100@101¾; Phila., Wil. and Balt., 62¾; Reading, 57⅛@57¼; do., 6s, 1870, 94@95; do., bonds, 91@92; do., con., 112@112; Camden and Amboy, 126¾@127; Penn. R. R., 61¼@61⅛; do., 1st mort., 104¼@104½; do., 2d mort., 101@102; Little Schuylkill R. R., 31¾@32½; Morris Canal, 80@82; do., pref., 120@125; do., bonds, 93@95; Wyoming Valley Canal, 63@65; do., 6s, 89@89; Susquehanna Canal, 11; do., 6s, 44@46; Sch. Nav., 29¼@29¾; do., pref., 36¾@37⅛; do., 6s, 1882, 80@81; Union Canal bonds, 20@22; Delaware Div. Canal 31@45; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 45@45; do., 7s, 1873, 99½@99¾; do., Chattle 5s, 75@75; Long Island R. R. 6s, 85@86; Lehigh Coal and Navigation, 59¾@60; do., 1884, 94@95; North Pennsylvania, 31⅞@33; do., 6s, 86¾@87; do., 10s, 110@112; Philadelphia and Erie, 27½@27⅞; do., 6s, 94@94¼; Minehill, 56@56⅝; Catawissa, 19½@19⅝; do., pref., 32@32½; Lehigh Valley, 63@64; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 42½@44; Second and Third, 77@80; Race and Vine, 13@15; West Philadelphia, 68@70; Spruce and Pine, 25@25; Green and Coates, 34@34; Chestnut and Walnut, 52@53; Arch, 20@22; Thirteenth and Fifteenth, 23¼@24; Girard College, 25¾@26; Tenth and Eleventh, 48@½49; Norristown, 55½@56.

Boston.—Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 32; Rutland and Burlington 1st mort., 70; do., 2d mort., 23¼; Michigan Central 8s, 1882, 111¼; Cheshire R. R., 6s, 90; Danvers R. R., 6s, 1875, 91; Vermont and Massachusetts R. R., 6s, 92; Eastern R. R., 6s, 1874, 93¼; Vermont Central 1st mort., 80; Bear Valley and Summit Branch R. R., 11; Worcester and Nashua R. R., 96¼; Boston and Lynn horse R. R., 85; Granite R. R., 59½; Maine 6s, 1882, 95¾; Massachusetts 5s, 1894, 94; St. Louis 6s, 1880, 85; Chicago 7s, 1888, sewerage, 96; Roxbury 5s, 1875, 90; Boston 5s, 1868@1883, 99¾@95¼; Boston Water Power Co., 30; Waverly Co., 2; Boston and Roxbury Mill Co., 40; Macomb Lead,

1⅝; Excelsior gold, pref., 14; Colorado gold, 4½; Mammoth Vein Coal, 16¼; Franklin Coal, 28; Bear Valley, etc., Coal, 18; Short Mt. Coal, 29; Eagle Hill Coal, 6¼; Chelsea Gas, 95¼; Salem Gas, 111¾; Mt. Vernon Bank, 108½; Merchants Bank, 106¾; Boylston Bank, 128; Traders Bank, 95; Blackston Bank, 113½; Market Bank, 103¼; Globe Bank, 118¾; Eagle Bank, 168¼; Union Bank, 120¼; State Bank, old 70¼; do., new, 107½; Railroad Bank, 105¼; Bank of North America, 97; Atlas Mining Co., 2½; Albany and Boston, 20½; Allouez, 1¼; Bay State, 12½; Boston, 1¾; Concord, 2½; Dudley, 75c.; French Creek, 55c.; Hancock, 13½; Humbolt, 3; Manhattan, 2¾; Mesnard, 2½; Native, 87½c.; Phœnix, 13½; Pontiac, 1⅝; Star, 2⅜; St. Clair, 3½; Superior, 3½; Toltec, 2; Winthrop, 2¼.

Baltimore.—Bare Hill Mining Co., 2.10; Mineral Hill, 1.15; Copper Hill, 2.50; Maryland, 0.50; Atlantic Coal, 1.00; Santa Clara, 17; George's Creek, 107; Penn. Oil, 0.45; Balt. Chrome, 1.60; Banker's and Broker's Telegraph, 11¾; Peoples Bank, 17. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1867, 98@100; do., 1875, 99@100; do., 1880, 100¼@101; do., 1885, 102⅛@102¼; Northern Central, 44¾@45; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 84½@87; Cen. Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 78@80; do., guar., 98@100; Maryland 6s, coupon, 1870, 100@100; do., Ins., 100@101; do., 1890, 99¾@100½; Baltimore 6s, 1870, 98@100; do., 1873, 99¼@100; do., 1875, 101½@101¾; do., 1886, 99¼@99½; do., 1890, 100@100½; do., coupon, 100@100; do., 5s, 1838–'70, 83@85; City Passenger R. R., 21@22¼; Canton Co. 39¾@40½; Gardner, 0.50@0.85; Gas Coal, 1.00@2.00; Maryland, 0.45@0.50; North State, 0.15@0.15; Springfield, 1.15@1.20; George's Creek, 107@110; Santa Clara, 16@17; Balt. Chrome, 1.40@1.60; Bare Hill, 2.10@2.20; Atlantic Coal, 1.00@1.10; Mineral Hill, 1.15@1.20; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

The Payment of Engineers—By the Trip or the Month.

In a recent conversation with the Superintendent of an important Railroad, he remarked that during the nine years in which one Division, and the five or six years in which the whole line had been in operation, no passenger had ever sustained injury in the cars, except through his own negligence. No collisions had occurred, by passenger trains running out of time or otherwise; no trains had gone off the track or fallen through bridges. The road, in fact, was as safe to a discreet passenger as a parlor.

On seeking his explanation of such an exemption from "the chapter of accidents," he assigned as among the first a rule adopted by the managers of that road—never to pay engineers by *the trip*, but always by *the month*. They had thus no motive to rush through, as on roads where the contrary practice has been established. Though it, of course, is not true that engineers and conductors as a body are reckless, mainly intent on their own safety; yet individuals among them are such, and when they get paid by the trip, an inducement to hurry through, regardless of the consequences, is held out to them, such as is not safe to the public, nor in the end beneficial to the company employing them.

The officer referred to gave a number of instances on some of our leading lines, where serious accidents could be traced directly to employing men by the trip, instead of by the month.

The observations of different managers on this subject would be interesting and instructive to the great body of those who read the JOURNAL.

Woodward's Steam Pump.

Among the most interesting articles now on exhibition at the Fair of the American Institute, is one of *Woodward's Steam Pumps*. This seems to be a great improvement on Worthington's well known invention, but is more favorably known for its ability to supply steam boilers, mills and public buildings with water, by the simple opening of a valve connecting with the discharge outlet. It has also motive power for driving a fan or light machinery, and is easily converted into a fire engine of most effective power. Its adaptability to these uses, gives it a pre-eminence over all other similar Steam Pumps, with which we are acquainted. It is not merely a theoretical invention, but is in daily use, fulfilling all the pledges made for it by the inventor. Mr. Woodward, the President of a Company with his own name, is not only engaged in the manufacture of these invaluable pumps, but in that of wrought iron pipe, oil tubing, boiler tubes, etc., and carries it on extensively in his building Nos. 76 and 78 Centre corner of Worth Street. Indeed, he furnishes all those articles known as engineers' stores; and being a thorough business as well as scientific man, is known to fill orders promptly and understandingly. We refer our readers to his advertisement in another column, and recommend those who wish to be well served to read it with attention. The Woodward Company is well worthy of the patronage it asks from the public.

Sacramento Valley Railroad.

The Sacramento *Union* of 17th inst., says that the principal stockholders of the Central Pacific Railroad Company have purchased a controlling interest in the Sacramento Valley Railroad, buying out the entire stock held by L. L. Robinson and Pioche & Bayerque. Under the new arrangement an election was held in San Francisco on the 15th, which resulted in the choice of Leland Stanford, E. B. Crocker, Charles Crocker, Mark Hopkins, E. H. Miller, Jr., A. P. Stanford and R. S. Fretz, as Directors of the Sacramento Valley Road. By the action of the board, L. Stanford was elected President, E. B. Crocker, Vice-President; E. H. Miller, Jr., Secretary, and Mark Hopkins, Treasurer. The new purchasers took formal possession on the 16th, of the road and property of the company. As yet no changes have been made as to the superintendency, time of running trains etc. The Sacramento Valley Railroad Company has occupied and used the Freeport road under a lease of ten years, on the payment of $15,000 per year. This lease, of course, is still held by the new company. The meetings of the Board of Directors of the Valley road will hereafter be held in Sacramento. This purchase does not carry with it any interest in the Sacramento Valley and Placerville road, running from Folsom to Shingle Springs. The road is owned principally in El Dorado. Charles McLean, of San Francisco, is the President of the company. That road is however, at the present time, worked by the rolling stock of the Valley road, having none of its own.

Shortest Line to the Oil Regions.

The business at the oil regions is becoming so large and valuable, that there is quite a competition among the Railroad Companies, to obtain the freight and traffic which is offered to the most enterprising. We publish to-day the advertisement of the New York, Williamsport and Erie Line, by which the traveler saves one hour of time and thirty miles of travel in reaching his destination at the wells. The road connects at Williamsport, with that which extends to Elmira, and from thence to Niagara Falls; at Corry, with the Atlantic and Great Western, and the Oil Creek road. At Erie again it connects with the Lake Shore road. For particulars see advertisement. The route will doubtless become a favorite with the public.

Pacific Railroad of Missouri.

The Pacific Railroad of Missouri, extending from St. Louis to Kansas City, (which is situated near the junction of the Missouri River with the Kansas State line,) a distance of 283 miles, was completed on the 19th inst. The company was incorporated on the 12th of February, 1849, with a capital of $10,000,000 but was not regularly organized until the 31st of January, 1850. The surveys were commenced in June, 1850, and the formal breaking of ground took place on the 4th of July, 1851. The hand that lifted the first spade full of earth 14 years ago, deposited the last on the 19th inst. The total cost of the road, including equipment, has been about $12,000,000.

Union Pacific Railway.—Eastern Division.

Since the washing away of the bridges over the Kansas River, the President has revoked his acceptance of the forty miles said to have been completed, and has ordered a re-examination of the road by the same commission Secretary Harlan recommended several months ago. The commission consists of Colonel Simpson of the engineer corps, Governor Crawford, of Kansas, and the Hon. H. D. Scott, of Terre Haute, Ind. They will, in addition to a thorough inspection, make a full length map of the road.

☞ The Union Pacific Railroad proper, commences at Omaha, and is being vigorously constructed; and as yet no Government bonds have been issued to it or asked for it. Major-General John A. Dix is President; Thomas C. Durant, Esq., Vice-President; John J. Cisco, Treasurer; and Charles Tuttle, Secretary; with 15 directors on the part of the stockholders, and 5 directors on the part of the Government. It is believed 100 miles of this road, west of Omaha, will be in running order next June.

☞ President Johnson has decided to approve the change of route recently proposed for the Union Pacific Railroad west from Omaha, the company having acceded to the condition that the grade of the road shall thereby be reduced to thirty feet to the mile between the Missouri River and the Platte Valley. By the route originally contemplated the grade was upwards of seventy feet to the mile.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of Aug., compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$394,337 08	$331,956 92
Passengers	292,625 67	271,019 61
Express matter	13,160 64	5,400 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,984 36	2,262 36
Total	$718,061 08	$625,547 22

Earnings from Jan. 1, to Aug. 31:

1865	$5,546,032 05
1864	4,138,116 33

The earnings of the Cleveland and Pittsburg Railroad for the month of Aug., were $243,417 44
Corresponding month of 1864 264,687 76

Decrease $21,270 32

The traffic receipts of the European and North American Railway for the month of Aug., 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$7,393 50	$7,050 15
Freight	4,640 00	5,852 63
Mails and Sundries	417 72	409 50
Total	$12,451 22	$13,312 28

Decrease in 1865 $861 06.

The earnings of the Atlantic and Great Western Railway for the month of Aug., 1865, were $738,527 00
Corresponding month of previous year 406,076 00

Increase $332,451 00

The earnings of the North Pennsylvania Railroad for the month of Aug., 1865, were $93,315 51
Corresponding month of previous year. 74,282 39

Increase $19,033 12

The earnings of the Philadelphia and Erie Railroad for the month of August, 1865, compared with same month in 1864:

From freight	$108,007 73
" passengers	98,920 25
Total	$206,927 98
Earnings in August, 1864	104,051 89

Increase in 1865 $102,876 09

The earnings of the Toledo, Wabash and Western Railroad for the month of Aug., 1865. $374,024 46
Corresponding month of 1864 244,114 19

Increase $129,910 27

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of Aug., 1865, were $170,554 56
Corresponding month of previous year 113,398 71

Increase $57,155 85

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Aug., 1865, were $218,552 82
Corresponding month of previous year 218,235 60

Increase $317 22

The earnings of the Housatonic Railroad for the month of Aug., 1865, were $47,431 72
Corresponding period of previous year. 43,868 39

Increase $3,563 33

☞ Stillman Witt, Esq., of Cleveland, has been elected President of the Bellefontaine railway company, vice John Brough, deceased.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Sept., 1865, were $105,302 20
Corresponding week of previous year 88,972 81

Increase $16,329 39

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in September, 1865, were $108,518 00
Corresponding week of 1864 84,707 00

Increase $23,811 00

The earnings of the Chicago and Northwestern Railway for the third week in September, 1865, were $213,449 75
Corresponding week of previous year. 155,743 46

Increase $57,706 29

The earnings of the Chicago and Alton Railroad for the 2d week in Sept., 1865. $104,764 00
Corresponding week of previous year 85,594 00

Increase $19,170 00

From Jan. 1, to Sept. 16, 1865. $2,638,653 00
" " " " 1864 1,567,131 00

Increase $1,071,522 00

The earnings of the Grand Trunk Railway for the week ending Sept. 16, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$59,846 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	86,304 00
Total	$150,186 00
Corresponding week, 1864	124,006 00

Increase $26,180 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 14, were:

	1865.	1864.
Passengers	$4,824 27	$2,919 31
Freight	12,888 80	10,393 66
Express	130 22	104 16
Mail	296 58	296 58
Total	$18,139 87	$13,713 71

Receipts from January 1 to Sept 14:

1865	$454,875 16
1864	395,464 03

Increase $59,411 13

The traffic of the Great Western Railroad for the week ending Sept. 22, 1865, was as follows:

Passengers	$60,131 74
Freight and live stock	33,617 51
Mails and sundries	1,715 67
Total	$95,464 92
Corresponding week of 1864	63,432 46

Increase $32,032 45

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Sept., 1865, were:

	1865.	1864.
Passengers	$10,327 25	$9,546 86
Freight	14,299 50	9,792 29
Mail, express & telegraph	1,500 00	1,119 58
Total	$26,126 75	$20,458 73
Total for the fiscal year commencing Jan. 1	$849,734 03	$652,757 74

The earnings of the Chicago and Rock Island Railroad for the third week in September, 1865, were $98,200 00
Corresponding week of previous year 90,185 00

Increase $8,015 00

Lehigh Coal and Navigation Company.--New Railroad.

We have already noticed sundry improvements which are being made on the Lehigh and Susquehanna Railroad, by the Lehigh Coal and Navigation Company, who own that line. It remains to note the progress making on this side of the mountains, between Whitehaven and Easton. By the terms of their charter, that company were to keep in operation a canal or slack-water navigation, from Easton to Stoddardtsville, a distance of 90 miles. The latter is 20 miles above Whitehaven, the eastern terminus of the Lehigh and Susquehanna Railroad. That point is 964 feet above the Delaware at Easton, and about 600 feet above the Lehigh at Mauch Chunk.

The destructive freshets which have visited that valley at different times, sweeping away every dam constructed by the company, have proved that it is almost a physical impossibility to comply with the letter of the law. Fortunately the railroad has superseded the canal, so that what was formerly a necessity is now acknowledged to be so no longer. Application was made to the Legislature of Pennsylvania, for liberty to substitute a railway for the canal between Mauch Chunck and Whitehaven; also for authority to build a new line of railroad from the former place to Easton, there to connect with the New Jersey roads. Both applications were successful, and both works are now in process of construction.

It is well known that the Lehigh Coal and Navigation Company, who were the pioneers in building gravity railroads, own an extensive tract of most valuable coal lands, which are now producing about 15,000 tons per week. This coal is transported up two inclined planes to an elevation of nearly 800 feet; thence down a gravity railroad of nine miles, which, in connection with the planes at Mauch Chunk, overcome a total elevation exceeding 1,000 feet above the canal basin at that place. The canal is, however, open only during the summer months, so that either the mines have had to lie idle for the residue of the year or become tributary to a rival line, namely, the Lehigh Valley Railroad. The latter company have formed a consolidation with the Beaver Meadow Railroad Company, whose trains run up to a point about 24 miles above the junction at Penn Haven. As might be expected, its managers are doing their utmost to make the entire Middle coal-field tributary to their road—an object, indeed, which has been accomplished as far as the transportation in winter is concerned.

To preserve their magnificent business, which has been the fruit of many years' effort and sacrifice, the Lehigh Coal and Navigation Company, have commenced the construction of a new line from Easton to Whitehaven, and a respectable corps of laborers is now at work upon it, under the direction of Mr. John Leisenring, as General Superintendent, and Mr. R. L. Cooke, as Assistant Engineer.

This road will start from Phillipsburg, N. J., crossing the Delaware by an iron bridge, immediately above the bridge of the Lehigh Valley road, to avoid difficulties in navigation by the erection of a different set of piers. In other words, the piers to the new work will be but a continuation of those belonging to the existing one. On reaching the Pennsylvania side, after a pretty heavy

cut, the line will strike the Lehigh, crossing it to the opposite side within the borough of Easton. At Bethlehem and Allentown the company have authority to build bridges with branch lines to the western shore, which will doubtless be accomplished in time. The main stem will continue to follow the north eastern margin of the river, to a point about one mile below Mauch Chunk, where it will cross over to the opposite bank and pass through that borough. About a mile and a-half higher up, it re-crosses to the eastern side, which it will continue to follow most of the way to Whitehaven. For short distances the two competing lines will run together on the same bank, only on different elevations.

For the present the company are constructing but a single track and sidings. The design, however, is to follow this by a second at an early day, the time depending somewhat on the prices for labor and materials. Were these to be had at more moderate rates, the work could be pushed forward, so that it would be in operation by the close of navigation next year.

The graduation is exceedingly favorable, the steepest gradient below Mauch Chunk being under 25 feet, and from that place to Whitehaven not exceeding 32 feet to the mile. With such a uniform descent in the direction of the heavy freight, it is calculated that a locomotive will be able to draw back as many empty cars as it can take down loaded, the point of absolute perfection in railroad construction.

The curves are frequent and sharp, especially in the neighborhood of Mauch Chunk and Allentown, where the river describes a series of loops which must, however, be followed by any railroad entering the coal region through that route.

The quantity of coal now seeking markets at the East, and passing through that "gate of the mountains," now exceeds 62,000 tons per week, and for the present year has amounted to a full million of tons. The universal complaint in the coal mines of that section of Pennsylvania, is the lack of sufficient facilities for transportation, by means of which the aggregate product could be increased 50 per cent. within 30 days. At the same time, with an increasing demand at the East, and a great strike in the Lackawanna region, we were at one time threatened with an actual scarcity. There is not the shadow of a doubt that both the competing lines, as well as the canal during the summer, will find ready for them as much business as they can possibly accommodate. By the early part of next year the Morris and Essex extension to Phillipsburg will also be in operation, thus opening three railroads besides the Delarware and Raritan and the Morris Canals across New Jersey to the city of New York.

☞ The Alexandria *Gazette* says that the materials for rebuilding the bridge over Difficult Run on the line of the Loudoun and Hampshire Railroad, are being collected, and when that work is completed trains will run on the road to within a few miles of Leesburg, to which point passengers will be conveyed in stages.

☞ The Richmond, Fredericksburg and Potomac Railroad is now completed, and passengers can go without interruption by rail to Potomac Creek, if we except the passage of the Rappahannock River, which is not yet bridged.

European and North American Railway.

Bangor, Me., Sept. 24.—Information has been received here that the full amount of stock required for the completion of the European and North American Railway through New Brunswick has been raised. The agreement with the Government executed, and the approval of the contract with the American Company given, thus insuring a gift of $10,000 per mile from the Province of New Brunswick for the line from St. John to the boundary of Maine, where it is to connect with the line from the boundary to Bangor. The contract for the line east of St. John, from Moncton to Truro, one hundred and nine miles has been ratified by the Government, so that the unfinished sections of the entire route from Bangor to Halifax is under contract to be completed in four years. The work of building the line from Bangor to the boundary will not commence, however, until a subscription to the stock of $400,000 or $500,000 is secured at this end. The prospect is now favorable.

Railways in France.

The total length of railways in operation January 1, 1865, was 8,113 miles; and concessions had been granted for 4,304 miles—making 12,417 miles. The amount of money actually expended is £260,000,000, and there remains to be expended £104,000,000, which would make an average of not much less than £30,000 a mile. Of this the Government will have contributed about 57 millions, and companies about 307 millions.

The tunnels of all the railways in France are three hundred and sixty-six in number, and would if combined, measure three hundred and seventy-seven leagues in length. The longest tunnel is that of the Nerthe, near Marseilles, on the Lyons Railway, which cost 10,500,000 francs; that of Blaisy, on the same line, 8,000,000 francs, and that of the Credo, between Lyons and Geneva, 6,500,000 francs. The entire cost of the bridges, viaducts and tunnels on the various French railways amounts to 432,681,953 francs.

☞ It is said that means can be commanded to construct at once the railroad from St. Paul, Minnesota, to Superior City, on Lake Superior, which will increase the trade of the lakes to the East *via* Detroit, and divert much trade that has hitherto gone down the Mississippi River and through Chicago. Another road, intended to run to the Red River country, in British territory, is now in operation fifty miles, and will soon be finished to St. Cloud. Still another, partly built, will run from Minneapolis and St. Paul, southwest to Rochester, to meet the Winona and Mankato Railroad.

☞ The Upper Dauphin *Register* says that "the extension of the Lykens Valley Railroad is being rapidly pushed to completion, which will give an outlet for the Bear Valley Company's coal, and we expect shipments shortly from their mines, which will add very heavily to the business operations of this section."

☞ Judge Nelson of the United States Circuit Court, has rendered his decision on the motion for an injunction to prevent the collection of internal revenue taxes on sales of brokers' and bankers' for their own account. Judge Nelson denied the motion, leaving the parties in interest to their remedy in the ordinary course of law.

Holly and Toledo Railroad.

The Ann Arbor, Michigan, *Argus* says that Prof. Wood, of the University, has been "employed to make a preliminary survey of the northern section of the proposed Holly, Ann Arbor and Toledo Railroad, and has already entered upon the work. He commenced in the southern part of the city, running the line along the ravine. He says there will be no difficulty, as some have apprehended, in getting out through the hills north of the river, and that the cut to be made will furnish no more filling material than will be wanted in close proximity to the cut."

Southern Pennsylvania Railroad.

The engineers who have for the last year been running experimental surveys between Connellsville and Chambersburg, have commenced locating the road between Bedford and Mount Dallas. This indicates an intention on the part of the company to complete the road from its present terminus to Bedford.

☞ A communication to the *N. Y. Tribune*, dated Mexico, Aug. 12th says: "The great railroad which is to unite Vera Cruz to the City of Mexico, was progressing rapidly notwithstanding the rumors that the company of Messrs. Smith, Knight & Co. would not indemnify the proprietors for the lands appropriated to the use of the road. Eight thousand wheelbarrows had just been landed at Orizaba for the service of the company. Mr. Teaze, the agent of Knight & Co., has been intrusted with the task of valuing the indemnity to be granted to the land owners. Another railroad is to be established in Sonora by Mr. Nolf, who is to be assisted by several European and California capitalists."

☞ The Richmond and Petersburg Railroad Company have succeeded in effecting a loan, and intend to go to work with a will to put the road in its former condition. New engines and cars will be purchased and put on this road as soon as they can be had. Steps have been taken towards the rebuilding of the bridge across the James River.

☞ The President of the Central railroad and Banking company of Georgia, has effected an arrangment through Gen. McCallum, whereby he obtains iron and rolling stock on time from the Government sufficient to equip the entire line from Macon to Savannah.

☞ The directors of the Maryland and Delaware Railroad have succeeded in making a contract to have the road completed to Hillsborough by the 1st of January next. It is also stated that the contract has been ratified by the Commissioner of Public Works for the State.

☞ The Pittsburg, Fort Wayne and Chicago Railroad Company proposed building a branch from their trunk line at Masillon to their road at Clinton, a distance of about twelve miles, through the richest coal fields in Ohio.

☞ The Granada (Miss.) *Gazette* announces the opening of the Mississippi and Tennessee Railroad to Senatobia. The whole line to Memphis will soon be restored.

☞ The East Tennessee and Virginia Railroad will be in running order from Knoxville to Bristol in a few days.

☞ JOHN DURAND, Esq., Superintendent of the Marietta and Cincinnati Railroad, has accepted a call to the superintendency of the Pittsburg and Steubenville Railroad.

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American Railroad Journal.

New York, Saturday, October 7, 1865.

Reconstruction, and Business.

Whoever has taken the trouble to read, and has been sufficiently interested to remember it, will not have forgotten that in October, 1862, we endeavored to show that the disunion attempted to be brought about by the secession of the South, in a purely economical view of the subject, would, if it had been successful, have proved ruinous to both North and South. We maintained that with a separation, innumerable difficult questions, impossible of a satisfactory solution would have arisen, such as boundaries, the use of the rivers heading in the North, and terminating in the South, the use of ports at their mouths, tariffs, the disruption of railway connections, the necessity and expense of maintaining numerous fleets and armies, the creation of State debts on a large and oppressive scale, the interruption of trade and commerce between the Atlantic and the interior, with a long train of minor evils. We did not discuss the subject as one of slavery at all, or of races, and this view was complimented in its reproduction by a Loyal Publication Committee in this city, in its interesting and valuable series of pamphlets adapted to the emergency and the times. Now that the unhappy and senseless contest has ceased, we have to see what can be done to restore the condition of the country to what it was, commercially especially, which will do more to renew and brighten the ancient chain of friendship, than any other means at our disposal.

The South has suffered intensely by their ill-timed and futile efforts, to overturn the old order of things under which they as well as ourselves had eminently prospered. Their cities, fields, and commerce have been quite destroyed. Dearly have they paid for their mistake to call it by no harsher name.

What is their obvious duty and our own. Clearly to endeavor by kindness, renewed intercourse and commercial exchanges, to repair the losses of the past, and to strove by renewed industry and energy to increase and sustain our new mutual relations.

The reconstruction of the seceded states is going on as well as could be hoped. The President, hitherto a personal sufferer, sets the example of kindness and benignity, and a large majority of both parties in the Northern, Middle and Western States, are evidently disposed to support his policy.

The chief apparent difficulty in the way of accepting the present condition of things is the labor question, and the doubt whether anything but black labor is adequate to the production of their great and valuable staples. Now it is a well known fact that free labor with white or black or tawney colored limbs has been fully tried in tropical climates, more of late than ever, with perfect success. In India, and Egypt especially, it has been particularly successful in the production of cotton, and it is also proved that a white skin under the hottest sun, may successfully bear the effects of even constant employment. Here in the North where our summers are oppressively hot, all kinds of labor in and out of doors are prosecuted with success. In fact, only in winter, which the South knows little of, do they receive any check. Thus, our agricultural labor is suspended, and our canals and rivers are closed, and our railways impeded with snow. Of all this the South know little by experience. And yet the North flourishes in spite of its varying climate. The South will in fact be able to employ much more of the year in business of all kinds, than we are in the North.

Then as to the labor of the freedmen. That they may many of them mistake the nature of the change that has occurred to them, is natural enough, and that they should also mistake their position. They have been brought up in extreme ignorance, have been considered too much as beasts of burthen, and do not comprehend their responsibilities justly. Indeed, when they remember how long, and how entirely without adequate remuneration they have toiled for others, it is not strange if they think that somewhere lies a reciprocity, and they should now have others take care of them. But little by little they will perceive the new light bursting upon them, that if they will not work neither shall they eat, and we learn that in innumerable places they have already discovered the necessity of self-support.

We are inclined to the opinion, therefore, that the supposed difficulty will shortly disappear, and that by tact, kindness, and the assurance of payment for their services, they will yet be made a most useful class of people, their labor will be more skillful, and their condition be immensely improved.

As regards the revival of production, its exchanges and its mutual profits, we have little fear. We are naturally the nearest neighbors of the South, we know their wants better than any others, and we can supply them more readily and more cheaply with the articles they need than can any foreign nation. Even if they had a direct and independent trade with Europe, they could never so well import from abroad what we can furnish them with. All agricultural implements, machinery, especially railway machinery, clothing, furniture, musical instruments, wooden ware, boots and shoes, and a thousand other necessities will not bear a long Ocean voyage with profit to importers, in the face of such a competition as we can maintain. New York is the only city in the world where a full assorted cargo can at any moment be made up. Here by the force of natural advantages, and the enormous aggregation of capital is to be found the best mart for the southern people to favor; and here, too, with a few

hours' advice may be most easily and inexpensively disposed of, any and all of the southern staples.

It is therefore well for the South, that the contest has terminated as it has. What it has now to do, is to betake itself to the development of its resources, which are enormous and inexhaustible, and no longer to listen to those heated and misguiding men who have lead them astray and plunged them in such misery and distress. Let them not shut their eyes to the fact that political dogmas, do not give them bread or happiness, that theories against facts are nothing, and that trusting to their own and paid labor, rather than enforced labor, is not only the wisest, and most honorable course of conduct, but will be found in the end, vastly more profitable. In this spirit we therefore hail their return to the Union, and the dear old flag under which we have so often fought side by side.

And we assure our southern readers, that the feeling at the North is as kind towards them as they could wish, and if we even for a moment hesitate to hold out both hands to them, it is because the political leaders and brawlers at the South who have led them into difficulty, still continue their agitation as much as they dare, to scatter the seed of discord and keep up a bitterness of feeling for which there is now no excuse whatever. Let all such attempts be frowned down. We have had enough of discord. Let it cease now and forever.

Vermont Central Railroad.

A special meeting of the holders of the first and second mortgage bonds, was held in Boston on the 29th ult., to hear and act upon the report of a committee previously appointed to suggest a plan of settlement between the two classes of bondholders; the plan being in brief as follows:

(1.) The principal and interest of the First Mortgage to be fixed at three million dollars, bearing interest at seven per cent., payable semi-annually; (2.) the principal and interest of the Second Mortgage to be fixed at one million, bearing seven per cent., semi-annually; (3.) the Philadelphia interest in the Second Mortgage Bonds to subscribe and pay two hundred thousand dollars on the new eight per cent. loan to be raised, in five equal installments of two months each; and the other interests to raise fifty thousand dollars in like manner; (4.) the First Mortgage bondholders agree to pay in two hundred and fifty thousand dollars of said loan; (5.) the Trustees agree to procure subscriptions for two hundred thousand dollars balance of said loan; (6.) the ratifying parties are to petition the Chancellor to embody these stipulations in a decree to be issued for the determination of the rights of all concerned; (7.) the interest to the paid on the first mortgage bonds is restricted to seven per cent. on two million dollars till the earnings of the road shall justify the payment of interest on the third million dollars, and the interest on the second mortgage is to be paid on the first day of June, 1867, for the previous six months, if the earnings of the road will justify it; (8) the priority of liens is to be preserved; (9.) pledging the best efforts of all parties interested for the accomplishment of the enterprise, and providing that no personal responsibility shall attach to any party signing the agreement.

The agreement of the committee, after a long discussion, was unanimously ratified and adopted.

☞ The Circuit Court of the United States at Milwaukee has entered a decree for the foreclosure and sale of the La Crosse and Milwaukee Railroad.

☞ A dispatch from San Francisco, dated Sept. 29th, says that the Central Pacific Railroad Company have been for several months surveying the ground at the Sierra Nevada Mountains preparatory to the final location of the route across the mountains. They find they are able to construct a road from the summit of the mountain to the Tucker River, on a grade not exceeding ninety feet per mile, and where they expected a grade of one hundred and five feet.

Burlington and Missouri River Railroad.

The earnings of this road for the year ending April 30, 1865, were:

From passengers		$146,342 93
" freight and express		276,503 36
" mails		5,982 71
" telegraph		1,155 18
" miscellaneous		1,621 80
		$431,605 98
Expenses, viz:		
Maintenance of way	$53,564 86	
" rolling stock	31,446 50	
Operating the road	84,319 29	
Taxes	13,726 26	
Permanent improvement	2,218 47	
		185,275 38
Balance of earnings		$246,330 60

The ratio of operating expenses to earnings is 42.9 per cent. The report says:

We are able to report at the end of another year, continued increase in receipts, owing partly to a larger number of passengers, but more to higher rates, advanced to meet a corresponding increase in cost of materials and price of labor. The comparison below shows the difference in the last two years:

Yr. ending April 30.	Receipts.	Operating and Improvement.	Net.
1865	$431,605 98	$271,259 18	$155,346 80
1864	292,121 93	179,172 82	112,948 71

It is expected that lower rates for everything will follow the return of peace, but it is hoped that it may not result in a net loss to the company. We have added more to our equipment the past year than for several years before in consequence of the additional business; and there are large expenditures in the way of repairing and rebuilding yet to be made, without delay, as shown more particularly by the superintendent in his report.

At the last annual meeting of the Chicago, Burlington and Quincy Railroad Company, a vote was passed by the stockholders, authorizing the directors to contract with the Burlington and Missouri River Railroad Company, or with parties representing the takers of their securities, to receive pay for fifty per cent. of the business, being the estimated net value of said business on the Chicago, Burlington and Quincy Railroad, to and from the Burlington and Missouri River Railroad, commencing July 1, in such of the preferred stock or bonds to be issued for the extension of said Burlington and Missouri River Railroad, as in the opinion of the directors may be necessary to secure the construction of about fifty-six miles of the same.

Nothing has been done to secure the benefit of the proffered aid of the Chicago, Burlington and Quincy Railroad Company, owing to the unwillingness of a few of the holders of the bonds of this company to join in the arrangement proposed by the bond interest, and acceded to by the Company, for its relief and the extension of the road. The parties who have stood out, and prevented the extension of the road, are mostly second mortgage bondholders, who have taken the ground that they were not fairly treated in the programme, which provided that they should have seventy per cent. in new bonds, the land mortgage bondholders seventy-five per cent., and the first mortgage bondholders eighty-five per cent., the balance in every case to be in preferred stock.

It was assumed that the near maturity of the second mortgage bonds (falling due in 1869) counterbalanced the advantage of the priority of the first mortgage on the same division of the road, and of the land mortgage on all the land granted by Congress, about 400,000 acres, and the whole road, subject only to the first and second mortgages on the first division.

It was considered by those who took this view, that all the mortgages had become liable to foreclosure, by the failure of the Company to meet the interest, and nothing but the forbearance of the bondholders has saved the property from being sold out, and the proceeds distributed according to the respective rights of creditors.

In consequence of the threatening attitude taken by some of the outstanding bondholders, counsel was consulted by the Trustees of the new mortgage, with a view to a protection of the interests committed to their charge, when it was found that the first and second mortgages on the first division of the road, lacked the sanction of law in important particulars, and were so defective as, in the judgment of counsel, to be incapable of enforcement. The company has no disposition to disown its acts, or repudiate its obligations. But if its creditors disagree, and appeal to the law to settle their differences, there will be no alternative for the Company but to take the decisions of the courts for the guide of their future actions, even though it should result in a total loss to those who have not exchanged their bonds.

Nothing, in the future, can be more certain than that without the measures adopted by the co-operation of the Bond and Stock interest of our company, or some equivalent for relieving the road, and extending it, the property would be, in a short time, of but little value to the parties interested.

Not only is the Des Moines Valley (late Keokuk and Fort Des Moines) road constantly increasing its power to control the business lying beyond us, west and north, and keep it from us, in our present position, but movements have been recently made to bring down the Muscatine branch of the Mississippi and Missouri road, on the north of us, to tap our road at Fairfield, and compete with us for what business may be left us by our flanking rival on the other side.

To live and support itself, our road must be extended, and be also connected with the Chicago, Burlington and Quincy road by a bridge at Burlington, affording to all southern Iowa a direct and uninterrupted route to and from the great business centre and mart of the West, Chicago. Investigations, renewedly made within a few weeks, by those qualified to form a correct opinion, lead them to the confident belief that it is in the power of those who are interested in this road, to make it, by the adoption at once of the proposed measures, one of the most prosperous to the owners and beneficial to the public of all the roads of the west.

The last Congress gave our company the right of way, and a liberal grant of land in Nebraska, to aid us to extend our road on the south side of the Platte River to the one hundredth meridian of longitude near Fort Kearney. The grant was accepted by the company, and the route has been surveyed and found practicable, and except some fifty miles next west of the Missouri River, very easy of construction, and upon the fifty miles, the work is but a little above a fair average. The south side of the Platte is said to be a much finer country than the north, and a far less expensive route for a railroad.

The additional favor, however, of United States bonds having been bestowed on the road north of the river, its projectors are enabled to build it, and the work is in progress, and likely to be completed at no distant day. The opening of our road across the State of Iowa, will of itself furnish business for the Nebraska extension, and make it an object to construct this link, by which we shall be connected with the Pacific Trunk road, at the one hundredth meridian.

Our construction account now stands as follows:

On first division, 35 miles, Burlington to Chicauqua		$1,295,739 70
On second division, 40 miles, Chicauqua to Ottumwa		1,242,894 74
On surveys west of the Des Moines, for locating the road		23,978 06
On accretions at Burlington, including buildings		40,976 18
On equipment		173,787 11
		$2,777,375 79

Our means were obtained as follows:

Des Moines Co. subscription bonds.	$150,000 00
Henry " " " .	100,000 00
Jefferson " " " .	15,000 00
Wapello " " " .	18,000 00
City of Burlington " " .	75,000 00
" " loan bonds, conv.	75,000 00
Old individual subscription in Iowa.	69,865 85
New non-resident subscription	680,546 50
Preferred stock	314,535 00
Total stock	$1,497,947 35

New land mort. 7 per cent. bonds on all the road and lands due Oct. 1, 1893	$1,063,850 00	
Old mort. bonds not exchanged, viz:		
1st mort. $49,320		
2d do. 153,480		
Land do 77,220	—280,020 00	
Notes payable	35 40	
Due other roads for tickets sold	7,100 77	
Sundries	1,451 21	
U. S. tax reservation	2,025 49	
Unpaid drafts	84 55	
Income	77,267 23	
		1,431,834 65
		$2,929,782 00

Deduct—Cash on hand	$80,405 77	
Bills receivable	420 00	
Land grant account	16,290 45	
Materials	42,250 99	
Telegraph	6,300 02	
Nebraska survey	6,738 98	
		152,406 21
		$2,777,375 79
Amount of bond debt for the 75 miles of road, under the compromise, about $18,025 per mile		$1,351,840 00
Annual interest, 7 per cent		94,628 80
Other indebtedness:		
Notes payable	$35 40	
Due other railroad Co	7,100 77	
Due U. S. government	2,025 49	
Due sundries	1,451 20	
		10,612 87
For Coupons:		
Prior to date of new mort. Oct. 1, 1863	$1,414 40	
Back interest from Aug. to Oct. 1, 1863, on the exchanged bonds	2,704 00	
April, 1864; Oct. 1864; April, '65;—3 coupons on new unexchanged bonds	43,527 33	
New bond coupons, not presented	2,870 00	
		50,515 73
Available means on hand:		
Cash assets		$80,405 77
Notes receivable		420 00
New 7 per cent. bonds in exchange for 2d mort. and land bonds held by the company		78,250 00
Preferred stock		29,750 00
INCOME ACCOUNT.		
Receipts for the year's earnings		$431,605 98
Receipts for interest		2,626 42
		$434,232 40

Operating, improving and equipping	$269,010 95	
Exchange	265 01	
		269,275 96
Net income of the year		$164,956 44
Balance from previous year		119,749 03
		$284,705 47
Interest on funded debt charged to income account		207,438 24
Balance carried forward to new acc't.		$77,267 23

The cash assets of the company, as stated above at $80,405 77, are nearly sufficient to pay the back coupons on the new bonds yet unexchanged, an immediate liability, and to rebuild Skunk River bridge, and to pay for the new iron required at once for repairs, which have been delayed to the present time on account of the high cost of work and materials.

In the programme for relieving and extending the Road, it was provided that the Income bonds which have been given for one year's interest on the Mortgage Bonds, should be included in the new mortgage. As they had never been charged off before, the amount is, as shown in the accounts, debited to Coupon account, more than doubling it, and increasing the Bond and Preferred Stock accounts correspondingly, viz: $122,440 00.

The receipts and disbursements for the year ending May 1, 1865, were as follows:

Balance as per report	$34,630 86
Received on interest account	2,626 42
" notes receivable account	120 00
" road earnings account	431,605 98
" bond account	122,440 00
" foreign ticket account	804 74
" U. S. gov. tax account	1,087 49
" unpaid drafts	84 55
	$593,400 04
Paid on improvement account	$83,735 57
" Nebraska survey account	6,738 98
" operating account	185,275 88
" coupon interest account	207,438 24
" exchange account	265 01
" bond acc't paym't of fractions	1,685 00
" pref. stock acc't, payment of fractions	4,350 00
" capital stock account	75 00
" land grant account	881 69
" telegraph account	509 25
" materials account	22,040 15
Cash balance	80,405 77
	$593,400 04

The number of miles run by engines was 112,434. Number of passengers carried eastward, 32,873; do., westward, 38,554—total, 71,427, of which 17,441 were through, and 53,886 way. Tons of freight moved eastward, 48,513; do., westward, 29,186—total, 77,699, of which 49,572 were through, and 28,127 way. Number of passengers carried one mile, 2,730,661. Tons of freight moved one mile, 4,718,328.

GENERAL BALANCE, APRIL 30, 1865.

Capital stock	$1,108,412 85
Burlington convertible bonds	75,000 00
Preferred stock	314,535 00
Road bonds	280,020 00
New road bonds	1,063,850 00
Notes payable	35 40
Income	77,267 23
Foreign ticket account	7,100 77
U. S. gov. tax reservation	2,025 49
Unpaid drafts	84 55
Sundries	1,451 21
	$2,929,782 00

Construction	$2,777,375 79
Telegraph	6,300 02
Nebraska survey	6,738 98
Land grant	16,290 45
Materials	42,250 99
Notes receivable	420 00
Cash at Burlington	3,577 49
Cash assets at Boston	76,828 28
	$2,929,782 00

President.—JOHN W. BROOKS, Boston.

Directors.—Robert B. Forbes, Nathaniel Thayer, John M. Forbes, John W. Brooks, Erastus Corning, James F. Joy, James W. Grimes, Elbridge D. Rand, Robert S. Watson.

Treasurer.—JOHN N. DENISON, Boston.

Ass't Treasurer and Secretary.—JAMES C. PEARLEY, Burlington.

Superintendent.—CHARLES E. PERKINS.

Chief Engineer.—H. THIELSEN.

The Direct Route to the West via Allentown.

By the card published in another column, it will be seen that there is a direct route to the Cities of Cincinnati, Chicago, St. Louis and the West. Two daily Express trains leave this city for those points by what is known as the Allentown Line, passing through Easton, Reading and Harrisburg. The route is by the Central Railroad of New Jersey, the Lebanon Valley, and the Pennsylvania Railroads, and with but one change of cars to Cincinnati, and two to St. Louis. The route is a very pleasant and expeditious one, and will be very attractive to the travelling community. Two hours are gained by taking this route, since its departure in New York is two hours later, while its arrival is as early as by any other line.

Interest and Dividends.

The Hudson River Railroad Company has declared a semi-annual dividend of 4 per cent., payable on the 14th inst.

The New York Providence and Boston Railroad Company has declared a quarterly dividend of three per cent., free of tax, payable October 2.

The Lehigh Valley Railroad announces a quarterly dividend of 2½ per cent., payable on 9th instant.

The Glen Carbon Coal Company announces a dividend of 12½ cents per share on its consolidated stock, payable on the 10th instant.

The October coupons of the first mortgage bonds of the Syracuse, Binghamton and New York Railroad Company, will be paid at the Continental Bank in this city.

The coupons of the second mortgage bonds of the Milwaukie and St. Paul Railway Company, due October 1, 1865, will be paid at the office of the company, 25 William street.

☞ The Secretary of the Interior has officially notified the Union Pacific Railroad Company of the acceptance of their proposition for the location of the new line, and also that the recommendation of the Board of Commissioners, fixing the maximum grade at 80 feet east and west, has been adopted.

☞ The capital stock of a railroad between Alexandria and Fredericksburg, Va., the construction of which was authorized at the last session of the State Legislature, has already been subscribed, and the work will be proceeded with immediately.

Journal of Railroad Law.

CONVERSION OF SCRIP INTO STOCK.—SCRIPHOLDER NOT A STOCKHOLDER.

The case of Brown against The Lehigh Coal and Navigation Company, lately decided in Pennsylvania is interesting, as deciding that scrip issued by a corporation is the sole evidence of the contract made between the company and its stockholders, and no dividends can be said to be due on such scrip, or on the stock into which such scrip has been converted, except such as may have been declared subsequent to the conversion of the scrip in question. It also holds that the holders of scrip are not stockholders by virtue of their scrip alone, but they would only become such where the funded debt of the company had been extinguished, and therefore the contract would not justify a claim to cash dividends of profits made prior to the conversion of his scrip into stock by the claimant stockholder.

The opinion of the Court was delivered by STRONG, J.—The rights of the complainants must be determined by the contract under which alone they can claim, and that contract is found in the scrip issued by the company. It is to be observed before proceeding to consider what its provisions are, that it was a contract made by the company with its stockholders, and with all of them, assuring to each an advantage exactly proportioned to his interest in the property of the company. It was a distribution of rights, whatever the rights may have been, among the corporators. And the present complainants, even if purchasers of scrip, have no rights superior to those which were given by the contract to the original distributees.

Looking, as we must, to the scrip alone as the evidence of the contract, and regarding it as the foundation of whatever rights the complainants have, we have no hesitation in saying that they are not entitled to any dividend on their scrip, or on the stock into which their scrip has been converted, except such as may have been declared subsequently to the conversion of their scrip. They were never stockholders by virtue of their scrip alone, not even stockholders with a right to cash dividends postponed. They were holders of nothing more than an engagement of the company that they might become stockholders after the funded debt of the company had been paid off or adequate provision had been made for its discharge when due and payment demanded. The language of the certificate is that the persons to whom scrip was issued "will be entitled" to shares of stock, when certain things shall have been accomplished—not that they are presently entitled, with payments of cash dividends postponed. Every part of the instrument excludes the idea of their being stockholders or having any rights as such until the certificates should be converted into stock. Not only the declaration that they should not have any cash dividend until then, but the provision that they should be entitled to a *pro rata* share of any future distribution of scrip, negatives the existence of any right as stockholders. It was wholly unnecessary to make provision for their sharing in future distributions of scrip, if they became stockholders by virtue of the scrip they held. So the alternative provision that the certificate might be converted into stock at any time upon its surrender, and the payment by the holder of the par value of the stock, either in cash or six per cent. loans of the company, expresses in no doubtful terms the intention to give no immediate rights of a stockholder. The argument, then, that the scripholders became at once joint owners of the property of the company, and as such entitled to share in its profits, the realization of their share being only postponed for the security of the loanholders, has no foundation in the contract. It is insisted, however, that the clause denying cash dividends, until the certificate had been converted into stock, (which could only be after the funded debt of the company had been paid off, or adequate provision made for its discharge when due and demanded,) is substantially a negative payment. The scripholders, say the complainants, were not entitled to cash dividends until such payment of the debt or provision made for it, but then they became entitled not only to such as might thereafter be made, but to such as had been made before, between the issue of the scrip and its conversion. In other words, it was only the payment of cash dividends and not the dividends themselves that was postponed. But this is utterly irreconcilable with the language of the certificate, and even with the words of the extending clause. It is the dividend itself, the declared of the profits which is denied instead of the right to payment at the times when declared dividends became payable to stockholders generally. If it be asked, why then was this clause introduced at all, the answer is ready. It was to exclude any possible inference of right to profits which might be supposed to be deducible from the clause immediately preceding, which declared that the scripholder should be entitled to a pro rata share of any future distribution of scrip. Admitting as this last mentioned clause did, their right to be possible distributees of scrip, it was a prudent precaution to negative expressly any claim to dividends of profits.

It would, therefore, in our opinion, be a very strained and unnatural construction of the contract, were we to hold that the scripholder, after the conversion of his scrip into stock, is entitled to cash dividends of profits antecedently made. The obvious meaning of the language is, we think, that the stock, when issued, shall stand on a level with other stock, instead of having then an advantage over it. The case is in close analogy with that of a merchant who promises to receive another into partnership at a future day, declaring that meanwhile he shall have no share of the profits of the business. It could not be pretended that the partner taken in could claim, when received, a share of the profits made after the formation of the contract, and before its consummation.

But it is said the contract must be read in the light of the circumstances surrounding it when it was made, in order to understand more perfectly its meaning. That might be if its meaning was doubtful. But in this case we discover nothing obscure in the instrument by which the contract was evidenced. Nor is there anything in the circumstances to which we are referred that tends to throw doubt upon the construction we have given to it. Surely the consideration for the promise of the company can shed no light upon the meaning of their promise. Whatever may have been the reason for engaging with their shareholders that they should be entitled to shares of stock at a future time, the nature and exten of the engagement, it having been express, is to be deduced from the words in which it is made. We are pointed to the resolution of the stockholders adopted May 1st, 1865, by which it was recommended to the Board of Managers, should they deem it expedient, to issue the scrip. This, it is said, shows an intention to make the scripholders substantially stockholders, only postponing the payment of cash dividends to them until the scrip should be converted into actual stock. Suppose it does show this. How can it affect the contract subsequently made? The resolution itself was not a contract with those who might become scripholders—a contract that gave them any rights. The stockholders at their meeting had no power to make any such contract binding on the company. Under the charter such a contract could be made only by the managers. And the resolution attempted no such thing. It merely recommended to the Board of Managers to issue scrip, assuming certain rights should they deem it expedient. The whole matter was left to the discretion of the Board. If the Managers afterwards issued scrip, promising less than was contemplated by the resolution, how can the intention of the stockholders affect the contract? How can that intention enlarge the meaning of the engagements assumed by the Managers? Admit that the Managers were agents of the stockholders. If an agent makes a contract for his principal, promising to do less than his principal authorized, does it bind the principal to do anything more than the agent promised? Or does the authority given by the principal throw any light upon the meaning of the agent's express contract?

But even if the resolution of the stockholders could be introduced into the contract, we do not perceive that it would give the complainants any right to back dividends. It is true that the scrip proposed to be issued was recommended to be in places of loans of the company, to be canceled simultaneously with the issue of the scrip. That must have referred to the portions of loans of the company which they had purchased, and which they held uncanceled to secure the payment of the mortgage of March 7th, 1842, or such portions as they might thereafter purchase and thus hold, for the loans were to be canceled simultaneously with the issue of the scrip, and they could not be canceled unless held by the company. But the interest of all loans thus purchased and held uncanceled was a fund for the payment of the mortgage; not for the payment of what the company held, but primarily for the payment of the loans not redeemed. If, therefore, the scrip took the place of loans of the company, (which is not asserted in the contract,) its income was to be applied not to the scripholder, but to the payment of outstanding debts of the company secured by the mortgage. It would seem then that this provision in the resolution, that the scrip should stand in place of loans to be canceled simultaneously with its issue, if it was designed to enter into the contract at all, is inconsistent with the existence of any intention of the stockholders that the scripholder should have a right to interest or dividends on his scrip with the payment deferred. It is, however, most probable that it was intended rather as a distinction to the Managers respecting the affairs of the company, than a re-

commendation of what should be incorporated in the contract.

As did the scrip, so the resolution prohibited any cash dividend to the scripholders until the time for conversion into stock arrived, and for the same reason in both. It was manifestly because the scrip had been declared entitled to share in any future distribution of scrip. There could be no other dividend than one in stock, or in scrip, or in cash, and a dividend in stock was rendered impossible by the restrictions of the mortgage. A prohibition of cash dividends was therefore a denial of right to share in the earnings of the company while the scrip remained unconverted.

The resolution also recommended that the stock, when issued in lieu of the scrip, should stand in all respects on the footing of the now (then) existing stock. It is asked how can it be on the footing of the stock then existing unless entitled to all the dividends awarded to that stock since the resolution was passed? The question points to a very forced construction of the language. The stock then existing would of course continue to exist when the scrip should be converted. Its footing at the time of the conversion was the footing spoken of. The relative condition of the old and the new stock to the company was then to be the same. The resolution did not recommend that the new stock when issued should be on the same footing as the stock existing in 1855 was at that time. It is impossible that the issue of stock in 1863, or 1864, can give all the rights to the new stockholder which belonged to holders of stock in 1855. They can be on the same footing, that is, in the same condition relative to the company for the future, but not for the past. The stockholder of 1855 had a right to vote in that year, or to become a manager, as well as to receive dividends. How can he who became a stockholder in 1864 enjoy all those past rights? The language of the resolution as well as that of the scrip is all prospective. It provides for what is to be after the conversion of the scrip.

There is nothing, then, in what is called the surrounding circumstances, and nothing in the resolution of the stockholders adopted in May, 1855, that would justify such a construction of the contract as that for which the complainants contend. They are not entitled to any other dividends than such as may be declared to all other stockholders and declared after the conversion of their scrip.

The decree made at *Nisi Prius* is therefore affirmed.

☞ The Council Bluffs *Nonpareil*, of 16th ult., says that the Chicago and Northwestern Railroad is being pushed westward across the State of Iowa with a spirit of enterprise seldom surpassed, if equaled, in the history of Western railroads. Two years ago, when this road was placed under its present management, it was far behind all other roads then building across the State. Now it is seventy-five miles nearer the Missouri River than any other road in Iowa. And its energy is not abating.

☞ The Grand Trunk Railway Company is desirous of disposing of from two to three thousand tons of old rails, delivered on any point of their line to suit purchasers. The office of the company is at Montreal.

Local and Through Business and Fares on Railroads.

By a short-sighted as well as unjustifiable policy on the part of not a few canal and railroad companies, higher rates are charged proportionally for local than for through transportation—in one instance, indeed, which occurs to us at this moment, the tolls for way business are actually ten per cent. above what they amount to, when the whole line of work is used, a rebate of so much being allowed when freight is carried over its entire length.

No plausible argument can be offered on behalf of such a discrimination, except the argument of *force*. The company have the legal right to charge so much; and seeing that competition on way business is, in effect, cut off, they *do* charge. They have "nine points of the law" in their favor, which is held to be a sufficient justification for their conduct in the premises.

Of course, if a ton of coal or a bale of merchandize can be profitably carried 100 miles for a given sum, it can be carried any shorter distance for the same amount. If the through business be remunerative, so will the local, when the charges are actually alike. So with passenger transportation. How absurd and even suicidal would be the action of the managers of the Hudson River Railroad, if they insisted upon charging a larger *sum* for each ticket between New York and Poughkepsie than they do between New York and Albany. Yet on the Morris Canal such antiquated ideas prevail to this day.

But we go further and maintain that, as a general rule, the charges imposed for carrying either passengers or freight should not be at a higher *rate* for way than for through business. Let those who are disposed to call this in question attend to the following considerations:

First. Much of the success of any public enterprise depends upon the good feeling of the localities in which it operates. Make the management of a railroad thoroughly unpopular, and its prosperity will experience a check from that moment. Popularize it, and it enters at once on the high road to success. We do not assert that good-will is the only or the chief point to be considered, but it certainly is not one to be overlooked. In the neighboring State of New Jersey on some of the railroads lower *rates*, as well as prices, are established for way than for through business, the consequence of which is a local support which is never withdrawn, and enables a monopoly exceedingly distasteful to the outside public to be maintained, in spite of all the clamor which has been kept up, nearly twenty years, for its abolition.

Second. The idea is essentially *fair*, addressing itself to the common sense of every child, as well as to that of every president and director. It is cheaper to haul an empty than a loaded car; and, therefore, the charge for transporting passengers or freight should be regulated solely according to the distance.

Third. So far from the principle being valid, that because managers *can*, therefore, they *should* discriminate against local business, the very opposite ought to hold good. The way business is their own exclusively; therefore, they should nurse it, foster it, by every judicious measure possible, instead of throwing obstacles in the way of its development. That business is the goose which lays "golden eggs" every day in the year; while the through traffic may or may not. The one is certain; the other is liable to be cut off at any moment. Every company ought, accordingly, to make all needed sacrifices to secure the former, while not neglecting to accommodate the latter.

Fourth. The express train, intended chiefly for through travel, takes precedence in time of all others on a well managed railroad. This may be all right enough, as the through passenger is supposed to be a man whose time is not only money, but a good deal of it at that. But surely there is no propriety in making the way train lie off at the switch to make room for its "lightning" neighbor; while the passenger by the former is charged four, and he on the latter three cents per mile. A just equalization of the scale would, in return for the point of *precedence*, exact a somewhat higher rate, as well as a larger sum in the aggregate, from the through than from the way passenger.

The Michigan Central Railroad has not upon its line, excepting the termini, a city of any consequence, while it constitutes an important link in the great chain of connections between the East and West. If the development of through at the expense of way passenger business can be advisable *anywhere*, it is on the line in question. Yet the experience of the past five years shows that the latter is not only much greater in volume than the former, but is *increasing* at a rate nearly double. Here are the statistics of five years' passenger business, which must we think, settle the question:

Year ending	Way Passengers.	Through Passengers.	Total Passeng's.
May 31, 1860	251,755	72,666½	324,421½
May 31, 1861	262,665	65,110	327,775
May 31, 1862	253,536½	55,292	308,828½
May 31, 1863	387,672	59,689½	447,361½
May 31, 1864	556,206½	89,552½	645,759
May 31, 1865	745,348½	107,540½	852,889

Thus it will be seen that while the increase in through passengers has been 48 per cent. in five years, that of the way passengers has been a fraction over 200. The experience of the Michigan Central road may doubtless be that of nearly every other in the country in this respect.

☞ A meeting was recently held at Hamilton, Madison Co., N. Y., for the purpose of taking into consideration the utility of constructing a railroad to connect Hamilton with some point on the New York Central Railroad. The people of Stockbridge are represented as very much aroused to the importance of building a road through that town to Oneida. The route to Utica, as prospectively the cheapest and best paying investment was also advocated. A committee was appointed to confer with the citizens on the proposed routes, and inquire into the practicability of those routes, and to ascertain whether the people of Utica, Oneida or any other place will unite with them in the enterprise.

☞ The total mileage of railways in the United Kingdom, September 2, 1865, was 12,234, against 11,889 miles at the same period last year—increase, 345 miles. Number of railway lines, 74.

☞ The steamship Somerset, the first of the new line between Baltimore and Liverpool, sailed from that port on the 29th ult., with a large freight and a number of passengers.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	20
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C.	2,000	5	----	35c
Bare Hill ..... "	----	----	----	210c
Bay State ..... L. S.	20,000	----	3½	13
Beaver ..... "	20,000	----	1	...
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	5
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	½	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	22½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	250c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	¼	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	----	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	55c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	35c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	71½
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	2	1
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	3½
Hungarian ..... "	20,000	----	1	1
Huron ..... "	20,000	----	16	44
Indiana ..... "	20,000	----	----	6
Iuvernees ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	9

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	34
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	115c
Minnesota ..... L. S.	20,000	----	3½	12
Misslsquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	½	70
Native ..... "	20,000	----	½	87½
Naumkeag ..... "	20,000	----	½	½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	12
Norwich ..... "	20,000	----	4	----
Ogima ..... "	20,000	----	5½	----
Ontonagon ..... "	20,000	----	2	----
Ottawa ..... Ca.	200,000	1	----	22c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	2½	37
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	15½
Pittsburg & Boston "	20,000	----	5½	58
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	87½
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	80c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	50c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	150c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	55c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	55
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	25c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	1
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	75
Ashburton	50,000	50	----	10
Atlantic & G. C. ... Md.	----	----	----	91c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5½
Big Mountain ..... Pa.	----	----	----	6½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	5½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	5
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	48½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	25
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	107
Grand Tunnel	4,000	100	----	55
Green Mountain .... Pa.	----	----	----	4
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	64
Locust Mountain ... "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	9
Milford	2,000	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	170
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	3½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17
Schuylkill Valley... "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	29
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	22,160	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Gregy (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	30
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12½
Massachusetts (G.) . Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	51½
Renfrew (G.) ..... Ca.	120,000	5½	----	80c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.).. A. T.	60,000	50	----	----
Santa Clara (Q.).... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalt'n single tr'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	5	.....	51½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	90
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	.....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	—	6,660	(Metropoli'n)	6	.....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	—	3,590	11,062	766	.....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)	—	50	.....	25
30 Nov. '64	31.85	—	341	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	46½
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	.....	58
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	.....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	.....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	26
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	.....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)	—	—	.....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	.....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	.....	89½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62.154	60,000	—	939	21,389	—	—	.....	—
30 Nov. '64	11.60	—	59	8	--	Worcester	96,657	75,800	—	53,668	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	5.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.50	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	.....	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	5,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	.....	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	.....	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,687	—	—	—	.....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	.....	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winf'd.	38,500	15,000	18,500	—	—	—	—	.....	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	.....	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	.....
30 Sep. '64	17.25	—	—	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	.....	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	.....
30 Sep. '64	18.50	1.00	—	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	.....	.....
30 Sep. '64	12.00	1.00	—	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	.....	.....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	—	—	—	—	8	.....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	—	—	—	—	—	.....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	.....	.....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	—	—	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,380	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '64	7.50	3.40	—	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	.....	.....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	45	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	.....	.....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	.....	.....
30 Sep. '64	0.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Has. (Huff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	—	—	—	—	—	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	34	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	54
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	.....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	.....	.....
31 Oct. '64	4.28	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	.....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	42½
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	.....	55
31 Oct. '64	8.40	—	120	23	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	26
31 Oct. '64	8.73	—	256	53	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	.....	34
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	23
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	.....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	—	—	—	—	—	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	.....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	.....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	.....	.....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	.....	.....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	13½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	.....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	80
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	.....	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'nF.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	25
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	46½
31 Oct. '64	5.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	...	24
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	.....	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,050	21,058	—	.....	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadwny [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	69
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	.....
Malden & Melrose bonds	51,762	--	.....	.....	.....
Real Estate	4,000	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	.....
" O. & Newark	100,000	7	J. & J.	1890	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1880	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					.....
1st Mortgage	65,500	7	.....	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Sept. 30, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 .... coupon	1,016,000	6	" "	1881	104½
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	107¾
Loan of July 17, & Aug. 5, 1861 ..registered	264,331,000	6	" "	1881	108
" " " ..... coupon		6	" "	1881	107¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	101½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Bonds, Central Pacific R. R. Co	1,238,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ....registered	172,770,100	6	Mar. & Sept.	1904	94½
" " " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ....registered	100,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	102
Treasury Notes of July 17, 1861 ..... coupon	332,250	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" " 1865 ..... 3d series	220,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	62,899,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	32,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,012,141	6	" "	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,487,755				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	95
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'65-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	80
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1850	75
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1851	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-------	86
" — " " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	75
" — " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	--------	6	Mar. & Sept.	'63-'77	93½
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	392,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (Eas'rn R. R.) "	600,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip ..... "	200,000	6	" "	'54-'56	----
" — " " ..... "	247,000	5	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	587,000	7	" "	1896	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	77
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph ... "	3,000,000	6	" "	'73-'87	82
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain ... "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,030	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1876	----
" " — " " " " "	442,961	5	May & Nov.	1868	100
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	'64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	90
" — " " (domestic debt)	125,680	6	" "	1863	103
" — " " (war loan) ..... coupon	1,500	----	----------	1860	----
" — " " (" ") ..... "	279,313	6	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	91
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	----	----------	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	92
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'69-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (internal impr.) "	2,083,666	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	203,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	85
Texas—Had no debt in 1861	--------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,284,642	6	Jan. & July.	'83-'93	65
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	--------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	352,098	406,076	446,044	396,847	381,510	357,586	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,128	74,690	63,995	86,211	76,429	81,453	103,635	94,928	107,758	73,751	54,937	926,641
1861	81,581	75,621	78,361	65,358	75,260	63,761	73,474	126,897	141,174	122,487	104,254	80,296	1,088,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,066	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,560	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	205,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,140	312,316	343,986	315,944	391,574	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,805	139,049	134,500	145,529	92,573	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,265	161,505	138,795	125,896	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,154	1,959,287
1864	158,735	175,482	243,150	185,013	195 679	243,178	224,980	307,874	375,860	324,585	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,172	227,240	311,180	232,237	288,095	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	230,209	259,883	275,506	299,607	473,186	551,122	435,945	404,183	3,975,930
1864	273,876	317,839	390,365	371,461	466,580	565,145	477,743	519,306	656,364	708,714	705,496	545,943	5,998,972
1865	535,675	481,165	506,290	467,710	568,904	727,193	688,172	743,359	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,200	76,032	65,907	55,985	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,230	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,502	90,882	95,134	130,551	150,397	143,836	185,929	1,579,509
1864	154,068	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	194,614	208,251	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	350,543	349,953	330,657	261,819	350,114	455,235	465,950	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	353,409	319,955	477,642	600,124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	488,560	547,174	506,610	450,063	372,705	419,010	615,948	719,354	734,108	714,211	6,274,182
1862	699,097	661,595	635,006	626,070	587,416	528,842	505,024	615,962	756,421	855,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	905,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,042
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,361,126	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,454
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	183,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	265,166	302,174	295,750	454,550	3,726,140
1864	501,231	472,240	366,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	155,928	209,904	163,758	219,890	188,080	193,931	248,971	259,643	321,059	243,163	235,196	2,684,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	254,020	243,249	234,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	469,762	422,797	466,372	510,100	423,578	640,179	799,236	661,291	657,141	603,402	6,349,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	23,904	26,252	25,891	38,579	32,668	29,384	37,271	56,587	46,452	51,229	45,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,903	78,697	91,809	90,972	93,078	93,546	96,906	95,452	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	119,186	108,652	112,156	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	139,761	163,616	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,525	1,163,734
1863	67,130	76,132	44,925	83,177	106,967	111,260	71,587	69,353	155,417	205,055	138,242	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	93,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	225,690	276,181	221,205	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	328,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,618	264,935	241,286	189,145	238,012	308,106	376,567	332,200	348,048	3,202,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,085	424,206	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,152	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	257,333	242,089	209,134	2,124,314
1862	230,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	295,958	322,269	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	256,453	206,221	193,328	215,449	308,168	375,483	329,794	306,196	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,902	408,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	355,665	329,105	413,501	.....	.....	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	499,625	447,813	504,217	591,920	743,500	709,671	687,792	620,806	6,503,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	888,985	811,456	780,736	523,047	7,164,622
1861	489,055	420,798	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,026	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,685,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	245,582	241,695	264,822	283,646	288,619	245,977	2,735,895
1860	168,551	171,841	257,410	248,110	266,011	278,270	314,806	337,495	339,911	368,936	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,967	265,358	254,456	276,209	291,763	278,219	2,905,530
1862	192,216	217,161	244,423	268,674	283,996	254,285	288,725	414,707	445,994	463,873	466,557	454,528	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,155	526,009	6,324,063
1864	436,742	552,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	205,853	245,938	296,844	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,396	384,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,545	350,753	407,077	465,509	508,814	468,200	487,642	5,132,934
1864	390,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,382	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	788,107	601,288	650,311	612,128	718,016	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,864	112,384	93,766	67,721	85,259	95,969	118,887	129,166	135,610	1,117,567
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,783	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,579	122,785	126,100	125,027	77,596	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,331	91,971	103,056	132,111	134,272	152,556	106,554	116,379	129,595	151,062	134,563	111,389	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,540	221,570	220,309	205,154	2,000,422
1865	144,084	139,171	155,759	144,001	158,758	194,525	271,799	374,024	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	93
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850.	700,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	102½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1855	102½
1st Mortgage	800,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1869	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1565	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8		" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	85
2d Mortgage	2,000,000	6	" "	" "	1800	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	79
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1564	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'54-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1857	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	243,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	633,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,616,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,666					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,655					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	82
Land Security	3,344,000	7	April & Oct.	" "	1881	93¾
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	119
Redemption bonds	2,086,000	6	" "	" "	1880	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	95
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	110½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	109
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	90
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	94
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		38½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,605,000	8	Jan. & July.	New York.	1856	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	506,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	85
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	101
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	106
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	3,634,000	7	April & Oct	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec	"	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	102½
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,800	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1906	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'75	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	55
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	93
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1895	55
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7†	" "	" "	1861	32½
North Missouri:						
State Loan (20 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'68-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,300,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	75½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction Main Line	1,314,000	7	" "	" "	------	55
" S. W. Branch.	3,232,000	7	" "	" "	------	----
St. Louis County bonds	13,000	7	" "	" "	1895	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
" 1849, "	67,000	6	" "	"	1880	91
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1856, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1864	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	82
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1872	----

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$580,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	72
2d Mortgage	937,500	7	" "	"	1863	25
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.	----	1900	----
2d Mortgage	77,000	7	----	----	1866	----
3d Mortgage	201,500	7	----	----	1875	----
Six per cents	75,593	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'78-'79	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	72½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	82
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	90
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'75	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	57,586	—	----
28 Feb '59	303	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	351,534	446,000	10,725	811,949	.....	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,394	----	----
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,956,740	.....	.....	122.4	317,844	577,508	134,509	—	----
31 Aug '64	61.8	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.5	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,555,428	124.0	203,329	428,518	150,702	—	----
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	260,167	140,391	16	----
28 Feb '65	50.0	—	2.8	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.9	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	680,000	.....	.....	.....	.....	49,663	197,387	85,946	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	655,505	51,000	.....	810,982	66.0	211,536	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	406	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,765	1,847,291	622,556	9	114½
30 Nov. '64	59.4	7.0	5.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,500	607,000	10,982	3,238,531	60.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.5	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
.. .. '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	82.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,113	32.0	.....	7,857	3,535	—	----
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	88.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	88.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	80.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	732,700	129,500	.....	.....	53.0	.....	165,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755.000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,500	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	5,123,343	232.0	.....	1,159,188	528,643	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,858,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	665,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.5	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,596,558	251.0	1,104,197	2,770,484	1,273,518	7½	106
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,637 020	2,518,232	—	8,376,510	5,934,969	—	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	125
1 Apr. '65	242.0	—	----	29.0	36	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,135,000	226,641	13,147,136	242.0	.....	1 083,054	448,508	—	51½
31 Mar. '65	181.8	—	----	—	69	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	109½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,116	341.7	1,484,068	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,661	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	484.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	5,386,550	6,329,447	2,463,194	8	131
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	603,767	—	38½
								INDIANA.													
.. .. ..	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,128	.....	.....	108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,961	1,219,100	61,772	2,283,748	109.0	.....	549,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,541	611,950	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	75
31 Dec. '58	69.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,569	1,589,900	1,362,234	140,689	3,458,108	110.0	.....	448,558	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	927,000	—	2,975,878	84.0	254,529	771,763	507,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,324	1,015,907	621,000	—	2,175,225	108.0	312,559	527,862	268,155	—	----
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.6	.....	315,172	117,941	6	100
.. .. ..	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,500,000	3,000,000	2,000,000	6,000,000	288.0	.....	640,527	371,46	—	86½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	150½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,243,870	—	2,929,782	75.5	112,434	431,656	155,347	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,850 000	*	—	516,072	850,000	362,054	.....	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,961	—	3,349,256	980,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,031,676	82,499	—	921,449	570,000	.....	.....	35.5	11 mo's.	468,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	5,452,300	7,145,252	113,000	10,715,552	230.0	.....	.....	.....	—	85
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,405	227,834	—	----
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	55.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	55.1		419,548	139,817	6	80
30 Jun. '64	155.0	68.0	33.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300.0	841,558	3,261,690	1,608,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	218	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	96.0	.....	1,322,624	555 434	—	----
31 Aug '60	53.7	—	----	125.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	245,969	198,454	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	3,950,000	4,250,000	—	9,008,389	188.6	.....	340,899	.....	—	----
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	165,225	6,491,386	7,505,499	—	14,781,571	329.3	1,582,793	4,121,213	1,715,062	13	114½
31 Mar. '65	245.0	27.7	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,344,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.6	2,187,124	4,289,466	1,881,113	7	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	375,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,965,022	756,292	—	2,000,961	2,584,782	895,992	6,231,809	236.0	.....	584,242	325,092	—	----
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	85.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	3.2	—	31	24	526	*Hannibal and St. Joseph*	12,963,740	*	—	7,188,836	7,177,000	.....	.....	266.8	579,224	1,047,567	420,026	—	40
31 Feb. '65	268.8	—	7.7	68.0	23	21	272	*North Missouri*	6,743,482	697,759	—	2,469,540	4,350,000	93,378	7,965,870	168.8	480,186	950,499	540,641	—	----
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	----
28 Feb. '65	283.0	—	4.4	—	43	26	566	*Pacific*	10,015,728	1,101,791	—	5,091,971	490,433	649,212	12,580,206	196.7	598,415	1,097,792	211,310	—	----
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,583,462	114.0	100,562	197,744	91,896	—	----
28 Sep. '64	86.5	—	4.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,922	3,501,000	40,688	6,852,109	90.1	280,189	399,291	31,328	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	161,533	444,638	205,584	757,381	30.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,290,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2?	261	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,956	450,222	256,767	6	96
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,408	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,973	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	5	117½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,282,262	39.0	.....	778,417	628,580	9	127
31 Dec. '64	133.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,248	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	?	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,863	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	634	Boston and Lowell	2,452,245	182,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	98
30 Nov. '64	74.3	8.8	51.1	—	86	75	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,503	1,272,600	443,382	8	114½
30 Nov. '64	47.0	7.0	32.5	—	28	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	2,608,159	61.8	467,640	1,117,340	393,908	9	124½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	127
30 Nov. '64	46.0	1.1	2.7	—	7	18	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,681	47.1	82,108	161,203	78,266	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	102
30 Nov. '64	44.2	30.6	27.6	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	287,200	5,059,400	89.0	527,236	1,040,189	460,423	6	98
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	134,622	868,352	309,341	8	109
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,495	809,362	71.0	185,647	291,615	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	230,820	48,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,850	—	788,047	1,072,900	187,590	2,048,53	26.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,532	8	108
30 Nov. '64	43.4	1.0	14.9	—	14	18	164	Providence and Worcester	1,409,207	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,93	(Op	er by B.	& L. Co.)	—	14	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,303	—	44
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,854	1,178,712	10	130½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1 038,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	368,288	167,605	7½	96½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,989,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.5	.....	470,078	125,286	7	59
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,200	20,904	operated	by	Concord	R. R.	83,524	7	196
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	87
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,720	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	.....	.....	.....	.....	Belvidere Delaware	3,336,285	*	—	997,112	2,198,000	252,584	3,443,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,793,950	1,140,788	35	126½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,381,414	*	—	1,062,243	1,035,276	122,900	2,221,449	60.2	.....	231,466	71,106	—	5?
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,637,184	1,306,630	20	123½
31 Dec. '64	53.0	—	—	45.5	21	43	274	Morris and Essex	4,087,275	*	55,000	3,041,950	1,164,500	31,200	4,536,9?6	53.0	270 000	670,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,800	492,000	1,649,022	4,397,800	635 000	145,000	5,960,452	33.8	610.427	1,563,807	777,626	10	140
31 Dec. '64	21 3	—	—	2	6	—	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	541,426	4,440,026	—	.....	228,476	.....	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1 408,300	600,000	—	2,008,300	18.2	.....	240.022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588,400	700,000	—	1,288,400	—	.....	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	25.0	—	2.0	104.0	5	10	55	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.6	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,348	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	58.3	—	15.5	—	35	35	608	Buffalo and State Line	2,267,836	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	760,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,863	*	6,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	92½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,454	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,390,293	4,132,000	1,687,293	8	112½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	200,174	497,210	338,287	14	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,238,174	5,646,077	712,945	24,356,000	13,211,341	—	42,275,999	564.9	5,990,208	12,907,890	3,506,745	9	98
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,863	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726, 43	176,640	—	33½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218.994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	26	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	58.2	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	139.6	48.6	18.2	—	23	24	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,306	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	166
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,728	105,601	—	500,000	360,000	—	930,324	51.3	114.725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	—	Staten Island	282,917	34,287	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	281,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	51.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	325,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06?	*	—	977,983	717,000	—	2,042,067	40.0	.....	154.600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	206	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,874	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	6,579,508	922,670	106,133	1,626,386	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 May, '59	131.8	—	.....	31.0	16	10	552	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	506	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032 368	2 499,348	1,235,162	15	129½
31 Dec. '64	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,752,400	128,557	2,917,322	67.0	248,887	375 209	228,651	—	45
31 Oct '64	95.5	—	40.5	—	32	21	599	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,651,999	26	.....
30 Nov. '64	101	102.5	.....	—	58	28	1,476	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,316	488,597	8	80½
31 May '65	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,000	2,614,510	—	8,070,880	168.6	2,104,098	1,691,266	864,780	10	111
31 Dec. '58	61.4	—	.....	52.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,762	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,500,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	455,303	.....	2,566.705	3,782,430	.....	6,214,625	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	84.5	—	39.6	—	29	27	422	Little Miami	3,589,644	586,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,856	2,483,284	614,641	30	140
31 Dec. '64	173.8	77.3	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,781	3,011,298	—	15,305,815	250.8	456,408	1,028.165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	133.9	52.0	.....	—	30	19	758	Sandusky, Dayton and Cinc.	8,088,915	595,400	251,867	1,243,944	1,341,098	14,202	8,172,133	205.9	382,409	719,924	145,900	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,236,156	*	—	862,571	1,299,160	127,118	2,586,694	125.0	230,717	272,202	92,283	—	.....
31 Dec '64	242.4	—	.....	—	46	18	939	Toledo & Wabash	10,080 918	*	—	3,427,050	6 655,568	—	10,245,015	240.0	1,244,588	2,050,322	945,492	3½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	P. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,048		
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	375,600		1,335,500	74.6	176,968	394,852	163,901	8	83½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,298,895	2,324,490		6,822,956	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,918	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,499	8,299	1,210,889	37.7	153,041	255,560	202,000		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	398,770	656 518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	790,000	*		600,000	400,000		1,000,000	18.5	168,620	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,500		256,500	900,000	637,856	1,764,386	81.0	71,880	163,502	65,456		
31 Oct '64	36 0	15.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,906		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,912,243	*		1,225,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,700	1,739,410		6 627,050	1,477,000	17,532	8,121,58.	87.5	502,028	2,280,262	1,452,154	20	64
31 Oct. '64	25.5	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	32½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,70 0,000	(	"	"	")	7½	56½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255 855	(9.8	320,638	741,977	348,401		84
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,578	3,395 315	5,604,810	19,860,000	16,634,840		43,520,356	356.9	5,846,778	14,759 057	4,005,112	10	60½
31 Oct. '64	74.0	3.0	22.0		15	45	101	Phila., Germant'n & Norristn	1,139,079	252,399		1 358,100	315,700		1,673,100	24.0	253,739	423,147	207,592	8	55
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,764,623			5.013 064	9,940,000	10,500	14,963,564	(ope	r. by Pe	nn. R.R.	Co.)		27½
30 Nov '64	152.0	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 823	7,271,879		7.716,253	509 5	3,528,229	9,239,341	4,508,150	15	59
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960.404		245,.95	999,200	250,000		1,249,200	28.2	176,447	224,000	477,658	10	145½
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,847,300	692,000		9,349,300	197 0	839,236	2,205 560	1,365,200	10	61
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004		1 770,414	1,500,000	69,232	3,366,877	72.6	256,176	315,723	101 560		94
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,773	7 10 496	3,019,067	10	98½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791 597	Lease'd t	o Northu	Cen	87.070	226,218	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,955		684,026	1 009,095	162.312	1,855,433	26.4	118,6.8	275,232	142,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	965,137	29.6	45,566	248,388	211,317	8	48
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	108	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	251,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9		....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	125,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6		....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,282	151,536	6	
1 Jan. '59	143.2	21.3	....		....	....	....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,196	125,871		
28 Feb. '59	102.0		....		....	....	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	95,145		
31 Dec. '60	136.0	106.0	....		62	59	700	South Carolina					2,643,633					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		....		....	....	....	Central Southern (Tenn.)	1,021,429	58,133		505,214	514,600	99,110	1,157,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		48	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	519,518		59.4	62,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,269		47.4	54,175	83,129	44,986		
1859	34.2		7.0		12		81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,965	23,508	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,882	*		2,066,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,955	57,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0		....	184.0	....	....	....	Buffalo Bayou, Braz.& Col'rdo								32.0					
— — '58	56 0		....	184.0	....	....	....	Galvest., Houst. & Henderson								56.6					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0		....	110.0	....	....	....	San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '63	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880 277	*		1,679,600	638,500		3,023,466	105.0	164,794	428,180	184,476		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,576	3,257,471	895,219	6,386,166	119.6	449,251	423,027	119,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887		71
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	97½
30 Jun. '63	23.7		0.9		4	6	89	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,996	61,267	26 451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492.194	42,000		1,403,018	36,188	88,131	1,534,193						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,769		113.7	768,034	173,302	43,092		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,810	155,191	9 months	79.2	47,762	54,121	16,332		
30 Sep. '59	103.5		....		8			Northwestern Virginia	5,322,150	*		468,805	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	58.1	68.4	10.0		16	16	175	Orange and Alexandria				2,063,355	2,517,500	590,056		167.7	270,846	456,427	222,214		
30 Sep. '59	123.3	10.1	....		19	13	279	Petersburg and Lynchburg	3,040,636	374,906		1,365,200	1,851,500	292,842	4,795,258	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3	....		14	17	131	Petersburg and Roanoke	1,223,526	*		885,200	102,500	5,799	1,486,527	80.5		326,554	213,852		74
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,728,037	*		1,981,197	1,200,000	75 908	6,763,665	143.2	224,014	560,901	282 328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,600	1,041,880	643,960	96,828		78.6	150,981	279,945	145,385		
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585		
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0		....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,632,648	80.0		240,446	121,053		
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	23,948	3,162,784	1,480,592	52,929	4,832,929	136.0	280 968	684,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,283,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25 000		55.0					
31 Dec. '61	129.0		24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	229,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,380		57½
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.8	408,048	490,597	188,210		
								CANADA.													
31 Jan. '63	161.0		....		31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*		11,750,000	188,000		11,938,000	16.10		236 795	67,552		
31 Dec. '62	49.0		....		16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	611,023	22,984	2,663,376	49.0		242,798	117,942		15
30 Jun. '62	1,096	137.0	....	73.0	204	150	2,399	Grand Trunk	77,210,345	*		15,422,430	54,760,510	7,386,405	77,210,345	1,096		3,268,510	1,154 855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,963,750	*	1,250,000	16,802,745	9,281,435		28,084,180	387.0		3,011,360	1,649,510	1½	
31 Dec. '64	94.5	1.6	....		18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	765,959	5,678,933	96.1	402,670	467,266	191,123		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,006		
1 July, '61	60.0		....		....	....	....	New Brunswick and Canada	1,402,743	102,285		1,380,000	13,100	136,000	1,709,282	60.0		132,565	36,070		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....		20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.													
1 Dec '63	45.7				11	22	190	Panama	8,000,000	*	615,658	5,000,000	3,375,000		10,762,728	45.7		5 927,438	1,238,994	12	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	26½
Catawissa (preferred)	1,150,000	7	—	32½
Chemung (guarantied)	350,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	47
Chicago & Alton (preferred)	2,425,200	7	7	107
Chicago & Northwestern (pref.)	2,400,000	7	5½	69
Coochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	....
" (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,976,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	45
Erie (preferred)	8,535,700	7	7	56
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	47
" " (2d pref.)	3,819,772	7	3	24
Michigan S. & N. Indiana (guar.)	2,185,666	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,778,500	8	8	100
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	83
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	606,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	64
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	....	....	....
" " " (2d pref.)	904,478	....	....	....
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,408,300	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,057,343	6	J. & J		1886	99
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	....
" " sterling	4,375,000	5	"		1890	....
Preferred bonds	1,700,000	6			18..	....
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	....
Delaware & Raritan:						
See Camden & Amb. RR.	....	..	....		....	....
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	....
Interest Certificates	161,990	6	"	"	1868	....
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	24½
Six per cent. Loan	2,432,274	6	A. & O.		1884	93½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	....
2d Mortgage	57,000	6	"	"	1865	....
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	92
2d Mortgage	295,750	6	....		....	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	85
2d Mortgage	3,980,670	6	J. & J.		1882	81
Improvement	568,500	6	M. & N.		1876	80
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	....
Md. stg. loan converted	200,376	5	"	"	1865	....
Mortgage bonds	993,000	6	"	"	1878	45
Preferred Interest b'ds.	227,560	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	22
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,600	6	J. & J.		1878	92½
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1876	88½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	50½
Chesapeake and Ohio	100	8,226,595	....	....
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	4,282,950	6	60
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	29
" " (preferred)	50	2,722,607	—	37
Susquehanna and Tide Water	50	2,048,260	—	11½
Union	....	....	....	....
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	10	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	50 — @ 55 —
Pig, American, No. 1	45 — @ 50 —
Bar, Swedes, assorted sizes (in gold)	— @ 92 50
Bar, Swedes, assorted sizes	160 — @170 —
Bar, English & American, Refined	120 — @125 —
Bar, English & American, common	110 — @115 —
Scroll, English	150 — @200 —
Ovals and Half round	140 — @150 —
Band, English	— — @150 —
Horse Shoe	145 — @150 —
Rods, English	122 50 @190 —
Hoop, English	115 — @200 —
Nail Rod per lb.	— 10 @ — 11½
Sheet, Russia per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble	— 6½ @ — 9½
Sheet, Am., Single Double and Treble	— 6½ @ — 9½
Rails, English (gold) per ton	56 50 @ 57 —
Rails, American	— — @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)	— 12 @ — 14
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 20 @ — 22
American, Cast, Rolled	— 15 @ — 16
American Spring	— 12 @ — 14
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 32
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 32½ @ — 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 9 60 @ 9 75
German Refined	— 9 60 @ 9 75
English	— 9 60 @ 9 75
Bar per lb.	— — @ — 11
Pipe and Sheet	— — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 28½ @ — —
Straits	— 27½ @ — —
English	— 24½ @ — 24½
Plates, Charcoal I. C per box	— — @ 15 —
Plates, I. C. Coke	— 11 — @ 13 —
Terne, Coke	— 10 25 @ 10 75
Terne, Charcoal	— — @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	— — @ 8 —
Clinch (cash)	— — @ — —
Horse Shoe, Forged (cash) per lb.	— — @ — 34
Wrought, English (cash)	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 30 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 82 @ — 84
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 63 @ — 64
Naptha, Refined (60@63 gravity)	— — @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th. 28.	F. 29.	Sat 30.	M. 2	Tu. 3	W. 4.
Atlantic M. S. S. Co	....	....	....	....	....	140
At. & Gt. W. (O) 1st m't	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M. 94	....	....	95	....	....	....
California 7s	....	....	....	....	....	....
Canton Co. 41	40½	40½	41½	41½	42½	
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	108	106	106	
" " pref. 103	....	102	106½	....	107	
" " 1 M.	....	....	....	98	....	
" " S. F.	....	....	....	....	....	
" " Inc. b'ds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	124	125	....	
" " 8 p.c. 111	....	112	111½	....	....	
Chic. & Northwest'n 28½	....	28	28½	28½	28½	
" " pref. 62½	62½	62½	62½	62½	66½	
" " 1st M.	....	....	....	....	....	
" " 2d M.	....	....	....	....	....	
" " S. F.	....	....	....	....	....	
" " A. B.	....	....	....	....	....	
" " I. B.	....	....	....	....	....	
Chicago & Rock Isl. 112½	111½	112	113½	109x	110½	
" " 1st M. '70	....	....	....	....	....	
Clev., Col. and Cin. 128	....	128	....	....	....	
Clev. and Pittsburg 73½	72½	73	75½	76½	78½	
" " 2 M.	....	....	....	....	....	
" " 3 M.	....	....	....	....	....	
" " 4 M.	....	....	....	....	....	
Clev. and Toledo 108½	109	....	78	74	....	
" " S. F. 7 p.c.	98	....	109½	110	111	
Cumberland Coal, pref 46½	46½	46½	46	48½	48½	
Del. & Hudson Canal 146	150	148½	147	146	146½	
Del., Lack. & West.	....	....	....	....	....	
" " 1M. 8p.c. '71-5	....	104	....	....	....	
" " 2M. 8p.c. '81	....	....	....	....	....	
Erie 88½	87½	88½	88½	88½	89½	
" pref.	....	....	85	....	....	
" 1 M. 7 p.c. '67	....	....	....	....	....	
" 2 M. 7 p.c. '79	....	....	....	....	....	
" 3 M. 7 p.c. '83 99	....	....	....	....	....	
" 4 M. 7 p.c. '80	....	97	....	....	....	
" 5 M. 7 p.c. '88	....	....	....	....	....	
Galena and Chicago	....	....	....	....	....	
" 1M. 7p.c. '82	....	....	100	....	....	
Hann. & St. Joseph	....	....	....	....	....	
" " pref.	....	....	....	....	....	
" " bonds	....	....	....	....	....	
Hudson River 111	110½	110½	111½	111	111½	
" scrip	....	....	....	....	....	
" 1M. 7p.c. '69. 102½	....	....	....	....	103	
" 2M. S.F.	....	102½	....	....	....	
" 3M. 7p.c. '75	....	....	....	....	....	
" conv. bonds	....	....	....	....	....	
Illinois Central 129	....	128	130	130	132	
" Can. bd. sc.	....	....	....	....	....	
" bonds	....	....	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" " 2d "	....	....	....	....	....	
" " 1st mort.	....	....	....	....	....	
	....	....	85	....	....	
Mariposa Mining Co.	12½	....	12½	....	12½	
Michigan Central 115	116½	116½	119½	116	116½	
" S F. 8pc. '82 113	....	....	....	....	....	
" conv. 8p.c. '69	....	....	....	....	....	
M. S. and N. I. 70½	69½	69½	72½	73½	81	
" " guar'd. 133	....	....	....	....	....	
" " 1M. S. F. 97	....	....	....	....	....	
" " 2 M. 90	....	....	....	....	....	
Mil. and P. du Chien 58	57	57½	58½	57½	58	
" " 1st pref.	....	....	....	101½	....	
" " 2d pref. 85	....	....	....	....	85	
" " 1st M.	....	....	....	....	....	
Minnesota Mining Co.	....	....	....	....	....	
Miss. & Mo.	....	....	....	....	....	
" L. G. bonds	....	....	....	....	....	
Missouri 6s 77½	77	77½	....	77½	77½	
" iss. to H. & St. J. R.	....	....	....	....	82	
" " Pacific	....	....	....	....	77½	
New York Central 95½	95½	95½	96½	96½	97½	
Real Estate	....	....	....	....	....	
" 7s, S.F. '76	....	....	....	101	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. '83	....	....	....	....	....	
" 6s, S.F. '87	....	....	....	....	....	
N. York & Harlem	....	....	....	....	....	
" "pref."	....	....	....	....	....	
" 1M. 7p.c. '75	103	....	....	....	....	
" 2M. 7p.c. '84	....	....	....	....	....	
" 3M. 7p.c. '67	....	....	....	....	....	
North Carolina 6s	83	83	82½	82½	....	
Ohio & Miss. cer.	28½	25½	28½	28½	28½	31
" pref.	....	....	....	....	....	
Pacific Mail S.S. Co.	....	....	220	220	....	
Panama	....	....	....	....	....	
Penn'a Coal Co.	165	....	170	....	....	166½
Phila. and Reading 114½	114	116½	117½	117½	118	
Pitts. Ft. W. & Chicago 99½	99½	99½	97½x	97½	98½	
" " 1M.	....	....	....	....	....	
" " 2M.	....	95	....	....	....	
" " 3M. 83	....	....	....	....	....	
Quicksilver Mining Co. 49	49½	49½	49½	49½	50	
St. L., Alton & T. H.	25½	....	....	....	38½	
" " pref.	....	....	....	....	....	
" " 1M.	....	....	....	....	....	
" " 2M. pref.	....	....	....	....	....	
" " Inc. b'ds.	....	....	....	....	....	
Tennessee 6s, 1890	82½	82	....	83	85	
Toledo & Wabash	....	....	43	....	....	
" " Pref. 64	....	....	....	....	....	
" " 1M. ex.	....	....	....	....	....	
" " 2M.	79½	80	....	....	80	
" " Int. b'ds.	....	....	....	....	....	
Virginia 6s	65	....	65	....	69½	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th 28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94½	----	94½	94½	94	94
U. S 5s, 10-40s, reg.	----	94½	----	----	94	94½
U. S. 6s, 1881, reg.	----	101½	----	----	----	107½
U. S. 6s, 1881, cou.	----	----	107½	107½	107½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	120
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	117½	----	118	----	----
U. S. 6s, 1 year certif.	----	98⅛	----	98½	98½	----
U. S. 6s, 5-20s, coupon	107½	107½	106	103½x	103	103½
U. S. 6s, 5-20s, new	106½	106½	106½	----	102x	102
U. S. 6s, " reg.	106½	----	----	----	----	----
7.30 Notes, 1st series.	----	99½	----	99½	----	99
" " 2d series.	----	99½	99	99	98½	----
" " 3d series.	98⅞	98½	98⅛	98⅛	98	98½
American Gold	----	----	----	----	144½	144

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.
Cattawissa	19½	----	----	----	----	19
" preferred	31½	32½	31	31	32½	----
Camden & Amboy	126½	127	----	----	126½	126½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	90	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	98	----	----	99	99	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	60	60	----	----	60	----
" " 6s, '70	----	94½	----	----	----	----
" " 6s, '84	----	----	93½	93½	----	93½
Lehigh Valley R. R.	64	----	----	----	----	94½
" " 6s	----	----	----	93½	----	94½
Little Schuylkill R. R.	----	----	33½	33½	32½	----
" " 7s	----	----	----	----	----	----
Long Island	----	40	----	----	----	----
" " 6s	----	----	----	----	86	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33½	34	----	----	----	----
" " 6s, 87	----	----	87	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	45½	45½	45½	45½	45½	----
Pennsylvania R. R.	60½	61½	61	61	61	60½
" 1st m.	104	----	----	----	----	104
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	80½	80½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	100½	----	----	96
Philadelphia City, 6s	88½	88½	----	----	----	----
" " new	92½	91	90½	90½	91	91
Philad., Germ. & Nor.	----	----	----	----	55	----
Phila. & Reading	57	57½	57	58½	59	58½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	95	----	----	----
Philadelphia & Erie	27½	27½	----	27½	27½	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28½	28½	28½	29	29½	----
" " pref.	36½	----	36½	37	37	----
" " 6s '82	80½	----	----	----	81	----
" " 6s '75	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	11½	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	2½	----	----	----	----	----
" " 6s '83	----	----	22	----	22	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	62½	64½	65	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	54	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	79½	79½	80	----	80	80
Spruce & Pine, "	----	----	----	----	----	25

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.
Baltimore City 6s, 1876	101½	----	----	----	101½	----
" " 1886	99½	----	99½	99½	----	99½
" " 1870	98½	----	----	98½	----	98½
" " 1890	100	100½	100½	----	100	99½
Balt. and Ohio	117½	----	----	----	117½	117½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	102½
" " " '80	----	----	----	----	----	----
" " " '85	102½	----	102	----	----	99
Northern Central	45	----	----	----	----	----
" " b'ds, '85	85½	44½	85½	----	----	----
" " " '98	----	85½	----	----	----	----
City Passenger R. R.	21½	21½	22	21½	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4.
Boston and Lowell	----	----	96	----	----	96
Boston and Maine	----	114½	114½	----	114½	114½
Boston and Providence	----	124	124½	----	----	----
Boston and Worcest.	----	127	128½	127	----	----
Cheshire, pref.	48	----	47½	47½	----	47
Concord	----	----	58½	----	----	58½
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	----	95	98	98
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	106	106½	----	106	----
Manchester & Lawr'ce.	107	----	----	106	----	----
Michigan Central	----	114	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	109	109	108½	109	109	108
Ph., Wil. & Baltimore	62½	----	----	----	61	61
Portl'd, Saco & Ports.	----	----	96	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	----	44	44½	44½
Western	130	130	130	----	130½	130½
Broadway (Horse)	51½	----	51½	----	----	----
Cambridge "	----	----	----	----	----	90
Metropolitan "	47	47	47	46½	46½	46½
Middlesex "	----	----	----	58	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23½	23	22½	23	23	23½
Franklin "	37	37½	----	37½	----	----
Huron "	----	----	----	42½	44	----
Isle Royale "	9½	10	----	10	10	10
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	37	----	----	----
Pittsburg "	58	----	----	----	----	----
Quincy "	57	57½	58½	57½	----	----
Rockland	----	----	----	----	3½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of September:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68	"	68½
Virginia State 6s	45	"	50
Do. 6 per cent.	35	"	37
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	76	"	78
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	74	"	76
Erie shares, $100 (all paid)	57	"	57½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	80	"	80½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	38	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, October 7, 1865.

Stock Exchange and Money Market.

The Treasury Department has taken the first steps towards a contraction of the currency. On the 29th ult., it published a notice to the holders of compound interest notes, of one and two year Treasury notes, and of certificates of indebtedness, that the department was in readiness to give bonds in exchange for them to the extent of fifty millions of dollars in 6 per cent. 5-20s, at 8 per cent. premium.

"Holders of certificates, compound interest, or Treasury notes, who desire to make such conversions, will deliver them to the Treasurer, the Assistant Treasurers, or the Designated Depositaries of the United States, or to any National Depositary Bank which may consent to transact the business without charge.

"Interest will be allowed on certificates of indebtedness, and one and two year Treasury notes matured or maturing prior to the first of November, 1865, up to the date of maturity, and when maturing after the first of November interest will be allowed to that day.

"Upon the compound interest notes the interest will be computed to November 1, 1865, upon the amount of principal and interest compounded on the back of said notes, from the period next prior to that date.

"The principal and interest of such Treasury notes and obligations will be considered together as an offer for conversion; but when, after deducting the principal of the bonds, and three per cent. premium, there remains a fractional part of one hundred dollars, this fractional part will be paid to the depositor.

"The Secretary reserves to himself the right of withdrawing this proposal at any time prior to said first day of November, provided fifty millions of dollars shall, prior to that date, be offered for conversion as aforesaid."

The securities thus to be retired have been used as money, especially the compound interest notes, which were neither more nor less, than paper tainted with usury, appealing to that principle for success, and always of doubtful expediency. These have been used as a part of the Government currency, and contributing to its inflation. Well 50 millions by this operation are to be withdrawn from circulation, being nearly 10 per cent. of the Government currency afloat. We should therefore have a right to expect an appreciation in the remaining Government paper afloat of 10 per cent., or in other words, a fall of 10 per cent. in the premium on gold. It will, however, be resisted to the utmost by the whole power of the speculators. More than this, we save the accumulating interest on one class of these notes; for as the Government has a large surplus of gold on hand, which it receives at par, it can spare it at par without loss, and in this respect is the same to it as paper. And yet we perceive the transaction is styled in some of our cotemporaries a new loan, and in others said, this virtually gives the Secretary power to issue 50 millions more currency to replace that withdrawn. There must be considerable confusion in their ideas when they take such a view of the subject. It is a positive actual contraction of so much paper, which it removes from circulation, and must have, at least it ought to have, an immediate and beneficial effect on currency, premiums and prices. The idea that the Treasury may issue $2, for $1, by this process, is an absurdity.

Something more than half a million of specie has gone out to Europe during the past week, or about half what was received by the last steamer from California. Exchange has not kept up all the week, but has been for a few days below par. This is an anamaly, one of those strange inconsistencies of which just now we see so many. It does not pay to export gold, and yet there are those who continue to ship it. We attribute this, however, to the only cause which can be reasonably assigned for it, that it is sent to pay for imports which are quite large, instead of being paid here to the bill drawers. In connection with this subject, it is gratifying to learn that New Orleans is again beginning to draw on London, as in better days. The Bank of New Orleans is furnishing bills, and they find a market here at the highest rates. Certainly bills against cotton can be more favorably drawn at that city, than in New York;

for by direct shipment, the cost, trouble and time of the intermediate voyage can be saved, and the bills will afford the drawer a better profit than can be made by the second or third hand drawer on the same article transhipped to New York, and again shipped to Liverpool or Havre. We are pleased to notice this feature in the New Orleans trade. It is a most favorable one.

The amount of gold duties received at the New York Custom House since the first day of January last, to the 30th of September, was $73,218,610, out of which the interest paid during that time was $27,161,006. At this rate the amount of gold which will have been received for the whole year will be $99,820,415, leaving a very large balance in the Treasury after payment of all the gold interest. Still that margin should be carefully guarded; and as we have already said, on previous occasions, the Government should cease to offer interest on gold for any cause whatever, as money is loaned here at 5 per cent. interest, payable in currency, and the Treasury has no need to pay interest in gold either on its newly funded debt, or any other it may have to put upon the market. Six per cent. in gold at present rates is considerably more than 7-30 in currency; and this last is quite enough to pay under any circumstances. Private borrowers do a great deal better.

The resumption of specie payments is much discussed at present, and with varied and very opposite opinions. It is believed that a large body in the mercantile world are content with the present condition of the currency, which enables them really to make heavy profits. We were told by one of the largest and most respectable manufacturers of cotton in England a few days since, that he was getting in good profit for his exported fabrics. We have also noticed very recently in an influential journal a communication on the subject of the currency and its efforts upon fixed income, written as we know by a person who has a very high reputation as a political economist and banker. It maintains on the moral principle of compensation, that while fixed incomes are affected by the depreciation of paper, the public gain largely by it. That it is like the advantage which the locomotive gives to us over the old stage coach. Now the writer, who lives on a very large income from Government gold bearing stocks for which he paid in paper at par, gets 40 per cent. in paper profit on his interest. Of course it is not likely he will complain, or even perhaps hold an impartial judgment in the matter. We contend that in any way his doctrine is not a good one. It is certainly the part of a wise man to make the best of everything, and to believe on the whole, good may come out of evil, but this is no excuse for the commission of evil, and no justification for its continuance. If it were, disorder and crime would always have excuse and license. No, the sound principle in finance as in morals is to do right. And so while inflation may have benefitted and does benefit certain classes, it is a great violation of sound principles, and those who avail themselves of the wrong, become demoralized, as every day's experience shows.

The tricks, frauds, overcharges, combinations and fictitious prices ruling from day to day, now considered the means of suddenly acquiring property, are only a repetition of what has taken place under similar circumstances both in France and England, when society was shaken to its centre. If we wish to remain a moral people, we must get back as soon as practicable to a sound currency.

In looking over our last files from Europe we notice an interesting statement of the affairs of the Bank of France, which our financial readers will no doubt find interesting.

The condition of the bank on the 14th of September last was as follows:

Dr.

	Francs.
Capital	182,500,000
Profits	7,044,776
Reserve of bank and branches	22,105,750
Circulation of notes	849,749,975
Bank notes to order and receipts due at sight	8,955,167
Dividends payable	1,624,321
Discounts	4,867,726

Cr.

Cash in bank and branches	503,716,344
Discounts	289,159,977
Advances on bullion	296,442,672
Do. in branches	54,439,066

There are also large advances on public securities, railway shares and debentures, credit foncier bonds, to the State in 1857, Rentes immobilisees &c., to $300,000,000 more and the total footing of Dr. and Cr. is each $1,465,540,351 84. The circulation is something of more than 4 to 1 of capital, and its operations are equivalent to the handling of about three hundred millions of dollars on a basis of 38 millions.

American 5-20s are still in good demand in the London market. The latest quotations are as high as 69; while on the continent they are in some places 3 per cent. higher. When the sayings and doings of Sir Morton Peto and his friends reach England, we must look for a still further advance. As Europe is far from being entirely in a state of permanent peace, we cannot yet foresee what will be the ultimate range of our securities there. In Sweden there is great agitation between the democratic and aristocratic classes, very determined measures having been taken by the latter to prevent further reform. The affair of the Duchies is far from being settled, and the unjust conduct of Prussia is giving cause of great anxiety. In Italy, the liberals are putting forth manifestos openly declaring their intention to wrest Venitia from Austria, to destroy the temporal power of the Pope, and to break up entirely his religious establishments of a monastic character. The Belgians are anticipating and perhaps dreading absorption by France, and Ireland is giving great alarm to England. Now all this must attract the attention of foreign capitalists and investers, while on the other hand as they plainly see, we have gone through with the greatest trials to which we could be exposed, and peace and permanent institutions with increasing and rapidly developing prosperity may be anticipated for another century. This consideration in addition to the others we have alluded to must have their full effect on our securities, and we do not see therefore, why they should not ere long be regarded with more favor than any others in the known world.

The Secretary of the Treasury has taken a holiday of ten days to re-visit his home in Indiana. He could certainly do so with much ease of mind when his statement of the public debt was finished for the 30th of September. It is most satisfactory and conclusive that the Department is moving successfully and consistently in the right direction. Even the Commercial Editor of the *Herald*, who has been generally a determined opponent of Mr. McCulloch's measures, admits that contraction and the first steps towards the resumption of specie payments are now commenced.

It appears from the statements referred to, that since the 1st of August last, the public debt has actually been reduced nearly 13 millions of dollars, and the interest half a million, and also that of the legal tenders upwards of six millions have been retired from circulation the last month. This contradicts rather plumply the theory of a new loan, for the six millions thus retired might very readily, and much easier have been used and returned to circulation while a large amount of interest would be saved by its re-issue.

Gold is held pretty firmly at fractional differences between 144 and 146. The November dividend anticipated by the Treasury is very slowly drawn by the holders of the bonds, and the payment makes no impression on the market. It is a curious circumstance that the Cuba from Liverpool last week brought £20,000 in specie. We have seen no explanation of this.

Governments are just now quite dull, the story of a new loan having spent its effect on the credulous. They now intimate that in consequence of the conversion we may expect large returns of our stocks from holders abroad. We have waited sometime for the avalanche which was predicted some months ago; but it has not been visible to the most careful or anxious observers. When the laudatory speeches of Sir Morton Peto and friends, to which we have alluded, find place in the columns of the foreign Press, with the intimation that they mean to invest hundreds of millions of dollars more in this country, we think there is not much danger of a very great decline in American securities abroad, or a lack of confidence in any sound American enterprises. And while we are on this subject we might as well adduce a remarkable fact in relation to the character of American business, and the principles on which it has been lately transacted. While the mercantile failures in the Northern States in 1861 were in number 5,935, with liabilities to the extent of $178,632,170, in 1864 the number was but 510 with liabilities of $8,574,700 and in 1863 only 495 with liabilities of $7,800,000. This a perfect demonstration of the increasing soundness of our mercantile community as compared with what it was, and affords opportunity for some important suggestions in relation to our future financial policy, which we may consider at a more convenient time.

There has been quite a revival in Railway shares and bonds within a short time past. The market has been animated and large sales in favorite companies made at an advance.

State stocks are in more demand, North Carolina 6s being quoted at 83, while N. Y. 7s are but 101. This shows the confidence the public entertain of a speedy restoration to the old state of things and is encouraging in all respects.

Money is easy, the rate in many cases being as low as 5 per cent. It is observable that the Insurance and other money lending companies are raising their rates on mortgages to 7 per cent.

when it was but 6 before. The reason of this is plain enough. The taxes paid by the holders of these securities under our city taxation will eat up at least 3 per cent. the present year; so that a 7 per cent. mortgage nets them but 4 per cent. If our high taxes are not speedily reduced by means of a change in the City Government, it will be *impossible to obtain money on mortgage much longer in this city.* The effect will be destructive of a large class of enterprising and useful people, as well as produce a powerful check in improvements, for it is a well-known fact that almost all the buildings erected in the city for years past, have been put up by means of loans effected on mortgage. It is high time some stop was put to the waste of public money at the City Hall. Eighteen millions of dollars expenditure the present year, is a load which is crushing the ordinary tax-payers of the city.

There continues a large disparity between the prices of the necessaries of life, at wholesale and retail, a hundred per cent. is made in flour, quite as much in sugar and provisions. Consumers suffer greviously, but there seems to be no remedy at hand.

The following is a comparison of the principal items of the public indebtedness according to the two last published statements of the Treasury:

	August 31.	September 30.
Debt bearing interest in coin	$1,108,310,191	$1,116,658,191
Debt bearing interest in lawful money	1,274,478,103	1,260,009,120
Debt on which interest has ceased	1,503,020	1,389,320
Debt bearing no interest	373,398,256	366,891,093
Total debt	$2,757,689,570	$2,744,947,724
LEGAL NOTES IN CIRCULATION.		
One and two year 5 per cent. notes	$33,954,230	$32,954,230
U. S. notes, old issue	402,968	392,070
U.S. notes, new issue	532,757,601	427,768,499
Compound interest notes	217,024,160	217,012,141
Fractional currency	26,344,742	26,487,754
Total	$710,483,701	$704,614,694

The receipts from Internal revenue are exceeding all expectation. In the last 83 days they amounted to $100,985,321 94. For the month of September they were $37,939,415 82, and on the 4th of October (for one day only) $1,882,453 94. Thus the position of the Treasury is every day getting stronger. The revenue from customs is also far beyond the estimates.

The Erie Railway Company has succeeded in negotiating a sterling loan in London, interest payable in sterling, (10 years to run) for £800,000 at 75 per cent. of the principal, which in our currency is equivalent to 107. It is to be hoped this will be the last operation necessary to sustain the road which ought to be a great success if well managed.

The exports from this port for the week exclusive of specie was $2,418,527.

The balance in the Sub-Treasury on Tuesday was $66,486,362 83.

Our readers will find an advertisement of the new Banking House of Messrs. JOHN J. CISCO & SON, in our advertising columns. We have alluded to the standing and character of this House in another place in fitting terms.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort., 85; McGregor Western R. R., 22¼; Central R.R. of New Jersey, ex-div., 123½; Buffalo and State Line, 190; Norwich and Worcester, 100; Chicago and Milwaukie, 56; Connecticut 6s, 95; Indiana 5s, 86; Ohio 6s, 1886, 98; New York State 6s, 1873, 97¼; Louisiana 6s, 75; Brooklyn 6s, Water Loan, 93½; Second Avenue R. R., 65; Central Coal Co., 60; American Coal, 57; Wyoming Valley, 40; Spring Mt. Coal, 60; Pacific Mail scrip, 205; Brunswick Land, 9; U. S. Telegraph, 58; Western Union Tel., 73; Am. Ex. Bank, 116; Continental Bank, 95; Bank of Commerce, 105; Ocean Bank, 90; Bank of Republic, 108; Shoe and Leather Bank, 103; Bank of New York 114; Merchants Bank, 110; North River Bank, 120; 4th National Bank, 96.

Philadelphia.—Pittsburgh 5s, 70; North Penn. scrip., 78; Hestonville R. R., 23; West Philadelphia R. R., 70; 13th and 15th streets, 24; Big Mt. Coal, 6⅛; New Creek, 1¾; N. Y. and Middle Coal Fields, 9; Fulton, 7½; Clinton, ⅞; Swatara Falls Coal, 4; Green Mt., 4; Keystone Zinc, 1; Philadelphia Bank, 137; Bnk of North America, 188; Bank of Commonwealth, 53½; 7th National Bank, 98; Farmers and Mechanics Bank, 120; Curtin Oil, 2¼; Corn Planter, ⅞; Crescent City, ⅜; Caldwell, 11⅞; Densmore, 1; Dalzell, 2½; Duncard, ⅜; Excelsior, ⅜; Egbert, 1½; Feeder Dam, 1⅜; Glen Carbon, 5½; Hyde Farm, 1; Jersey Well, 1⅛; Krotzer, ⅜; Keystone, ¾; Mount Farm, ½; McIlheney, 1⅞; Maple Shade, 7¼; McClintock, 1⅞; Mingo, 2; McCrea, ¼; McElrath, 1¼; Noble, 1½; Oil Creek, ¾; Royal, ⅝; Rock, ⅛; St. Nicholas, ⅞; Sugar Valley, 1⅛; Sugar Creek, 5⅛; Sugar Dale, 1⅛; Tarr Home, 3; Upper Island, 1⅛; Walnut Island, ¾; Winslow, ⅜; Wilkins Farm, ¼; Wm. Penn., ⅛. The latest quotations are: City 6s, 87@87½; do., new, 91@91⅛; State 5s, 90¾@91; do., coupon, 91¾@93; do., 6s, W. L., 100@101; Phila., Wil and Balt., 61; Reading, 58⅝@58¾; do., 6s, 1870, 91@91; do., bonds, 91@92; do., con., 116@116⅛; Camden and Amboy, 126¾@127; Penn. R. R., 60⅛@60¾; do., 1st mort., 103⅞@104½; do., 2d mort., 98½@99; Little Schuylkill R. R., 32@33; Morris Canal, 80@85; do., pref., 120@125; do., bonds, 92@95; Wyoming Valley Canal, 65½@70; do., 6s, 89@89; Susquehanna Canal, 9½@10½; do., 6s, 45@45; Sch. Nav., 28¾@28⅞; do., pref., 36@36⅛; do., 6s, 1882, 81@82; Union Canal bonds, 22@22½; Delaware Div. Canal 31@35; do., bonds, 88@89; Elmira and Williamsport, 28@32; do., pref., 40@45; do., 7s, 1873, 99½@99¾; do., Chattle 5s, 75@75; Long Island R. R. 6s, 86@86; Lehigh Coal and Navigation, 59¾@60½; do., 1884, 93@93½; North Pennsylvania, 30@31½; do., 6s, 86@86½; do., 10s, 110@112; Philadelphia and Erie, 27@28; do., 6s, 91@91½; Minehill, 55¾@56¾; Catawissa, 18½@18⅞; do., pref., 31¼@31¾; Lehigh Valley, 64@64½; do., bonds, 94@94½; Fifth and Sixth streets, (horse,) 42½@45; Second and Third, 80@80⅛; Race and Vine, 13@15; West Philadelphia, 69@72; Spruce and Pine, 25@28; Green and Coates, 34@35; Chestnut and Walnut, 53@54¼; Arch, 20@22; Thirteenth and Fifteenth, 23¾@25; Girard College, 24@26; Tenth and Eleventh, 48@50; Norristown, 55@55½; Union, 22@24; Hestonville, 23@23¾.

Boston.—Vermont Central 1st mort., 82; do., 2d mort., 28; Cheshire R. R., 6s, 90; Cambridge R. R. bonds, 89; New York and Boston Air Line 7s, 35½; Northern (Ogdensburg) 1st mort., 92; do., 2d mort., 32¾; Rutland and Burlington 1st mort., 72; do., 2d mort., 25; Old Colony and Fall River 6s, 97@99; Eastern R. R., 6s, 1874, 93¼; Sandusky, Dayton and Cin. R. R. pref., 26; Ogdensburg and Lake Champlain, 33¾; Union Railway, 89½; Am. R. R. Construction and Transp. Co., 23; Massachusetts 6s, 1875, 107; Maine 6s, 1881, 95; New Hampshire 6s, 1874, 93; Bangor 6s, 1876, 91; Portland 6s, 91; Gardner 6s, 90¾; St. Louis 6s, 1882, 85; Chicago 6s, 93¾@94⅞; Boston Water Power Co., 30½; Waverly Co., 2; East Boston Co., 10½; Cary Imp. 13; Mammoth Vein Coal, 16; Bear Valley, etc., Coal, 14; Franklin Coal, 23; Macomb Lead, 1¾; South Boston Gas, 99½; Cambridge Gas, 96¼; Chelsea Gas, 93½; 1st National Bank, 130; Merchants Bank, 108; Suffolk Bank 113; State Bank, 102¾; Wilmington Bank, 107¼; Mercantile Bank, Salem, 96; Eagle Bank, 119¾; Old Boston Bank, 60; City Bank, 102; Albany and Boston Mining Co., 20; Boston, 1½; Bay State, 13; Concord, 2⅞; Columbian and Sheldon, 10¼; Canada, 80c.; Dudley, 75c.; Hancock, 14¾; Humbolt, 3¼; Hanover, 1⅛; Mesnard, 2½; Pontiac, 1¾; Phœnix, 13½; Star, 2⅜; Superior, 3⅝; Toltec, 1¾; Winthrop, 1⅝.

Baltimore.—Western Md. bonds, 78; do., guaranteed, 100; Marietta and Cincinnati bonds, 86; N. W. Va. 1st mort., 98½; Maryland Mining Co., 0.45; Bare Hill, 2.20; Copper Hill, 2.40; Springfield, 1.30; Balt. and Cuba Smelting and Mining Co., 118; American Gas Coal, 1.00; Atlantic Coal, 1.00; Santa Clara, 16⅛; Lake Chrome, 0.20; Balt. Chrome, 1.55; Penn. Oil, 0.50; Banker's and Broker's Telegraph, 13¾; Union Bank, 74; Farmers and Merchants Bank, 45; Merchants Bank, 108; Franklin Bank, 12½; Citizens Bank, 12⅝. The latest quotations are: Balt. and Ohio, 116½@117½; do., 6s, 1867, 95@96; do., 1875, 100@101; do., 1880, 100½@100¾; do., 1885, 99¼@99½; Northern Central, 44¼@45; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 96@98; do., 3d mort., 20@90; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 86@87; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 100@100; Maryland 6s, coupon, 1870, 98½@101; do., Ins., 100@101; do., 1890, 99¾@100½; Baltimore 6s, 1870, 98@100; do., 1873, 99¼@100; do., 1875, 101@101¼; do., 1886, 99½@100; do., 1890, 99¾@100; do., compon, 99@100; do., 5s, 1838–'70, 83@85; City Passenger R. R., 21@22; Canton Co. 40¼@42; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.45@0.50; North State, 0.15@0.15; Springfield, 1.25@1.50; George's Creek, 108½@110; Santa Clara, 15¼@16¾; Balt. Chrome, 1.40@1.60; Bare Hill, 2.15@2.25; Atlantic Coal, 1.00@1.10; Mineral Hill, 1.00@1.20; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

☞ The Cape Cod Central Railroad was opened to Harwich on the 6th inst.

Railroad Earnings---Monthly.

The following are the earnings of the Indianapolis and Cincinnati Railroad for August:

Passengers	$54,200 22
Mail	1,182 29
Freight	46,333 34
Express	1,273 50
Total	$102,988 35

The earnings of the Philadelphia, Wilmington and Baltimore R. R. for Aug., 1865, were $331,065 76
August, 1864 301,606 67

Gain	$29,259 09
Previous gain this year	459,612 26
	$488,871 35

The earnings of the Ohio and Mississippi Railroad line from Cincinnati to St. Louis for August, were:

	1865.	1864.
Eastern division	$202,683 50	$177,926 82
Western "	142,016 36	124,669 46
Total	$344.689 86	$302,595 78
Increase of 1865 over 1864		42,104 08

Comparative earnings from Jan. 1, to Aug. 31:

	1865.	1864.
Eastern division	$1,395,422 60	$1,224,859 48
Western "	977,745 24	853,618 07
Total	$2,373,167 84	$2,078,477 55
Increase of 1865 over 1864		$294,690 29

Railroad Earnings.---Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 21, were:

	1865.	1864.
Passengers	$4,492 10	$3,309 21
Freight	13,593 81	10,381 17
Express	130 22	104 16
Mail	296 58	296 58
Total	$18,512 71	$14,091 12

Receipts from January 1 to Sept 21:

1865	$473,387 87
1864	409,555 15
Increase	$63,832 72

The traffic of the Great Western Railroad for the week ending Sept. 29, 1865, was as follows:

Passengers	$41,690 76
Freight and live stock	39,581 99
Mails and sundries	3,070 97
Total	$84,343 72
Corresponding week of 1864	81,387 24
Increase	$2,956 47

The earnings of the Grand Trunk Railway for the week ending Sept. 23, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$68,651 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	81,808 00
Total	$154,495 00
Corresponding week, 1864	134,496 00
Increase	$19,999 00

The earnings of the Chicago and Northwestern Railway for the fourth week in September, 1865, were $295,014 26
Corresponding week of previous year. 217,845 16
Increase $77,669 10

☞ Messrs. Wells, Fargo & Co., 84 Broadway, have been appointed transfer agents of the Cleveland and Toledo Railroad Company.

☞ The Albany *Journal* says that the people of Utica are working vigorously for one or two railroads south of that city, to retain the trade of the Chenango Valley. Their chief apprehension appears to be the Susquehanna road, which, it is said, "threatens to take away a large portion of the business hitherto belonging to Utica."

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. Hugh McCulloch, Secretary of the Treasury:

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds, Central Pacific R. R. Co	6 per cent.	$1,258,000 00	Payable after Jan. 16, 1895	$75,480 00	Jan. 16 and July 16.
July 11, 1862	Temporary loan	4 per cent.	618,127 98	Ten days' notice after thirty days	24,725 11	
July 11, 1862	Temporary loan	5 per cent.	36,249,660 65	Ten days' notice after thirty days	1,047,711 50	
July 11, 1862	Temporary loan	6 per cent.	79,017,960 81	Ten days' notice after thirty days	4,741,077 64	
March 1, 1862	Certificates of indebtedness	6 per cent.	62,899,000 00	One year from date	3,773,940 00	One year from date.
March 3, 1863	One and two years' notes	5 per cent.	$211,000,000 00			One year from date.
Less withdrawn and destroyed or ready to be destroyed			178,045,770 00		1,674,711 50	
March 3, 1863	3 years' compound interest notes	6 per cent.	15,000,000 00			
June 30, 1864	3 years' compound interest notes	6 per cent.	202,012,141 00			
June 30, 1864	3 years' Treasury notes	7 3-10	234,400,000 00			
March 3, 1865	3 years' Treasury notes	7 3-10	65,600,000 00			
March 3, 1865	3 years' Treasury notes	7 3-10	300,000,000 00	Three years from date		Aug. 15 and Feb. 15.
March 3, 1865	3 years' Treasury notes	7 3-10	300,000,000 00	Three years from date	21,900,000 00	June 15 and Dec. 15.
March 3, 1865	3 years' Treasury notes	7 3-10	230,000,000 00	Three years from date	16,790,000 00	July 15 and Jan. 15.
Aggregate of debt bearing lawful money interest			$1,260,009,120 44	Aggregate lawful money interest	$72,527,645 75	

DEBT BEARING INTEREST IN COIN.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When redeemable or Payable.	Interest.	When Payable.
January 28, 1847	Bonds	6 per cent.	$9,415,250 00	Payable after Dec. 31, 1867	$564,915 00	Jan. and July.
March 31, 1848	Bonds	6 per cent.	8,908,341 80	Payable after 20 years from July 1, 1848	534,500 50	Jan. and July.
June 14, 1858	Bonds	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859	1,000,000 00	Jan. and July.
June 22, 1860	Bonds	5 per cent.	7,022,000 00	Payable after 10 years from Jan. 1, 1861	351,100 00	Jan. and July.
February 8, 1861	Bonds	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880	1,104,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds exchanged for 7 8-10	6 per cent.	139,331,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,359,860 00	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862	30,886,830 00	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per cent.	100,000,000 00	Redeemable after 5 and payable 20 years from November 1, 1864	6,000,000 00	May and Nov.
March 3, 1864	Bonds, 10-40s	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864	8,638,505 00	Mar. and Sept.
March 2, 1861	Bonds, Oregon War	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861	60,960 00	Jan. and July.
March 3, 1863	Bonds	6 per cent.	75,000,000 00	Payable after June 30, 1881	4,500,000 00	Jan. and July.
Aggregate of debt bearing coin interest			$1,116,658,191 80	Coin interest	$65,001,570 50	

DEBT ON WHICH INTEREST HAS CEASED.

Authorizing Acts.	Character of Issues.	Amount Outstanding.
Sept. 9, 1850.	B'ds, Texas Indemn'y	$760,000 00
July 17, 1861.	Notes, three years...	332,250 00
April 15, 1842	Bonds.....	186,308 45
Prior to 1857.	Treasury notes	104,511 64
Dec. 23, 1857.	Treasury notes	8,800 00
Dec. 17, 1860.	Treasury notes	600 00
Mar. 2, 1861.	Treasury notes	5,650 00
July 11, 1862.	Tempor'y loan coin.	1,200 00
Ag. of debt on which int. has ceased.		$1,389,320 09

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. notes.....	$60,000,000 00
Less amount withdrawn	59,607,930 00
Amount outstanding	392,070 00
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. notes.....	399,607,930 00
Total	$400,000,000 00
Issued in redemption of temporary loan, U. S. notes.....	49,300,202 00
Less amount withdrawn.....	21,139,633 00
Balance.....	$28,160,569 00
July 17, 1862, fractional currency	9,034,151 64
Mar. 3, 1863, fractional currency.	17,453,603 06
Total fractional.....	26,487,754 70
Total	$454,648,323 70
Suspended requisitions	1,220,000 00
Total	$455,868,323 70
Amount in Treasury, coin	32,740,788 73
Amount in Treasury, currency...	56,236,441 13
Total	$88,977,229 86
Aggregate of debt not bearing int.	$366,891,093 84

RECAPITULATION.

	Amt. Outstanding.	Interest.
Debt bearing interest in coin.	$1,116,658,191 80	$65,001,570 50
Debt bearing interest in lawful money ..	1,260,009,120 44	72,527,645 75
Debt on which int. has ceas'd	1,389,320 09	.....
Debt bearing no interest	366,891,093 84	.....
Total ..	$2,744,947,726 17	$137,529,216 25

LEGAL TENDER NOTES IN CIRCULATION.

One and two years' 5 per cent. notes.	$83,954,230
United States notes, old issue.....	392,070
United States notes, new issue	427,768,499
Compound int. notes, Act of March 3, 1863	15,000,000
Compound int. notes, Act of June 30, 1864.....	202,012,940
Total	$678,126,940

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 30th of Sept., 1865. HUGH McCULLOCH,
Secretary of the Treasury.

☞ We learn from Quebec that arrangements are being made for the removal of the seat of Government to Ottawa. All the written papers and books of the departments will go by the Grand Trunk and Ottawa and Prescott Railways, the papers being protected in iron bound boxes. The office furniture and Parliamentary library go by barges and tow boats *via* the St. Lawrence and Ottawa Rivers. The library is to be insured by the Government. The effects of the Assembly and Legislative Council are now being packed, and all the departments are preparing for removal.

Commerce of New York.

Foreign imports at New York for the month of August.

	1864.	1865.
Total entered at port...	$18,223,463	$24,475,608
Withdrawn fr. wareh'use	7,967,843	9,661,136

Foreign imports at New York for the 8 months from January 1st.

	1864.	1865.
Total entered at port ..	$178,965,301	$125,649,498
Withdrawn fr. wareh'se	44,194,453	59,900,368

Revenue from customs at New York.

	1864.	1865.
First 6 months....	$42,463,224 98	$36,695,577 07
In July	3,585,848 44	9,778,276 65
In August.....	6,237,364 17	13,113,689 50
Total since Jan. 1.	$52,286,437 59	$59,487,553 22

Exports from New York to foreign ports in August.

	1864.	1865.
Total exports.....	$29,977,982	$16,235,475
Do. exclusive of specie ..	28,976,169	14,681,077

Exports from New York to foreign ports for 8 months from January 1st.

	1864.	1865.
Total exports.....	$182,592,411	$118,613,980
Do. exclusive of specie.	150,491,148	98,419,837

Foreign Dry Goods Trade.

Imports of foreign dry goods at New York for the month of September.

	1864.	1865.
Entered for consumption..	$1,589,883	$10,087,555
Withdrawn from warehouse	3,151,744	1,489,600
Total thrown on market ..	$4,741,627	$11,577,155
Entered for warehousing..	$2,557,566	$1,110,702
Add consumption entries..	1,589,883	10,087,555
Total entered at port	$4,147,449	$11,198,257

Imports of foreign dry goods at New York for 9 months from Jan. 1st.

	1864.	1865.
Entered for consumption.	$40,014,628	$43,598,870
Withdrawn from wareh'se	17,565,365	18,607,824
Total thrown on market .	$57,579,993	$62,206,695
Entered for warehousing.	$24,785,350	$12,911,998
Add consumption entries.	40,014,628	43,598,870
Total entered at port	$64,799,978	$56,510,868

Railroads in the West.

A letter from a correspondent of the N. Y. *Times*, dated Chicago, Sept., 18th, says: "The railroad era in the West is not yet passed. Roads are being constructed in various directions—mostly short connecting lines, aside from the prosecution of the great trunk lines westward toward the Missouri River. One road well under way is being constructed from Jacksonville to Alton, about midway between the Illinois River and the Chicago and St. Louis Road. It has been completed to Carrollton, the county seat of Greene County. Another line is being constructed through the western tier of counties, parallel with the Mississippi, north of Rock Island. It is also proposed to continue it south to intersect with completed roads at Galesburgh. Two lines are projected in the southern part of the State—one from St. Louis to Cairo, west of the Illinois Central, and the other from Vincennes, Ind., to Cairo, east of that road. One or both of these will soon be built. Forty-two miles of the Springfield and Northwestern Road have been put under contract, and are to be constructed forthwith.

"In Iowa, new enterprises are continually being entered upon. A link about forty miles in length from Cedar Rapids north, has been recently completed, of what is eventually to be an important line. St. Louis is stretching out her iron arms northward, to compete with Chicago for the trans-Mississippi trade. She has already entered upon an enterprise contemplating the construction of a trunk line north and south through Iowa, to extend eventually to St. Paul. The railroads leading from this city to the Mississippi, have, by their exhorbitant freight charges, caused much indignation among the farmers of Iowa, and inclined them St. Louisward, if proper transportation facilities are offered, and of this feeling our go-ahead neighbors at St. Louis are disposed to take all proper advantage."

Swan & Payson.

We would call the attention of our readers to the card of Messrs. SWAN & PAYSON, Bankers and Brokers, 54 Wall street. Mr. Payson has been a member of the Stock Exchange for twelve years, and was formerly of the firm of Hopkins & Co., well-known and highly esteemed. Mr. Swan bears a name which has not descended upon an unworthy possessor, but which was always synonimous in the person of B. L. Swan, Esq., with wealth, enterprise and great private worth. This house will unquestionably draw about it a large circle of friends and supporters.

John J. Cisco & Son.

Among the notable incidents occurring in our financial circles within the last few days, is the establishment of the new banking house in this city of Messrs. JOHN J. CISCO & SON. Mr. Cisco enters on his new career with large capital, great experience and the prestige attached to him by his long and faithful services to the country and Government as assistant United States Treasurer, having enjoyed its entire confidence, rendered it the most valuable services at critical periods, and performed his duties with zeal and unsurpassed ability. Modest in manner, affable, incorruptible and reliable, he is deservedly a favorite with a large circle of personal and official friends, and these qualities of character, added to his profound knowledge of the principles of finance and the condition of our public affairs, must place him at once in the front rank of eminent bankers. We recommend to the National Banks in the interior, as well as our friends and readers both in this country and abroad, if they would advance and protect their financial interests here, to give his house their confidence, and avail themselves of its indisputable advantages, the result of high character, ample resources, a wide reputation and large personal influence.

Large Sale of Government Cars, Engines, and Railroad Iron.

Will be sold at City Point, Va., on Wednesday Oct. 11, about four thousand tons railroad iron.

At Portsmouth, Va., on Friday, Oct. 13.

Five first class locomotive engines.

About fifty freight cars and one passenger car.

At Norfolk, Va., Oct. 13, at 5 P. M.:

One new locomotive engine, 5 foot gauge.

☞ The net profits from operations of the Philadelphia and Reading Railroad for eight months ending July 31, 1865, were $2,100,251 against 2,289,615 in the corresponding period of the previous year—a decrease of $189,364.

☞ The Missouri Pacific Railroad was opened and the first through train from St. Louis reached Kansas City, Mo., on the 29th ult.

Alabama.

STATEMENT OF THE CONDITION OF THE STATE TREASURY SEPTEMBER 1, 1865.

Balance in the Treasury Sept. 30, 1864	$3,713,959
Receipts from Sept. 30, 1864, to May 29, 1865, (including $964,766 98, transferred from the Military Department)	3,776,188
Total	$7,490,148
Disbursements to May 24, 1865	6,698,853
Balance in the Treasury May 24, 1865. This balance is in the following described funds, to wit:	$791,294
Check on Bank of Mobile, payable in confederate or State Treasury notes.	11,440
Certificates of deposit, same bank, payable in confederate Treasury notes	1,330
Confederate and State Treasury notes in Treasury	517,889
State Treasury note change bills	250,004
Notes of State Bank and branches	358
Bank notes	424
Silver	337
Gold on hand $497	
On deposit in Northern Bank 35	
	532
Total	$791,315
Excess in confederate Treasury notes	20
Balance	$791,294

PROVISIONAL GOVERNMENT.

Receipts from July 20, to date	$1,766
Disbursements to date	1,512
Balance in Treasury Provisional Government	$253

UNITED STATES

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FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia. 42 JOHN ST., New York.

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R. ESTERBROOK & CO.

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FOR THE MANUFACTURE OR SALE OF SOME first class article in the RAILROAD TRADE—by a man of large experience in the business—and having capital. Principal only will address Box 1327, New York Post Office. 1140

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FOR THE WEST,

BY THE

ALLENTOWN ROUTE.

(EXCEPT SUNDAYS.)

On Sundays one Express Train at 8 P. M.

On and after Sept. 25, 1865, the

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will run Two Daily Express Trains for the West, leaving

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WITH BUT

ONE CHANGE OF CARS

TO CINCINNATI AND CHICAGO, AND BUT TWO TO ST. LOUIS.

This arrangement will allow travellers from New York to

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ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

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Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

CAMERON & BARKLEY,

No. 142 Meeting Street,

CHARLESTON,

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GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

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H. S. HAINES, Esq., Supt. Charleston and Savannah R. R.
S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 34

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 14, 1865.

Our English Visitors and American Railroads.

An *ignorant* Englishman is the last person living from whom we should expect to find an impartial judgment on the merits and demerits of American railways; an *intelligent* Englishman would probably render as fair a decision respecting both as is to be obtained. He knows the difficulties and drawbacks attending the system in his native island; and if he finds drawbacks and difficulties, though of quite another kind, attending *ours*, he is prepared to make due allowance therefor. On this account, we regard the visit of Sir Morton Peto and his companions to this country, for the purpose of making a personal inspection of our public works, their wants and resources, as an event of considerable importance financially, in addition to the service which it will render in recementing between the two nations the friendship that had been checked, if not broken, by the affairs of the past five years.

In some respects the visit takes place at an inconvenient time for us, as far as presenting the best appearances is concerned. There is no denying that, in consequence of the vast demands made upon our leading lines since 1860, and the extraordinarily high prices of labor and materials, our public works are in a rather poor condition for presentation at this moment. They have no holiday dresses to put on; but must show themselves in every day attire, and sometimes very common at that. Railroad managers have reasoned thus: "It is true our line is in need of a double track, better bridges, station houses, &c.; but the probability is that with the termination of war there will be such a decline in prices that we shall be able to make those improvements at fifty per cent. of what they would now cost; so let us wait a while. If we proceed to expend our means freely *now* in new buildings, tracks, and other permanent improvements, the money value of which is liable to shrink from 25 to 50 per cent. at any moment, not only will our stockholders justly find fault with us for such a piece of extravagance; but the public, and even the journals so loudly demanding better accommodations, will treat us with contempt."

By such reasoning, sound in many cases, and plausible in all, delays have been allowed to take place, the consequences of which are rough tracks, insufficient machinery and rolling stock, dilapidated buildings, &c., to a greater or less degree. Most of our leading lines have been worked at a profit, and are now earning reasonably well, in spite of the sudden cessation of the war demands; yet they are not in such condition to be presented advantageously to a foreign investigator, as we might desire.

The gentlemen examining them, however, have unquestionably studied our affairs sufficiently to take in at a glance the causes which have brought about these temporary defects. If they observe in all cases lighter rails used than in Great Britain, tracks less carefully finished and guarded after completion, a smaller amount of locomotive power used, less extensive and costly buildings for depots and station houses, they will readily bear in mind the different conditions under which the railroad systems of the two countries have been constructed. In Great Britain a vast and varied industry, a dense population existed before the advent of the railway; here, both had to be created in a great measure *after* that advent, to which, indeed, it was rendered subservient in no slight degree. There, the iron track was laid to accommodate the travel and transportation already existing; here, it has been put down, especially in our Western States, to bring travel, trade and industry. Excepting near the seaboard, our population is still comparatively sparse. Three miles of track must be built in the United States for one in England to reach a given number of inhabitants, with a corresponding volume of freight business. Of necessity, we had to build our works more cheaply than they, leaving to time and progress their proper completion.

That completion had not taken place, when the war broke out, not even upon our great trunk lines, much less upon their feeders or the system created in the Southern States. In the one, little if any progress has since been shown; in the other, a vast amount of damage has been inflicted, directly by the destruction of rails, ties, bridges, depots, &c.; indirectly by almost annihilating much of the business upon which those railroads depended.

These are the drawbacks to which we referred at the opening of this article. But an intelligent observer, whether American or foreign born, cannot fail to perceive that out of the calamities through which we have passed arise assurances of safety, such as we could never before present to the outside world. It has been proved that our Government and people have the means of concentrating power, during times of public danger, as well as of diffusing it among the States and municipalities during times of repose. The rule of mob law has forever ceased on this continent. All threats of revolution by force have been buried for the next hundred years at least, and we fondly trust for all ages to come. At the same time, extremists on all sides have learned the danger of irritating any section of the people on account of the supposed cowardice of their natures. The North as well as the humiliated South has been taught a salutary lesson in this respect. Fitz James and the Douglass have both "much forgiven," and are forgetting as fast as they can. In point of stability, fixedness of purpose, we stand to-day in the world's estimation many cubits

higher than we could possibly do before the war. The passage of such immense bodies of troops back and forth over the American continent has increased rather than diminished our national desire of travel, so that our railroads will reap a permanent as well as a temporary increase to their passenger business. Not only so, but in the great event of emancipation, to be followed by a new and superior labor system at the South, we see the approach of a day, not far distant, when the railroad property of Virginia, Kentucky, Tennessee, the Carolinas and the whole Southwest will be more valuable than at any former period. It is certain that a future development awaits that magnificent section of country far exceeding any progress that has taken place in the past, be that ever so wondrous. The course of migration, whether American or European, is to be largely southward, instead of being only from east to west. With this will follow a corresponding interchange of commodities, the repairing, and even the reconstruction of many of the Southern railroads. War is over; the armies have been disbanded at a rate which none of us hoped to witness; guerilla fighting has nearly altogether subsided at the South, thus also exceeding our liveliest anticipations. The Southern people are not resigning themselves to destiny, with the fatalism of Turks, but *accepting* the course of events with a hearty good will, which promises to generate a friendship, such as never before existed. Such is our situation at this moment. If it be supposed that this is an attempt to paint the future in too brilliant colors, we ask whether the history of the past season does not justify all these anticipations and even more glorious ones still?

The Globe Mutual Coal Co.

This company is organized on the mutual principle, giving to every stockholder one ton of coal, every year, at cost, for every share of stock he may hold—thus saving the profit of the miner, shipper, wholesale dealer, and retailer. Or, if he should not desire the coal, then the profit on the number of tons to which he is entitled will be paid him in cash. If more tons of coal are mined in the year than there are shares, (and it is expected it will be far greater,) then the profits on the excess will be divided among all the shareholders alike, whether they have taken coal or not.

The property of the company consists of 209 acres, in all respects first class coal land, having a width of about one-half of a mile, and extending one and a half miles on the veins. It is about six miles southeast of Wilkesbarre, in the great Northern or Wyoming Coal Field. Every foot of it is underlaid with the coal, including all the seven great veins of the valley—one of which is the celebrated Baltimore or Mammoth Vein, 30 feet thick—in all some 80 feet in thickness, giving an aggregate of some 100,000 tons to the acre, or on the entire property, over 20,000,000 of tons of the very finest quality of anthracite white ash coal. This immense deposit has already been opened by a practical mining engineer, and can be seen by any person visiting the property. One-half to one-third of the mine is above water level, yielding a product of 200,000 tons a year, for at least the next 30 years to come, before any expensive pumping or digging of shafts will be required. The coal can be mined and placed on the cars for 50 cents per ton.

A railroad, under the management of the Lehigh Valley Railroad Company, now in course of construction, runs directly across the property, and so connects with canals and other railroads as to give every desired facility for cheap and ready access to market in all directions, North, South, East and West.

In quantity, quality, and location—those three indispensable requisites to successful and profitable mining—the property is all that could be wished—in every sense a first class coal property, as is fully shown in the published Reports of Professor Forrest Shepherd, and others.

The stock of the company is $800,000, divided into 80,000 shares, of $10 each. A large part of it has already been taken; but as it is proposed to make this a popular company, a limited number of shares will be offered to first subscribers at the low rate of $8 per share, payable to the Treasurer.

Subscription books are opened, and further information may be obtained at the office of the company, 64 Broadway and 19 New street, near Wall street, N. Y.

Cleveland and Pittsburg Railroad.

The earnings of this road for the years ending November 30, 1863 and 1864, have been as follows:

	1863.	1864.
From freight	$1,204,439 49	$1,571,155 11
" passengers	611,990 44	832,821 57
" miscellaneous .	93,604 61	108,338 82
	$1,910,034 54	$2,512,315 50
Expenses, viz:		
Motive power and cars.	$403,754 16	$620,900 32
Maintenance of way & structures	204,226 17	460,350 55
Transportation & general expenses	266,750 33	424,385 67
	$874,730 66	$1,505,636 54
Net earnings	$1,035,303 88	$1,006,678 96
Deduct expenditures upon new equipment, etc.....	216,638 62	567,782 22
Balance	$818,665 26	$438,896 74

The total ordinary expenses of 1864 are 60 per cent. upon the gross earnings, while for 1863 the expenses were only 46 per cent. This increase was mainly caused by the greatly augmented cost of all material and labor. During the year 3,263 tons of new and re-rolled rail have been laid in the main track, and 89,877 cross ties. An expenditure of $26,619 69 has also been made in the restoration and re-building of water stations, and in the erection of permanent first class tanks and tank buildings. This item is included in the amount charged to motive power and cars.

The earnings of the road for the year have been much larger than ever before, and indeed have exceeded the anticipations of the most sanguine friends of the company. The aggregate is over two and a half millions of dollars. The amount of business which has been done upon the road has taxed its capacity. The machinery and rolling stock, which were regarded as only amply sufficient for the amount of business done three years ago, with such additions as the Directors have been able to make, have hardly been adequate to the enhanced business which has been imposed. If the company had had more cars and more locomotives the receipts of the company might easily have been largely increased, without a proportionate increase of expenses.

It is gratifying to state that the great increase of freight upon the road has come in a very important degree from two articles of traffic which may be considered the staples of your road, naturally and legitimately belonging to it. These articles are coal and the iron ore of Lake Superior. The coal interest was one of the principal agencies in planning and building this road, and those early projectors of the enterprise have always looked to the development of the coal mines on the line of the road as a sure and steady means of remuneration. The coal trade has from the first held an important place among the various sources of revenue to your road. It has steadily increased with the progress of years, and as manufacturing has been more extensively undertaken, and as new demands for coal from regions before unsupplied have arisen, the transportation over your road has been greatly increased in amount. The projectors of the road were not mistaken—the coal trade is a large, increasing and permanent source of revenue. The other item of freight, which has increased very largely, is the iron ore of Lake Superior. The city of Pittsburg has long been one of the largest manufacturers of iron in the whole country. No route offers so direct, convenient, expeditious and cheap a transit from the mines to Pittsburg as is furnished over your road. At other points too, besides Pittsburg, iron ore is demanded for manufacturing, and from the first opening of the mines, this item of freight has been looked to confidently to supply an important amount of revenue to the company. This too has been steadily increasing in importance, and for the last year rapidly, and seems likely to increase still more rapidly in future years. Its importance can hardly be over estimated, as the demand for materials of iron and the increase of iron manufactories abundantly testifies.

The experience of the past year shows that the resources of the Cleveland and Pittsburg Railroad are as yet only imperfectly developed, that the true interest and highest profit of the company is to be found, not in competition with other roads for distant business, expensive to be obtained and to be managed, but in developing and encouraging that which properly belongs to us, and which we may look on as permanently ours.

We proceed to give a statement of the transactions of the past year.

Assets on hand per last annual report		$406,536 88
Less machinery and tools now included in construction items.....		36,729 89
Balance		$369,806 94
Gross earnings.....		2,512,315 50
Interest on monies, &c.....		3,678 51
Capital stock issued		430,852 33
4th mortgage bonds issued.	$7,000 00	
Less scrip converted.....	3,344 05	
		3,655 95
Bills payable issued now outstanding		129,820 77
Total		$3,450,130 00
CONTRA.		
Operating expenses		$1,505,636 54
P., F. W. & C. R'y Co. for lease of track		85,000 00
P., F. W. & C. R'y for division of earnings		102,689 51
Interest.....		289,109 71
Dividends April, 1864, 4 per cent.....	$159,253 00	
Dividends Oct., 1864, 4 per cent.....	161,355 00	
		320,608 00
Indebtedness canceled.....		12,666 24
Bonds converted into capital stock.		270,000 00
Expenditures on account of construction.....		664,032 52
Cash.....	$66,622 66	
Balance of personal acc't	32,361 51	
Shop materials.....	84,347 64	
Bills receivable	12,930 67	
Lawrence R. R. and Tr. Co. stock.....	4,125 00	
		200,387 48
Total		$3,450,130 00

It will be seen that while the expenses of operating have been much larger than usual, and the rate of expense is about 60 per cent., the net earnings of the road are over a million of dollars.

When it is remembered that four years ago the gross receipts were only a million of dollars, and it is now shown that the road has earned a million of dollars, after paying all expenses, a correct idea of the growth of the business and the increase of its development may be obtained. Notwithstanding the increased price of materials for the repair and management of the road, and not-

withstanding the increased cost of labor, we still show a net profit this year equal to the gross receipts of four years ago.

The extraordinary expenses of the road, or in other words, the additions which have been made to the cost of the road have been unusually large. It has been necessary to add largely to the equipment, and there has been expended for this item alone a quarter of a million of dollars. There has been paid for real estate, in Cleveland and Pittsburg, for depot grounds, and for the Union passenger depot at Cleveland, nearly one hundred thousand dollars. The machine shop and round house at Wellsville, the Bedford bridge, a substantial stone structure, and new iron rails for sidings, turnouts, &c., have also been items of large expense. They are essential to the business of the road, and the benefit will be found, and indeed has this year been partially experienced, in the safety and facility of conducting so large a business.

Charges to construction account direct	$46,250 80
New equipment	246,767 36
Bedford bridge	43,114 00
Real estate at Pittsburg	100,000 00
New U. depot and real estate purchased at Cleveland	42,163 52
Wellsville and Cleveland shops	43,409 57
Machinery and tools for same	2,512 35
Steubenville passenger station	1,833 76
Iron rails purchased	116,062 78
Allegheny Bridge extension	8,418 88
Total	$664,032 52

The division of earnings with the Pittsburg, Fort Wayne and Chicago Railway Company has, on the whole, been satisfactory, for although we have been compelled to pay that company a larger sum than was anticipated, the evils of competition have been avoided, and the attention of the officers turned more energetically to the development of the resources of our own road than could otherwise have been done, and the result has been very gratifying.

It is evident however from the experience of the past year that still larger additions must be made to the equipment of the road. There is no doubt that the receipts of the last year would have been much larger had the company been able to carry more freight, and there is every probability that the business of the present year will be in advance of the last year. Ten locomotives, as many passenger cars and two hundred and fifty flat cars with addition of twenty miles siding will be needed for the prompt and efficient dispatch of business.

The financial condition of the company is sound and prosperous. The company has no floating debt which cannot be paid from the debts due, and all its engagements are promptly met. The payment of two dividends of four per cent. each has been made during the year.

The principal change in the condition of the company during the year is that many of the holders of the mortgage bonds of the company have availed themselves of the privilege of convertibility attached to some of the bonds, and have exchanged them for stock. The whole amount of bonds so exchanged during the year is two hundred and seventy thousand dollars.

The equipment of the road consists of: 56 locomotives, 27 first class and 1 second class passenger cars, 8 express, 12 baggage and mail, 18 caboose, 263 freight, 90 stock, 19 platform, 768 gondola, 32 gravel, 40 hand, 25 ditching, and 1 wrecking cars. Miles run by passenger trains, 888,079; by freight trains, 566,613; by wood and gravel trains, 281,020; by mixed train on Tuscarawas branch, 21,100—total, 1,256,812, an increase over 1863, of 138,645. Tons of freight carried one mile, 59,823,382, an increase over 1863 of 3,697,398.

The financial condition of the company Nov. 30, 1863 and 1864, was as follows:

	1863.	1864.
Construction	$7,816,140 21	$8,454,040 38
Machinery and tools.	36,729 89	58,242 24
Personal property	29,118 58	29,083 58
Telegraph line	16,913 72	16,913 72
Real estate	13,030 00	17,685 00
Shop materials	54,027 67	84,347 64
Lawrence R. R. and Transp. Co. stock		4,125 00
Bills receivable	73,459 83	12,930 67
Balance personal accounts	128,271 45	32,361 51
Cash	114,047 99	66,622 66
	$8,281,739 34	$8,776,352 40
Capital stock	$3,836,392 56	$4,266,987 68
Second mort. bonds.	1,189,000 00	1,157,000 00
Third "	1,965,500 00	1,728,500 00
Fourth "	1,105,083 86	1,108,739 81
River line "		4,000 00
Dividend "		24,811 50
Income "		3,500 00
Bills payable	4,526 73	134,347 50
Other indebtedness	45,201 05	
Net earnings	136,035 14	348,465 91
	$8,281,739 34	$8,776,352 40

President.—J. N. McCULLOUGH.

Directors.—J. N. McCullough, James F. Clark, C. A. Read, W. W. Holloway, P. E. Geisse, David Gibson, Charles R. Carroll, George M. Ives, H. C. Kingsley, Noah L. Wilson, B. F. Jones, Joshua Hanna.

Vice President.—JAMES F. CLARK.

Secretary and Treasurer.—EDWARD ROCKWELL.

Superintendent.—J. H. DEVEREUX.

Baltimore and Ohio Railroad Extensions.

Two very important railroad enterprises are now under full headway. The one is the construction of a railroad from Washington to Point of Rocks, on the Baltimore and Ohio Railroad near Harper's Ferry; and the other is the completion of the Pittsburg and Connellsville Railroad between Pittsburg and Cumberland, the latter also a point on the Baltimore and Ohio Railroad, 178 miles west of Baltimore. The Point of Rocks road will be 40 or 50 miles long. It is 70 miles now from Baltimore to Point of Rocks, and 91 miles from Washington to Point of Rocks by the present railroad. By the new road it will only be 40 or 50 miles to Point of Rocks from Washington. It is being built by the Baltimore and Ohio Railroad Company. The Pittsburg and Connellsville road is 148 miles long; 59 miles are completed and in operation between Pittsburg and Connellsville; the remaining 89 miles will be completed, it is hoped, in about a year. When these two links are completed, there will be an air line railroad from Chicago to Washington, as follows: Chicago to Pittsburg, by Fort Wayne and Chicago road, 468 miles; Pittsburg to Cumberland, by Pittsburg and Connellsville road, 148 miles; Cumberland to Washington, by Baltimore and Ohio and Point of Rocks road, 155 miles—total from Chicago to Washington only 771 miles, or 71 miles shorter than the present shortest route by way of Harrisburg and Baltimore. The difference in time, however, will be still greater. It now requires 40 hours to go from Washington to Chicago. By the new route through trains can easily be run in 30 hours, and that will be only 25 miles per hour.—*Baltimore American.*

☞ Efforts are being made by some of our most influential citizens to get money subscribed to build a railroad from this town to connect with the Delaware Railroad at some convenient point. This is a good move, and should be looked upon favorably, and not slighted at the beginning. Here is an opportunity for our monied men to invest capital, so as to realize thereon a handsome income. We hope they will take hold of it with a will, and in a spirit worthy of the importance of the undertaking. Every property holder in the county is particularly interested.—*Cambridge, Md., Herald.*

The Great Railroad Suit.

The Supreme Court of the United States, in February, 1864, directed that a decree be entered, fixing the amount due on the second mortgage for interest, and that if it was not paid within one year, that an order to sell the road should be entered.

On the 27th day of September, 1864, the decree fixing the amount thus due for interest was entered, fixing the amount at about $405,000. Since then two instalments of interest have fallen due, amounting together to $80,000. There has been paid by the receiver to apply on these two sum, $62,440, leaving the amount now due for interest, over $430,000.

The year allowed for the payment of this amount expired September 27th, 1865, and on the 28th instant, the order to sell the railroad from Milwaukee to Portage was entered, directing the Marshal to advertise the same for twelve weeks. We understand that the sale will be advertised for the 3d day of January next. The decree is for about $430,000 interest, and $1,000,000 of principal, and is subject to the first city mortgages of about $1,200,000. The sale can be prevented by the payment of the amount of interest.—*Milwaukee Wisconsin.*

Large Sale of Government Cars, Engines, and Railroad Iron.

At Alexandria, Va., on Tuesday, Oct. 17:

Fifty first class locomotive engines, 4 feet 8½ inch gauge.

Eighteen new platform cars, 5 foot gauge.

Twenty-five new box cars, 5 foot gauge.

About three hundred and fifty box cars, 4 feet 8½ inch gauge.

About two hundred and thirty platform cars, 4 feet 8½ inch gauge.

About thirty stock cars, 4 feet 8½ inch gauge.

Twenty passenger cars, 4 feet 8½ inch gauge.

One wrecking car, 4 feet 8½ inch gauge.

Two new trucks.

Sixty new trucks, framed.

Fourteen flats, framed.

About two thousand tons railroad iron.

Sales to commence at Alexandria at 10 A. M., and to continue from day to day until all are sold.

Terms: Cash, in Government funds.

Woodstock Branch Railway.

The Woodstock Branch Railway will soon be in course of construction, and will give additional facility to the mining companies for the transportation of their produce to the seaboard. The branch will connect the town of Woodstock with the St. Andrew's Railway. The St. Stephen's branch, also connecting with the St. Andrew's line, is under construction and proceeding rapidly. The Western extension will, probably, be commenced in the course of next month.—*Canadian News, Sept.* 14.

Bear Creek R. R.

The directors of this company have awarded the contract for building the road to Messrs. Sharp & Scurry. The contract stipulates that the work is to be commenced in thirty days, and completed on or before the 1st of August next. The contractors intend to sub-let the grading, clearing, etc. It is the intention of the contractors to commence work immediately.

☞ We see it stated that the work of constructing a railroad between Henderson and Nashville, has already been commenced, and it is said to be in the hands of capitalists who are determined to give to Kentucky the great advantages derived from a thorough line of railroads. This road will go into and through the richest coal, petroleum and tobacco sections of the State.

Journal of Railroad Law.

DELAY IN DELIVERY OF FREIGHT—LIEN OF COMMON CARRIERS.

In the case of Crommelieu *vs.* N. Y. and New Haven Railroad Company in the New York Superior Court, the plaintiff, who was a stone cutter, was in the habit of having marble brought over the Harlem Railroad from South Dover to Forty-second street, in the city of New York. The defendants had established a rule or regulation, that in addition to the freight, one dollar per day would be charged for the use of each car, after the marble had remained forty-eight hours at the depot. The plaintiff had notice of the regulation. In October 1860, three car loads were brought over the road for the plaintiff. On the arrival of the three cars, the plaintiff was notified thereof, and also that one dollar per day for each car, would be charged, after forty-eight hours. The cars with such marble upon them, remained in the street in front of the depot for several days. On the 19th October plaintiff paid the freight, but refused to pay the one dollar extra per day for the detention of the cars. The defendants refused to deliver the marble without payment of the extra charge, and the plaintiff brought this action to recover possession of the property.

The defendants proved by Baker, their freight agent, that in August or September, previous to the shipment of the marble, he was inquired of by the plaintiff respecting cars; that Baker replied that they were very short of cars. The plaintiff said he expected in a week or two some more marble down. Baker said they would do the best they could to suppiy the cars; that they had been short of cars all summer; so short that he had received notice from the president that all persons having freight upon the road must take it away within forty-eight hours, or he must charge them one dollar per day for the use of each car. This was three or four weeks before the arrival of the marble. The plaintiff objected to the arrangement and said that he would break it up if he could.

The Judge submitted to the Jury the question whether the plaintiff had notice as to what the charge of the company would be. He was requested by the plaintiff to charge that the "defendants had no lien for the detention." He refused so to charge and the plaintiff excepted.

The Jury returned a verdict for the defendants.

The plaintiff appealed to the General Term, and the opinion of the court was written by

Robertson, J.—The defendants claim to have had a lien on the plaintiff's marble, for a per diem compensation for allowing it to remain upon the cars by which it was brought, for several days in a public street. There was no evidence adduced of any right on their part to such permanent occupation of the highway; the obstruction therefore, of it by such cars and marble was a public nuisance. So far as any safety of the merchandize was concerned, its bulk would probably have rendered it equally safe, if taken off from the cars and laid on the pavement. Leaving articles in an open vehicle exposed on a highway, is not the kind of storage for which a lien can be acquired. Even the right of the defendants to make contracts for continuous storage of merchandize, although transported by them previously, under their charter, may be doubted. Upon any ground I think the claim for such lien is untenable. The judgment must be reversed, and a new trial ordered to abide the event. An opinion was also written by

Monell, J.—The only question in this case is, whether the regulation of the defendants, to make an extra charge for the detention of their cars, known to, and as I think the evidence establishes, acquiesced in and assented to, by the plaintiff, constituted a lien upon the marble, which would authorize the defendants in retaining it, until the charge was paid, I think the transaction, as testified by Baker, constituted it in effect an implied, if not an express contract, that the defendants would charge, and the plaintiff would pay, the extra charge, with notice of the regulation, he shipped the marble and there is enough to raise an implied assumpsit, upon which I have no doubt the defendants could recover in an action for that purpose.

A lien is defined to be the right which one person in certain cases possesses, of detaining property placed in his possession belonging to another, until some demand which the former has is satisfied (Whitaker on Liens, p. 2). They are of two kinds particular or special, and general. A special lien is the right to retain the property of another on account of labor bestowed or money expended on the same property, and is established by the common law and by express agreement. A general lien is the right to detain property for a general balance due from the owner and arises by the usage of trade, the usage of the parties or by express contract. (Ib.) The lien of a common carrier is a special, and not a general lien. Hence, in this case, if any lien exists in favor of the Railroad Company, which would authorize them to detain the plaintiffs marble, until the charge for detaining the cars was paid, it must be established either by express contract or by the common law. It is not pretended that there was any agreement that the defendants should have a lien on the marble until the extra charge was paid; and I have been unable to discover that it is sanctioned by the common law.

The lien at common law exists only in respect of freight actually earned by the carrier of the goods, at the stipulated place of destination. (Angell on carriers, § 383.) "And therefore' says this elementary writer, "covenants for demurrage, or for providing a full cargo, cannot be enforced by the specific remedy of lien, even though the charter party contain such penal clause. The remedy for such matters rests entirely in covenant, and the more penal clause will not extend the right of lien."

The question arose in Boily *vs.* Gladstone 3 M. & Sel. R., 205. The ship was chartered for a voyage out and home, and by the terms of the charter party the merchant covenanted to pay for the homeward cargo at certain rates per ton, on delivery at Liverpool; to load with full cargo, and pay demurrage. He bound the goods to the performance of his covenant.

The court of King's Bench held, that the carrier could not detain the goods either for the freight of such as was put on board and afterwards reclaimed by compulsion, nor for the dead freight, nor for demurrage. Ld. Ellenborough said that covenants for providing a full cargo, or for demurrage give no lien. In this case it was claimed that the charter party gave the lien for demurrage in express terms, as it was stipulated that the goods should be bound for the due performance of the covenants, but Le Blanc, J., says: "it is impossible that this obligatory clause can be construed to mean, that the owners of the ship would have a lien on the goods brought home, for every breach of covenant in the charter party; as for instance the not loading a full cargo and for demurrage. The remedy for such matters rests entirely in covenant." It was not denied that such a lien might be created by express contract, but it was held that the words in the charter party expressed no such agreement.

The only other case I have found bearing directly on the question is, Lambert *vs.* Robinson, (1 Exp. R., 119,) which was tried for the conversion of goods. The goods had been taken upon the road. On their arrival at the Inn, the plaintiff (owner) was there to receive them. The carriage came to three shillings and sixpence, which the plaintiff tendered. The tender was refused unless the further sum of two pence per parcel was paid for "booking." This was refused, as the goods had not been brought into the warehouse, but delivered from the wagon. Eyre Ch. J., said; there was no lien given by law in this case; but if there was the charges were not lawful, and a lien exists only for lawful charges.

The elementary books and cases to which I have referred would seem to settle the law, that a lien exists for freight only after it has been earned, unless there be an express contract creating the lien, in clear and unequivocal terms. The defendants in this case, claimed to detain the marble until the plaintiff paid the extra charge of one dollar per car. The freight had been tendered and paid. At most there was an implied agreement only, that the plaintiffs would pay the extra charge. He did not by an express stipulation, bind the goods, or create a lien upon them, until the charge was paid. The remedy, if any, rested entirely in the implied assumpsit; there was no right of lien. Nor can defendants be regarded as warehouse-keepers, and entitled to a lien for storage. They did not in any sense store the plaintiffs marble. It was left upon the cars standing upon the railway track in the public highway, upon its arrival at the place of destination and notice to the plaintiff, and reasonable time given to accept and take, by the consignee, the defendants had discharged their whole duty, and could not be held responsible for any loss or damage; and hence no right of lien could arise for housing, unless the defendants were warehouse men as well as carriers, which they were not in this case.

Under the view of the law of lien which I have taken, it was error to refuse to charge as requested by the plaintiff.

The judgment must be reversed and a new trial granted with costs to abide the event.

☞ The Virginia and Tennessee Railroad between Lynchburg and Bristol has been re-opened, and the cars are now running on regular time, making regular connections with all the railroads, running North and South from the latter point.

☞ Railroads are now open to Mobile and Montgomery, Ala., thus completing the connection with New York *via* Knoxville, Tenn., and Lynchburg, Va.

Steam Navigation in the Pacific and Elsewhere.

As the world becomes more and more familiar with the power of steam when applied to the propulsion of vessels, and the wants of commerce, engineers and ship builders are found equal to the demand and exigency. Short voyages are no longer the limit of their efforts, but the longest are provided for with the greatest success.

When the first attempt was made to cross the Atlantic with steamers, many scientific persons entertained the belief that it would fail from their inability to carry the sufficient quantity of fuel. Now distance is no longer feared. The widest oceans seem only to be considered as affording the greatest opportunity for the employment of steamers, and the Pacific is being rapidly filled with lines of the greatest cost, speed and burthen, competent to make the longest voyages without coaling except at the start. At present the other ocean routes are almost fully occupied. The Indian Ocean is already traversed by lines from Suez to the Mauritius and Australia. In Asia there are steamers in active service plying under the French and British flags between, for example, Galle and the Chinese and Japanese ports; and between the British ports at home, and those of the East Indies, New Zealand and Australia, there is a regular and well appointed steam service. Our own American project of a line in the North Pacific between San Francisco and Hong Kong, and Kanawaga is under way, at least at the shipyards and machine shops, to be in operation in 1867, with a ten years' subvention of half a million of dollars a year, and to consist of splendid side wheelers of from 3,500 to 4,000 tons burthen. The length of the voyage between the first two named points is 7,050 miles, and between the latter 5,475 miles. The first named route will compete on pretty equal terms as to time with that overland and now in use. That from Japan, it is admitted will be the shortest for the traveler bound to Europe.

This has produced competition. And we learn that a mail route is immediately to be undertaken on behalf of the colonies in the East, to be worked by the Panama, New Zealand and Australian Company, between Wellington and the isthmus. One of the four ships to be employed is already built of 1,640 tons with a twin screw, an annual subvention of $550,000 to be paid by the colonies, and each vessel able to carry 1,200 tons of fuel. It is calculated that by means of this line the mail and passengers will be taken from Wellington in 45 days, a clear gain on the present postal time of 15 days.

There are already British and French lines to various ports on the Southern Atlantic securing valuable freights, as in Colombia, Brazil and the River Plata. There are also British lines which pass around Cape Horn, and trade with several important points on the Pacific. Down the Pacific coast, Wheelwright's line has long been established up the coast to Central American ports the Panama Railroad Company has an efficient and paying line. The California lines on both shores of the continent have been for many years earning large profits for their proprietors.

A line from Australia to Valparaiso is contemplated, and even a second line between New Zealand and Panama. Even the Dutch are making new connections by steam between their own and the neighboring colonies. Still it is admitted that when our Union Pacific Railway is finished competition with the American routes will be almost impossible. It is a great pity that while we are thus likely to take the lead in the Pacific, we are doing nothing on the Atlantic. We have frequently alluded to the fact that the United States Government at the close of the rebellion had left on its hands about 40 fast steamers of wood, admirably adapted to the mail service, that might be placed on well-known Atlantic, African and Mediterranean routes, which manned with moderate complements of crews could not only thus find employment for a large number of our gallant seamen and officers, earn their expenses by freights and postages, but give an immense impulse to our declining commerce now almost entirely in the hands of foreign companies.

This idea found favor at once, and before the war closed, with the Secretary of the Navy, the Postmaster General, and even the late President, and was recommended in a very elaborate report by the New York Chamber of Commerce. Yet so far nothing has come out of it. The lines thus proposed could be set at work in six months' time, if Congress would sanction them, but we fear its attention will be again absorbed in political questions of really no vital importance, or in party contests where the gain of the few rather than the good of the many, will be the principal object.

We may sometimes feel greatly discouraged at the indifference shown to these grave and great questions, but reiteration will sometimes do as much good as argument, and therefore we have again referred to a subject in which we have taken, and still take the deepest interest. If our steam marine is not to show itself on the seas till five or six millions a year subventions are given to private monopolies, it will be a long time before we shall compete on any terms of equality with the British and German lines, while on the contrary, the postages alone we are now paying them would go far to support six or seven lines of the character designated, while at the same time they would on their various routes be doing important and active duty as cruisers, thus saving the now useless expense of sending ornamental squadrons into the harbors of countries with which we have the least trade, the smallest intercourse, and where our flag is too frequently used to gratify the vanity of princes and their nobility, on high days and holidays. We have made a beginning, however, on the Pacific, our Union Railway is in progress, and on one ocean at least our flag will wave with an undisputed commercial supremacy.

Maryland and Delaware Railroad.

A large force of workmen are engaged in constructing the Delaware Railroad, which is to extend through the county of Worcester in Maryland, and Accomac and Northampton in Virginia, until it reaches Annamessex, a point opposite Norfolk, on this side of the Chesapeake bay. The ties are of pine, which are rather a new feature in railroading, but in that sandy country where pine abounds, it is by far the most economical tie that can be used. In sandy soil pine trees will last for six years, but in spongy, clayey soil they would rot out directly. The road is to be finished through by the 1st of next October.

The Delaware and Maryland Railroad, which is to be lengthened from the Delaware Railroad at Smyrna to Easton, in Talbot county, Maryland, on an arm of the Chesapeake bay, has, we are informed, been put under contract and is to be finished by the 1st of June. Ten miles of this road have been finished for some years, but it has not been operated. It will open a fine country for trade, especially in peaches and early vegetables. —*Wilmington Republican.*

New York and Boston Air Line Railroad.

The Air Line Railroad from New York to Boston is much discussed in the Connecticut papers, especially among the rival interests, Hartford and New Haven. A writer in the Boston *Post*, who is very earnest upon the subject, says:

The Air Line claims to be twenty-five miles and one hour nearer to New York than any other Line, When completed they can connect with either the New London or Stonington boats by 16 miles less travel than any other route from Boston. The road passes through Woonsocket, up Pascoag Valley to the Norwich and Worcester road, and thence to Daysville in Connecticut, along the line of which there is a very large manufacturing interest which has no other railroad advantages. Those interests demand the building of this road. If the enterprize was finished as contemplated, the traveller could get into the cars in Nova Scotia, and not change until he arrived in New York city. The Grand Trunk Railway favors the enterprise, for it can send freight and passengers through from Montreal to New York with only a change of cars at Portland. Of course the Eastern shore people favor the Air Line road. Not only this, but the connection proposed with the New York and Erie road at Fishkill, opposite Newburg, is not only practicable, but the route is from ten to fifteen miles shorter between New Haven and Fishkill, and passes over a much easier grade at a less cost in building than the route proposed by the New York, Hartford and Erie road, from Hartford, through Waterbury in Connecticut.

Portage Lake Canal.

We learn that active operations are commenced on the Portage Lake and Lake Superior Ship Canal, and it is confidently anticipated that boats will be passed through it by the first of November of next year. Portage Lake, as our readers are generally aware, is an inlet of Lake Superior, cutting Kewenaw Point almost in two, much as Sturgeon Bay cuts off the Peninsula of Green Bay. It is navigable for all craft to within two miles of Kewenaw Point, and when a canal is made across that narrow neck of ground it is said that 175 miles of sailing will be saved, besides avoiding the rather dangerous navigation around the Point. The Government has provided a liberal outfit for the enterprise by donating a grant of 200,000 acres of land in its aid, which can be selected anywhere on the Michigan Peninsula. The work consists of two miles and eight hundred feet of cutting, the deepest part of which will be only 30 feet—the canal to be 18½ feet in depth throughout—giving ample depth for all classes of vessels. The piers at the Western end will be of crib work and stone, 400 feet long; and the natural conformation of the bay at that end makes it a safe entrance. At the east end of course, Portage Lake is a harbor of itself.—*Green Bay Advocate.*

☞ A gap of only seven miles exists in the Mississippi Central Railroad between Grand Junction and Holly Springs. This break will be completed and in running order in ten days, which will enable travelers from Memphis to reach New Orleans in 40 hours.

☞ The steamer Tonawanda cleared from Boston on the 9th, for Havana, with a full freight and 21 passengers, and also with the United States mails. She is the poineer of the new steamship line between Boston and Cuba.

☞ The census of Iowa shows the the population of the state to be 749,904, including 8,599 colored persons.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	---	----	----
Albany and Boston "	20,000	----	20	21
Algomah ..... "	20,000	---	2	2¾
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50, 00	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	2¾
Aztec ..... "	20,000	----	1	4
Balt. and N. C ..... N. C	2 ,000	5	----	35c
Bare Hill ..... "	----	----	----	210c
Bay State ..... L. S.	20,000	----	3½	12¾
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	12 ,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bronze ..... Ca	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	5	----
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	----	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	23½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	250c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	10c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	18
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	8
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western... L. S.	20,000	----	2	71½
Green Mountain... Vt.	20,000	10	----	44
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	15½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	8½
Hungarian ..... "	20,000	----	1	1
Huron	20,000	----	16	44
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	15	10½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3
Maiden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	115c
Minnesota ..... L. S.	20,000	----	3½	12
Missisquoi ..... Ca.	150 000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	3	87½
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	25c
North Sutton ..... Ca.	100,000	5	----	1
North Western.... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	36½
Phila. & Boston... "	20,000	----	16	2
Phœnix ..... "	20,000	----	----	13
Pittsburg & Boston "	20,000	----	5½	58
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	80
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	5½
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	75c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	10
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	35c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	135c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	35
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10.000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	5½
Bucks County ..... Pa.	---	---	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	60,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	75
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. ..Md.	----	----	----	91c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	8½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	58
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	75½
Cumberland (pref.) Md.	60,000	100	----	48
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	25½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	107
Grand Tunnel	4,000	100	----	50
Green Mountain... Pa.	----	----	----	4
Hampton & Balt.. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	---	6½
Locust Mountain ... "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	50	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	6½
Milford	2,500	20	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	3,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne ... "	----	----	----	----
Penn ..... "	100,000	50	----	170
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex.... N. S.	5,000	1 0	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	17
Schuylkill Valley.. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	25
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley.. Pa.	22,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	10	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Gregg's (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	80,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.).. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	55c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12½
Massachusetts (G.).. Ca.	500,000	5	----	60
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.).. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	50½
Renfrew (G.) ..... Ca.	120,000	2½	----	30c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.).. Nev.	----	----	----	----
San Antonio (S.).. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.86	—				Boston and Chelsea	110,000	110,000	—		8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	6	....	45
30 Nov. '64	27.45	—				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	90
30 Nov. '64	—	7.5				Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	....
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	....
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	85
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807			....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,013	49,981	6	....	46½
30 Nov. '64	6.54	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,234	—	3	....	57
30 Nov. '64	5.69	—	75	9	--	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	--	Salem & South Danvers	173,980	150,000	—	25,800	37,917	—	—	....	....
30 Nov. '64	2.02	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	--	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	....
30 Nov. '64	11.60	—	59	8	--	Worcester	96,657	75,800	—	53,668	25,453	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	--	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	2	--	Hartford and Wethersfield	300,000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '61	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	--	Broadway & 7th Ave., N. Y	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	--	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,847	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	594,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	--	Brooklyn City and Newtown	531,784	500,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0 09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,337	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'k'w'y	90 000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	19.00	3.00	—	99	12	Central P'k, N. & E. Riv. (N. Y.)	1,230,302	791,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
30 Sep. '64	18.50	1.00	—	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	—	....
30 Sep. '64	12.00	1.00	—	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	153,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	--	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	55,000	844,701	171,687	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	.....	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
Dec. '62	6.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
Dec. '62	5.05	2.80	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.50	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	54
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,881	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	758,261	430 530	200,000	18,500	251,897	81,029	8	50	42½
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	26
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166 776	51,494	20	....	34
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	8,929	—	....	22½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	308,000	180,000	125,000	—	95,336	1,418	—	....	12½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	25	80
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Ger. F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	25
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	25	42½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	24
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,232	7½	....	69
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,059	21,058	—	....	22
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	85
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Morris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	160,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Sept. 30, 1865	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	121
Loan of March 31, 1848 ..... registered	8,008,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	113
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	103
" " " ..... coupon		5	" "	1874	94
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95
" " " ..... coupon		6	" "	1871	97
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	104
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ... registered	264,631,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	91
" " " ..... coupon		5	" "	1904	95½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	103
Treasury Notes of July 17, 1861 ..... coupon	332,250	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	98½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	62,899,000	6	At maturity.	----	95½
One & Two Year Treas'y Notes (legal tender)	32,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " of '64	202,012,141	6	"	1867	----
United States Notes (greenbacks)	428,160,589				
Fractional currency	26,487,766				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	116
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,094	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	95
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'52-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1850	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'90	96
" —War bonds ..... "	2,000,000	6	" "	1879	97½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,058,173	2½	" "	1858	75
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	86
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock ..... "	1,213,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	55,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	75
" — " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	3,398,333	6	----------	----	----
" — " " (war loan) ... "	670,000	6	----------	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'65-'77	95½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " " (st'k'g conv.) .. "	200,376	5		1885	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,560	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1885	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	5	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	125½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	8...
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip ..... "	200,000	6	" "	'64-'66	----
" — " " ..... "	247,000	6	June & Dec.	'65-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " ..... "	600,000	6	" "	'77-'78	98
" —Bounty Fund Loan .... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan .... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	597,000	7	" "	18-6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	43,000	5½	Jan. & July.	1893	----
" — " " " "	199,000	6	" "	1865	77½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	82
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" —Notes	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1866	100
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,598	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,003	6	Jan. & July.	'65-'67	----
" " — " " " " ...	287,700	4½	J., A., J., & O	1854	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	25,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	54½
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " (" ") .... "	1,600,000	6	" "	1875	90½
" — " " (" ") .... "	4,095,309	6	" "	1881	98
" — " " (" ") .... "	2,400,000	6	" "	1886	99
" — " (domestic debt)	125,680	6	" "	1863	102
" — " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,318	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	91
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	----	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,678	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1892	94
" —Bank Charter Loans	360,437	5	----------	----	----
" —Relief Notes in circulation ...	97,380	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	28-'60	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	61
" — " " (interl. impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) .... "	12,799,000	5	----------	Var.	81
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	54½
Texas—Had no debt in 1861	----	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'62-'64	----
" —State bonds (war loan) .... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'52-'53	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----	----	----------	----	----
Wisconsin—State bonds (civil) .... coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1861	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,293	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	88,211	76,426	81,453	103,635	94,928	107,758	73,751	54,937	868,841
1861	61,631	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,444
1862	73,169	93,591	110,935	72,196	81,904	90,625	95,096	128,191	132,636	119,409	115,201	111,955	1,225,901
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,016	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	------	------	------	----------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	120,049	134,560	145,289	92,873	75,457	1,161,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,056	146,268	161,503	138,795	115,555	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,565	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	282,237	288,095	384,290	------	------	------	----------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,886	275,506	299,607	473,186	551,122	455,045	404,183	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	619,306	669,605	708,714	705,490	645,943	5,912,313
1865	535,675	481,165	506,290	467,710	503,904	727,193	688,172	743,359	930,315	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,586	66,573	84,603	94,406	82,467	82,406	889,499
1861	85,239	76,918	85,663	90,324	66,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	956,559
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	----------
Erie:													
1859	304,703	319,593	372,296	380,343	340,953	330,657	361,810	359,114	455,225	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,542	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	661,495	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,126	902,906	963,809	8,400,334
1863	845,695	839,949	936,445	945,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,451
1864	984,837	934,138	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,953	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	1,923,527
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,502	270,676	244,771	202,392	190,364	219,561	268,190	302,174	295,756	484,553	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	----------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,188	225,196	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,292	261,079	352,786	414,643	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289 224	334,687	407,992	343,929	511,305	478,576	496,433	457,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	610,100	423,578	640,179	799,236	661,291	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	------	------	------	----------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	48,452	81,229	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,059	70,764	68,563	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	90,908	95,448	1,088,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	57,429	65,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,628	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,810
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,556	178,773	235,990	276,181	251,285	189,077	2,189,077
1862	163,152	153,758	157,500	193,120	200,826	181,983	180,915	226,819	270,109	326,818	305,284	279,539	2,647,533
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	------	------	------	----------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,308	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,214
1862	230,159	150,655	151,902	175,806	186,039	174,002	172,189	216,624	295,956	322,969	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	258,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,156,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	366,324	279,137	344,228	237,241	401,456	385,683	329,105	413,501	460,661	------	------	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	687,792	520,296	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	710,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	727,038	952,960	872,985	7,998,783
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	998,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,460,076	1,195,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	916,600	1 360,600	1,204,435	------	------	------	------	------	------	------	----------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,582	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	248,832	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	295,358	254,456	276,209	291,763	278,219	2,985,248
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,088,837
1863	335,685	301,854	396,771	429,929	505,517	464,809	451,884	574,486	714,902	815,902	746,065	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,958	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,955	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,957	427,094	395,845	350,753	407,077	463,509	505,814	466,900	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	676,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	------	------	------	------	----------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,850	95,966	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,555	155,730	144,942	218,256	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	------	------	------	------	----------
Toledo, Wabash and Western:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,785	136,100	125,027	77,590	51,296	925 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,484	133,722	142,597	162,858	157,036	92,874	1,172,100
1862	82,235	47,142	56,006	83,582	106,545	113,578	115,214	168,219	170,280	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	166,554	116,379	170,495	151,062	134,563	111,339	1,435,298
1864	79,735	95,843	132,896	123,987	127,010	146,328	139,626	244,114	241,840	221,670	220,209	265,154	2,060,352
1865	144,084	139,171	155,783	144,901	138,738	194,525	271,799	374,024	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1904	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850	700,000	6	Jan. & July.	"	1880	99
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	93½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	866	5	"	"	1883	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	95½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8		" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	83
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	85
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	" "	1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	658,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,666,000	8	" "	" "	1891	109
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	500,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	350,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,0 0	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1870	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	82
Land Security	3,344,600	7	April & Oct.	" "	1881	93¾
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	---- ---- ----	----	117
Income	20,500	---	---- ---- ----	---- ---- ----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	---- ---- ----	---- ---- ----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	547,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
3d Mortgage	500,000	7	---- ---- ----	---- ---- ----	----	----
Guaranteed by Covington	200,000	6	---- ---- ----	---- ---- ----	----	----
Cincinnati (exchanged)	100,000	6	---- ---- ----	---- ---- ----	----	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	---- ---- ----	---- ---- ----	----	----
City of Keokuk	200,000	8	---- ---- ----	---- ---- ----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	963,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	---- ---- ----	---- ---- ----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	---- ---- ----	---- ---- ----	----	----
Unsecured Bonds	1,785,000	†	---- ---- ----	---- ---- ----	----	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	---- ---- ----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	176,000	6	" "	" "	'66-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	---- ---- ----	---- ---- ----	var.	----
Memphis Branch 1st Mortgage	300,000	7	---- ---- ----	---- ---- ----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,600	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Mortgage	10,000	6	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,223	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R.R. mort.	300,000	---	---- ---- ----	---- ---- ----	----	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	---- ---- ----	---- ---- ----	1880	----
1st Mortgage	1,600,000	7	---- ---- ----	---- ---- ----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	---- ---- ----	---- ---- ----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	---- ---- ----	1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1862	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	---- ---- ----	---- ---- ----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	---- ---- ----	---- ---- ----	----	----
2d Mortgage	600,000	8	---- ---- ----	---- ---- ----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	---- ---- ----	---- ---- ----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	----	----
Oakalcosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	38½
2d Land Grant	691,000	---	---- ---- ----	" "	----	----
Income bonds	513,300	---	---- ---- ----	---- ---- ----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	---- ---- ----	---- ---- ----	1886	----
Mississippi State Loan	202,799	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	171,000	7	---- ---- ----	---- ---- ----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	---- ---- ----	---- ---- ----	----	----
Tennessee State Loan	674,860	6	---- ---- ----	---- ---- ----	----	----
Alabama State Loan	389,410	6	---- ---- ----	---- ---- ----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	---- ---- ----	---- ---- ----	1883	----
Mississippi State Loan	200,970	6	---- ---- ----	---- ---- ----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	---- ---- ----	---- ---- ----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	---- ---- ----	---- ---- ----	var.	----
Mortgage	450,000	8	---- ---- ----	---- ---- ----	1866	----
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Chat. and Clev. Subs. (endors.)	231,000	---	---- ---- ----	---- ---- ----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	---- ---- ----	---- ---- ----	----	----
1st Mortgage	500,000	10	---- ---- ----	---- ---- ----	----	----
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1880	----
1st Mortgage (H & Hamp.)	103,000	6	---- ---- ----			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	---- ---- ----	---- ---- ----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1888	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mortgage (S. F.)	566,000	8	---- ---- ----	---- ---- ----	1890	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding.	224,920	---	---- ---- ----	---- ---- ----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101
Exchanged St'k (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	105
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec	"	1888	93½
Buffalo Branch	186,400	7	Jan. & July		1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,300	7	Jan. & July.		1867	91
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1856	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	75-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	85
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	[illegible]	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7†	" "	" "	1861	33½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1857	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	75
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1895	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mortgage	2,621,000	6	April & Oct.	"	1875	101½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1904	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'78	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1902	
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	202,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	95
" 1861, "	105,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	110
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$280,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	15
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,008	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	23
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1861	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1868	
3d Mortgage	201,500	7			1875	
Six per cents	75,398	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	34
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1904	92
" " (series B)	1,100,000	7	April & Oct.	"	1904	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	73
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	82
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	28
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	68
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Total.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,955	1,515,704	54.0	.....	101,102	27,806	—	—
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,426	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	200,269	6	—
								ARKANSAS.														
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	611,949	—	.....	.....	.....	—	—
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.														
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	.....	4,280, 09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203.329	428,518	160,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	2.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,787	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	.....	810 982	66 0	211.826	270.672	54 299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000 000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	56.4	344,463	631,728	244,471	7½	100
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.														
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,686	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	205,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	90.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,938	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	579 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	569,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	11	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	827 343	454,641	—	—
								ILLINOIS.														
31 Dec. '64	220.0	—	....	—	49	32	539	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273 518	7½	106
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,993	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,285	400.0	1,963,105	5,728,910	2,752,273	20	132
1 Apr. '63	242.0	—	....	29.0	56	23	705	Chicago and Northwestern	12,325,899	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 083.054	448,503	—	32
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	110½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,025,400	3,506,000	—	10,952,115	341.7	1,484,08	2,201,431	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	190.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	76	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13.232.000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	138
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,074	500,167	—	50½
								INDIANA.														
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,060,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,611	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,892	158,541	—	72
31 Dec. '58	89.5	20.2	....	—	23	19	213	Indianapolis and Cincinnati	2,497,952	540,043	25,629	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230.834	9	100
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	291	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	109,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	621,254	18	154½
								IOWA.														
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,737	—	1,497,947	1,343,870	—	2,929.782	75.5	112,434	431,606	155,347	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	369,084	.....	86 0	7 mo's.	85,239	44,771	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 678,123	21,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun, '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	55
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,000,000	237,532	4,375,993	111.8	.....	426,408	227,584	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	603,208	52,300	—	514,578	79,000	—	736,513	29.0	236,061	188,468	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '64	195.0	85.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,980,500	225,670	11,886,430	300 0	841,558	3,261,890	1,803,963	6	—
								LOUISIANA.														
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,200	—	3,242,318	566,000	139,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	205.0	—	....	205.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	205.0	.....	1,232,624	555 434	—	—
1 Aug '60	55.7	—	....	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,291	*	—	1.283,015	248,969	108,434	1,710,819	253.7	.....	.....	.....	—	—
								MICHIGAN.														
1 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	116½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,360	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76½
								MINNESOTA.														
31 Dec. '62	14.5	—	—	208.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.														
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	50.7	.....	176,462	116.433	—	—
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.														
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	430,026	—	50
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	9,695,870	164.8	480,186	950,499	640,641	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	—	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,483	649,212	12,580,306	283.0	598,415	1,097,795	211,310	—	—
28 eb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	76,513	3,467,284	.....	3,883,402	114.0	100,562	197,744	1,886	—	—
30 Sep. '64	56.5	3.5	3.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,022	—	1,971,2.2	3,501,000	40,558	6,552,109	90.1	260,189	899,291	31,3[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,148	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96½
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,402	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,664	266.8	1,933,769	4,481,859	3,064,653	6	117
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	28.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64					8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,939	182,610	6	97
30 Nov. '64	74.3	8.5	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	154.3	737,505	1,272,600	443,332	8	115
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,968,000	202,000	—	3,160,000	27,720	—	3,608,159	51.8	457,640	1,117,240	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,661	5,567,510	83.6	638,622	1,471,985	487,864	10	127
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	881,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.0	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	106½
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.6	527,236	1,040,189	460,423	6	98
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	340,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	105½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,984	—	500,000	—	50,455	609,362	71.0	188,647	291,618	63,019	8	115
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	5	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	93,492	—	—	10½
30 Nov. '64	99.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	492,000	451,350	4,512,950	107.8	610,010	961,020	460,932	8	106
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		to the Common wealth.)		17,500	1½ 110½
30 Nov. '64	6.1	—	.....	38.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered					—	—
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,067,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	43½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,222	2,996,854	1,178,712	10	120
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	16	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,500	61.3	.....	470,078	125,286	7	59
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,585	585,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	91½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	15,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,336,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,504,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	25	126½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,950	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,303,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	123½
31 Dec. '64	33.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,600	31,200	4,536,916	55.0	270,000	570,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	—	—	—	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,026	10	140
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	155,800	260,000	45,072	463,872	21.2	99,757	146,986	29,200	—	—
31 Dec 64	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	224,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec '64	38.5	—	—	45	—	—	—	West Jersey	1,461,240	*	—	558,400	700,000	—	1,258,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	26.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,153	36.0	29,820	97,861	42,879	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	606	Buffalo and State Line	2,267,888	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	760,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	278	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,046,284	807.0	6,916,324	13,429,643	4,594,725	8	93
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,557,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,297	14	80
30 Sep. '64	297.8	259.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	12,211,341	—	42,276,999	654.9	5,990,208	12,997,880	3,506,745	9	103½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726. 43	176,640	—	33½
30 Sep. '64	15.0	—	7.7	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	596,340	311,500	23,705	901,363	39.9	58,495	218,994	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762 481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 054	432,832	218,303	8	—
30 Sep. '64	189.6	48.5	18.2	—	28	34	398	Rome, Watert'n & Ogdensb'g.	2,095 871	568,205	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	260,000	—	930,324	51.3	114,725	257.035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,417	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,982,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	195	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,925	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,572	2,419,401	94.9	.....	103,963	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.0	15.0	.....	—	23	18	182	Wilmington and Manchester	2,032,737	*	202,900	1,130,470	1,045,000	51,300	2,904,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,369,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	354,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,000	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	59	508	Central Ohio	5,579,506	922,670	106,133	1,625,356	3,673,000	1,128,458	6,810,432	141.0	650,028	857,701	350,271	—	14
31 Mar. '65	55.8	—	.....	—	27	27	451	Cinc., Hamilton and Dayton	4,341,780	595,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	12	122
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,975	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	780,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,037,368	2 499,348	1,235,162	15	130
31 Dec. '62	67.0	—	.....	18.0	13	8	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	575 306	228,551	—	45
31 Oct '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,661,990	26	—
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,316	438,897	8	84
31 May '65	108.1	79.4	.....	—	37	37	668	Cleveland and Toledo	6,699,573	724,449	56,787	4,600,000	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	111
31 Dec. '58	61.4	—	.....	53.0	5	6	90	Clev., Zanesville and Cincin.	1,574,693	*	—	369,875	575,250	632,480	.....	61.8	75,120	68,129	19,763	—	—
31 Dec. '58	72.0	—	.....	XL.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	51.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,500	—	2,128,089	upon	r. w. Lit.	Miami.	307,371	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	455,303	.....	2,566.705	3,782,430	—	6,214,825	142.0	.....	1,069,187	431,980	—	—
30 Nov. '64	99.5	—	59.6	—	29	27	422	Little Miami	3,589,644	536,634	487,103	3,572,436	1,400,000	—	5,111,626	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	127.0	8.6	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '58	155.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cin.	3,683,495	595,460	251,867	3,343,958	1,341,093	14,202	5,172,133	205.9	358,469	719,924	145,900	—	10
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,235,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec 64	242.4	.....	.....	—	45	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6,653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	54	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	53.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		18
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,962	193,901	8	83½
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,805	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	163,041	233,560	202,009		
31 Dec '64	78.0		10.0		15			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,907	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		266,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	64½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	900,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	32½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	56½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		31
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385,815	5,604,810	19,860,060	16,684,840		43,520,366	356.9	5,846,778	14,759 657	4,065,112	10	61½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,358,100	315,500		1,673,100	24.0	253,739	423,147	207,893	8	56
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		27
30 Nov '64	152.0	46.8	206.5		216	81	14689	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072.323	7,271,879		27.716,253	509 5	3,328,229	9,260,841	4,308,150	15	59
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	176,447	624,008	477,668	10	122
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197.0	839,238	1,205,560	1,365,200	10	61
31 Dec. '64	59.5		7.2	59.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004		1.770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569		94
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,320	*		8,181,128	12,657,060		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	102½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Potteville	1,178,773	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,956	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		591,800	372,000	1,343	968,137	29.6	95,666	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,506	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9		....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	155,266	197,905	1,099,538	51.9					
31 Dec. '58	109.6		....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	554,000			109.6		282,208	151,536	6	
1 Jan. '59	143.2	21.3	....				....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,146,000	345,546		164.5		341,190	125,871		
28 Feb. '59	102.0		....		....	....	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0	....		62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		....		....	....	....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	50.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	158,264		536,664	1,902,000	290,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,060	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,570	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,560		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	66,516		144,894	406,000	5,000		34.2	50,065	25,806	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.5		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	50.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		50.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0		....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0		....	184.0	....	....	....	Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	382,846	196,368		
— — '59	25.0		....	110.0	....	....	....	San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880 277	*		1,679,000	633,500		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,083		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,065	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	96
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	795,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		232,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,166		1,500,124	500,610	156,161	9 months	79.2	47,702	54,121	16,532		
30 Sep. '59	103.5		....		8			Northwestern Virginia	5,322,160	*		468,695	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,656	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	....		19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59.2	21.8	....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	152,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	3.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,508	26,858		43.5	1,058,054	163,753	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	90.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	73
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
1 Dec. '59	55.0		2.6	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0					
31 Dec. '61	192.9		24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,330		65½
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0		....		31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,768	67,652		
31 Dec. '62	49.0		....		15	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0	....	78.0	204	150	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	65.0		92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510		1½
31 Dec. '64	94.5	1.6	....		15	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678 939	96.1	402,670	467,206	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108 0	160,421	107,640	20,005		
1 July, '61	60.0		....		....	....	....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0		132,555	36,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....		20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	168,416	139,107	87,181		
								NEW GRANADA.													
1 Dec 63	45.7				11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,378,000		10,788,723	48.7		5 027,438	1,328,924	13	240

PREFERRED AND GUARANTIED R R STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 310,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26½
Catawissa (preferred)	1,150,000	7	—	31
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	—	47
Chicago & Alton (preferred)	2,425,200	7	7	107
Chicago & Northwestern (pref.)	2,400,000	7	5½	67
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & William-port (preferred)	500,000	...	...	45
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	57
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	46
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	103
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	86
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70½
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	...	...	----
" " " (2d pref.)	904,473	...	...	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guaranteed)	1,409,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----------	----	----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1905	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,608	6	M. & S.	1870	24½
Six per cent. Loan	2,432,274	6	A. & O.	1884	93½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1883	----
2d Mortgage	57,000	6	" "	1885	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	----------	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	588,500	3	M & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	3	J. & J.	1878	92½
Wyoming Valley					
1st Mortgage	850,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	151
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	...	...	...	----
Lehigh Navigation	50	4,282,950	6	59½
Monongahela Navigation	50	728,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	122
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	...	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" " (preferred)	50	2,722,607	—	55½
Susquehanna and Tide Water	50	2,048,200	—	10
Union	...	...	...	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	69½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	50	@ 52 —
Pig, American, No. 1	48	@ 50 —
Bar, Swedes, assorted sizes (in gold)	97 50	@100 —
	—Store Prices.—	
Bar, Swedes, assorted sizes	160	@170 —
Bar, English & American, Refined	120	@125 —
Bar, English & American, common	110	@115 —
Scroll, English	150	@200 —
Ovals and Half round	140	@150 —
Band, English	—	@150 —
Horse Shoe	145	@150 —
Rods, English	122 50	@190 —
Hoop, English,	115	@200 —
Nail Rod per lb.	— 10	@ — 11½
Sheet, Russia per lb.	— 25	@ — 26
Sheet, English, Single, Double and Treble	— 7	@ — 10½
Sheet, Am., Single Double and Treble	— 6½	@ — 9½
Rails, English (gold) per ton	— —	@ 57 —
Rails, American	— —	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)	— 12	@ — 14
English Blister (1st & 2d qlty.)	— 13	@ — 20
English Machinery	— 14	@ — 16
German	— 15	@ — 17
American, Blister	— 12	@ — 14
American, Cast, Hammered	— 20	@ — 22
American, Cast, Rolled	— 13	@ — 16
American Spring	— 12	@ — 14
American Machinery	— 13	@ — 14
Milan (in bond)	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	—	@ — 45
Sheathing, Yellow	—	@ — 34
Pig, Chile	—	@ — —
Bolts	—	@ — 45
Braziers'	—	@ — 45
American Ingot (cash)	— 32½	@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— —	@ — —
Spanish	9 75	@ 9 80
German Refined	9 75	@ 9 80
English	9 75	@ 9 80
Bar per lb.	—	@ — 11
Pipe and Sheet	—	@ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— —	@ — 28
Straits	— 26½	@ — 27
English	— 24	@ — 24½
Plates, Charcoal I. C per box	— —	@ 15 —
Plates, I. C. Coke	— 11	@ 13 —
Terne, Coke	10 25	@ 10 75
Terne, Charcoal	— —	@ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	— —	@ 8 —
Clinch (cash)	— —	@ — —
Horse Shoe, Forged (cash) per lb.	— 5	@ 34
Wrought English (cash)	— —	@ 50
Ausable Horse, Norway Iron, Forged	— —	@ 35
Zinc Nails (6 mos)	— —	@ 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 39	@ — 39½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 82	@ — 84
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 65	@ — 65
Naptha, Refined (60@62 gravity)	— 50	@ — 52

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th. 5.	F. 6	Sat. 7	M. 9	Tu. 10	W. 11.
Atlantic M. S. S. Co	140	----	----	147	----	
At. & Gt. W. (O) 1st m't	95	95	95	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	116	----	----	----	
Canton Co.	42½	44½	42	43½	43½	43
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	106	----	----	----	----	
" " pref.	107	107	----	----	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	85	----	----	----	----	
Chicago, Burl. & Q.	----	124	125½	----	131	
" " " 8 p.c.	111	----	111	----	----	
Chic. & Northwest'n	81½	82	80½	81½	81	81
" " pref.	69	68½	65½	67½	66½	66½
" " 1st M.	83	----	83	82	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	109½	112	110½	111½	112	110½
" '1st M.' 70	----	----	----	----	----	
Clev., Col. and Cin.	120½	----	----	127	----	
Clev. and Pittsburg	82½	87	82½	84½	84	83½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	74	----	----	----	74	
Clev. and Toledo	110	110½	110½	110½	111	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	47½	47½	46½	46½	48	47½
Del. & Hudson Canal	150	151	----	----	----	
Del., Lack. & West.	----	----	----	----	----	
" "1M. 8p.c. '71-5.10 1½ x	----	----	----	----	----	
" "2M. 8p.c. '81	----	----	----	----	----	
Erie	92½	93	89½	94	92½	92½
" pref.	89	85½	85	86½	86½	85
" 1 M. 7 p.c. '67	----	----	103	----	----	
" 2 M. 7 p.c. '79	----	----	----	102	----	
" 3 M. 7 p.c. '83	98½	----	99	----	----	
" 4 M. 7 p.c. '80	94	95	----	95	95	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	33	30	----	----	
" " pref.	57	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	112½	112½	107½ x	109½	109½	109½
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	103	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	133	----	136½	----	136	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref. 47	----	46	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	12½	12½	----	12½	12½	
Michigan Central	116½	116½	115	----	116	115½
" SF. 8 p.c. '82	108½	----	----	----	----	110
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	83½	84½	77	78½	76½	76
" " guar'd.	135	----	----	135	----	
" " 1M. S. F.	97	----	----	----	----	
" " 2 M.	----	----	----	90	----	
Mil. and P. du Chien	88	88½	60	63	64½	
" " 1st pref.	101	103	----	----	----	
" " 2d pref.	----	----	----	87	89	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	77	77½	76½	76½	77½	77½
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	78½	----	79	79	----	78
New York Central	98	99½	98½	103	103½	103
" Real Estate	----	----	----	----	----	
" " 7s, S. F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	----	----	----	----	----	
" " 6s, S. F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" " 1M. 7 p.c. '73	----	----	----	102	----	
" " 2M. 7 p.c. '64	----	----	----	----	----	
" " 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	55	----	54	53	----	
Ohio & Miss. cer.	31	29½	30½	30½	30½	
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	225	----	225	
Panama	----	240	----	----	----	
Penn'a Coal Co.	170	----	----	----	----	
Phila. and Reading	117½	117½	116½	118	118½	118
Pitts. Ft. W. & Chicago	99½	102	100	102½	103½	102½
" " 1M. 105	----	----	----	104	----	
" " 2M.	----	----	----	----	----	
" " 3M. 83	----	----	----	----	----	86
Quicksilver Mining Co.	53	44	50½	51	51½	49½
St. L., Alton & T. H.	38½	----	----	----	----	38
" " pref.	68	69	----	----	69	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	79
" " Inc. b'ds.	----	----	----	----	----	
Tennessee 6s. 1890	85	84½	84½	----	84½	
Toledo & Wabash	----	----	----	----	----	
" " Prof.	64	----	----	----	65	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	----	----	----	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	71	72	----	72

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	97	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	94	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	93⅞	93⅞	94	93⅞	93⅞	
U. S 5s, 10-40s, reg.	94	----	----	----	----	----
U. S. 6s, 1881, reg.	108	107⅞	----	107⅞	107⅞	----
U. S. 6s, 1881, cou.	107⅛	107⅞	107⅞	107⅞	107⅞	108⅛
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	104	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	120	121	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	117⅛	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	----	----	98⅛	98⅛
U. S. 6s, 5-20s, coupon	103⅛x	103⅛	103	103⅛	104⅛	105
U. S. 6s, 5-20s, new	102x	102	101⅞	102	102⅛	102⅛
U. S. 6s, " reg.	101⅛	----	101⅛	----	----	----
7.30 Notes, 1st series.	99	99	98⅛	98⅛	98⅞	----
" " 2d series.	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
" " 3d series.	98⅛	98⅛	----	98	98⅛	98⅛
American Gold	148	146⅛	148⅛	145⅛	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Cattawissa	----	----	18½	----	18	18
" preferred	----	31½	----	31	30½	31
Camden & Amboy	----	126½	----	----	----	126½
" " 6s,'67	----	96½	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	90	----	----	90	----	----
" " 6s,'89	----	----	89½	----	----	----
" mort. 6s,'89	----	100½	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	95
Del. Div. Canal	----	----	----	----	----	----
Elmira & Williamsport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	99½	----	----
Lehigh Navigation	----	60½	----	59½	59½	----
" 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	93½	----	----	----	93½
Lehigh Valley R. R.	64½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	32½	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	56½	----	56	56½	----
Morris Canal	----	----	----	----	82	----
" " pref.	----	----	----	----	----	122
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	31	----	30½	30½	31
" " 6s	----	----	87	87	87	87
" " 10s	----	----	----	----	----	----
Northern Central	----	45	----	----	----	45
Pennsylvania R. R.	60½	60½	61	61½	61½	61½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	91	91	----	91	91	----
" " 5s, coupon	----	----	----	----	94	----
" " 6s, W. L.	100	----	----	----	----	100
Philadelphia City, 6s	88	87½	87½	----	----	----
" " new	90½	91	91	91½	91	91
Philad., Germ. & Nor.	----	----	----	----	54	----
Phila. & Reading	58½	58½	59	58	59½	59½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	27	----	----	----
" " 6s	----	----	----	----	91½	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28½	----	29½	----	----	28½
" " pref.	36½	36½	36½	----	36½	36½
" " 6s '82	81½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	10	----	----	10	----
" " 6s '78	----	45	44	----	----	----
Union Canal, pref.	----	----	----	----	----	2½
" " 6s '83	22	----	22	----	----	22
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	67½	69	69	69½
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore City 6s, 1875	101	----	----	----	----	----
" " 1886	----	----	99½	----	----	----
" " 1870	98⅛	----	----	----	----	----
" " 1890	100	100	100½	100	100½	100½
Balt. and Ohio	----	117	----	----	117	----
" " b'da, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	101	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	44	----	99	----
" " b'da, '85	86	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	22	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Boston and Lowell	----	98	----	----	97	
Boston and Maine	144	114⅛	114	----	----	115
Boston and Providence	127½	----	124½	----	----	125
Boston and Worcest.	127	----	127	127	----	----
Cheshire, pref.	47	----	----	----	----	----
Concord	----	----	----	59	----	----
Connecticut River	----	109⅞	----	----	106⅛	
Eastern, Mass.	----	97½	----	----	98	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	105½	105½	105½	----	105½	
Manchester & Lawrence	106	----	105	----	----	106
Michigan Central	----	----	114	----	----	----
Northern, N. H.	90	----	----	----	91⅛	
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	61	61	61½	61	----	----
Portl'd, Saco & Ports.	96	96	----	----	96⅛	
Vermont & Canada	----	----	----	----	96	
Vermont & Mass.	44⅛	44	43½	----	----	
Western	130⅛	----	130	129	----	130
Broadway (Horse)	45	----	----	----	----	----
Cambridge "	----	----	----	90	----	----
Metropolitan "	46	46	----	----	46½	
Middlesex "	57	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	23⅞	25⅞	25⅛	----	23⅛
Franklin "	37⅛	38	----	37⅞	----	37⅞
Huron "	----	----	44	----	----	----
Isle Royale "	10⅛	10⅛	----	10⅛	----	10⅛
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	36⅞	----	----	----	36⅛	
Pittsburg "	----	----	----	----	----	----
Quincy "	57	----	57	55⅛	----	56
Rockland	----	----	3⅛	3½	----	3⅞

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of September:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70	"	70⅛
Virginia State 5s	45	"	50
Do. 6 per cent.	41	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	79
Do., 2d mort., 1881	76	"	77
Pennsylvania, 1st mort., 1877	80	"	82
Do., 2d mort., 1882	74	"	76
Erie shares, $100 (all paid)	59⅛	"	60⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	84⅛	"	84½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, October 14, 1865.

Stock Exchange and Money Market.

Holding the opinions that we do of the permanent value of American securities, especially those of a National character, we were not in the least surprised to hear by the last arrival from abroad, of the rise of the 5-20s to 70½. The August statement by the Secretary of the Treasury must have had its effect upon the most incredulous; and when they come to read that of the last month, showing that contraction almost without an effort had commenced, both in the debt and the legal tender currency, we imagine a further rise must have taken place. As we have very recently suggested, European politics by no means wear a settled, we had almost said a peaceful aspect. Even England, which now seems to have adopted "the peace at any price" policy, this in all probability preventing an active intervention in behalf of the rebel Government, seems to have awakened from her slumber, and we see Earl Russell protesting, *sotto voce* at least, against the Gastein convention. Italy is in a ferment in relation to Rome and Venetia, Belgium in alarm lest she is to become a French frontier possession, Sweden and Norway dividing into parties democratic and anti-democratic in their demands and opinions, and even France as far as it dare under the head of a despot exclaiming against the further loss of life and treasure in Mexico. Certainly the financial condition of all these countries may in a moment lose all its stability, and their funds their place in the market. On the other hand, it is now plainly seen abroad how strong we are, how easily we recuperate, how vast are our resources, and how enterprising and industrious are our people. Again, they perceive that the long train of evils, discontent, insubordination, suppressed rage and secret enmity are disappearing under the magnanimous and clement policy of the President, contrary to the expectations of foreign and domestic sympathisers. The Nation appears to be forming a more compact Union than ever, and the present termination of the struggle has unquestionably proved best for all.

Convictions such as these must have their effect abroad on American securities, particularly when our National debt is, at the worst, but about half that of Great Britain, and is actually on the decrease already.

Especially when it is seen on what an enormous scale the internal revenue is now collected, coming in at the rate of more than a million a day, or between 300 and 400 millions a year, with as yet but little aid from the restored States, and when the revenue from customs is full from 25 to 30 per cent. above the estimates, and is already above the rate of one hundred millions a year. Such results as these are not to be blinked by the most careless observer, and must tell on the most doubtful minds. The receipts at the New York Custom House alone between October 2d and 7th, both days inclusive, were $3,590,114. Now when the Southern ports begin to feel the revival of foreign commerce we must look for a very large weekly addition to any sums we now receive at New York, Boston, Philadelphia and Baltimore. It is also estimated that the amount of specie in the Sub-Treasury and the banks on the 1st of October, was $46,595,971, quite as much as usual, and enough for all the purposes of business and the wants of the Government. As the Treasury Department is now understood to have set its face towards contraction and the redemption of its currency, it is well to consider what the National banks are doing. At present they are increasing their circulation. Their whole number on the 7th inst., was 1,578, with a capital of $399,354,213. Under our old system of banking the issue of bills would have been considered justifiable at the rate of $3 in bills for $1 in specie. It is, however, but $194,182,630, not quite 50 cents for $1 of capital. A most material change for the better, and which it seems to us will make a return to specie payments by no means so difficult as is by some supposed. Especially when we consider that their bills out are issued upon Government stocks,

which every day are growing better, and are destined to rise still higher. We are inclined to the belief that the knowledge of this fact among the people, will enable us to resume with a much less amount of specie on hand, than could have been effected under the old system, when no one knew precisely whether there was anything real to fall back upon.

The total of customs received in gold for the quarter comprising the months of July, August and September, was $50,035,652, out of which interest was paid to the extent of $16,250,392, so that the pre-payment of the interest due 1st of November, was by no means difficult even without the balance still on hand in the Treasury, and the certainty that the receipts for the present month were not likely to be of a less amount than they were in September, viz: thirteen millions and upwards. This cursory view of the subject shows beyond all question, the entire ease with which our finances can meet any emergency we have been placed in or can be placed in, and with an experienced Secretary, such as we now have, one who understands himself fully, we do not feel the least anxiety for the future. In short, our financial movement is but another parallel with our military success.

Another remarkable circumstance which has occurred abroad as appears by the recent advices, is the sudden demand for some of our leading railway securities. For Erie it is said to have been four times greater than the supply. Like causes must produce like effects, and we do not see why if the Government stocks rise from considerations already stated, confidence should not be extended to all those other securities which rest on the general prosperity, restored confidence and increasing traffic and interchange.

But there is something more of which to predicate our future. Cotton has risen 10 cents per lb., a circumstance with a two-fold influence. In the first place with the stocks on hand in this country, it will add just so much money to the value of our exports, diminish the call for specie in return for the goods imported into this country, a large portion of them being of no real importance, and merely the sweepings of the foreign manufactories, will also enhance the price of the Southern plantations, an immense advantage to our Southern brethren, and stimulate the further production of cotton on a large scale, of which there has been entertained considerable doubt in some quarters. Holders will at once realize very large profits by the advance, and there is no doubt that much more attention will be immediately paid to the cotton bearing plantations than was expected. All this is working well for the South, for the North, and the commercial relations of the country generally.

We notice with some satisfaction that the sudden and unexpected rise in the price of coal, is drawing the attention of capitalists to the necessity of forming new companies to obtain further supplies. We publish to-day the card and prospectus of a Montreal company, which we hope will meet with great success. If it can meet with success, it will have a benign effect on the present prices. We notice also that a new company called the Spring Mountain is going into operation, under good auspices; and that the Richmond Coal Company, for the supply of bituminous coal, has been reorganized under a new name by very wealthy capitalists, who propose to give us a fine article much below present rates, before the winter finally comes upon us. Certainly with our immense coal fields we do not see, why we cannot have as cheap fuel as they have in England. The shares of our leading companies are quoted at enormous figures.

There has been great activity the past week in Railway shares, the market having become quite animated, and a good advance obtained in leading companies.

We understand the English gentlemen now here on railway business, contemplate a large immediate outlay on their principal line between Salamanca and Cleveland, at the same time the bonds of the Erie recently negotiated abroad, have already been sold at a handsome premium. All this looks well for the Railway interest. Good and careful management is all that is necessary to give great increase and value to our permanent improvements of this character.

Money continues to be had without much difficulty, although it is attempted to be maintained that a tight market is to be expected. We see no evidence in favor of the supposition. The National Banks are increasing their circulation sufficiently to keep up a full supply, rather too much so in the opinion of the conservative among the Bankers. Just as soon as the Government makes a decided movement by a large contraction, the National Banks will have to follow. They are making large profits, but they will have to come back to a more rigid system of operations. The Government by calling in its legal tenders by act of Congress, and requiring them to be funded within a limited time can resume specie payments very rapidly, and the National Banks should think of this and prepare to take in sail themselves. Nor do we fear the consequences for the public. Every contraction of the currency will give greater value to what remains of it, increasing its purchasing power in exact proportion to the reduction.

Exchange is again lower under the effect of the rise in cotton and the 5-20s.

The business of the Sub-Treasury, shows the constant tendency to accumulation there, the balance on Tuesday was $68,847,115 84. The *Tribune* puts forth a calculation that the amount of Federal taxes received is now at the rate of five hundred millions per annum. We do not estimate the receipts as high as this; but we notice the circumstance as a proof of the prevailing impression of the great strength of the country in its finances, and its ability to meet its engagements. Let Mr. McCullough have but a fair chance and he will bring out everything right, and to the entire satisfaction of the public creditors at home and abroad.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—McGregor Western R. R., 24½; Norwich and Worcester, 100; Brooklyn 6s, Water Loan, 96½; New York 7s Bounty Loan, 98½; Ohio 6s, 1886, 98; Illinois War Loan, 97; Connecticut 6s, 95; Pacific Mail scrip, 213; Central Coal Co., 58½; Spring Mt. Coal, 59; American Coal, 75; Wyoming Valley, 43; Lehigh and Susq. Coal, 6½; Western Union Tel., 72⅛; Brunswick Land, 8; Mechanics Bank, 112; Am. Ex. Bank, 116; Central Bank, 114½; Bank of Commonwealth, 100; Bank of Republic, 109; Phœnix Bank, 96½; Ocean Bank, 90.

Philadelphia.—Huntingdon and Broad Top 1st mort., 85; Philadelphia and Trenton R. R., 122; Pittsburg 5s, 70; Hestonville horse R. R., 22¾; West Philadelphia R. R., 69; 17th and 19th streets, 9; Clinton Coal, ⅞; N. Y. and Middle Coal Fields, 6⅜; Fulton, 7⅛; Big Mt., 5½; Swatara Falls, 3½; New Creek, 1¼; Farmers and Mechanics Bank, 123; Philadelphia Bank, 137; Mechanics Bank, 30; 7th National Bank, 96; Union Bank, 63½; Big Tank Oil, ⅝; Corn Planter, 1; Cherry Run, ⅝; Caldwell, 1¼; Crescent City, ⅜; Curtin, 2¼; Dalzell, 2⅜; Densmore, 1; Eldorado, ½; Excelsior, ⅜; Egbert, ⅞; Feeder Dam, 1; Hyde Farm, 1; Junction, 1¼; Jersey Well, 1¼; Keystone, 1⅛; Mingo, 2⅜; Maple Shade, 6¾; McClintock, 1⅞; Mount Farm, 1½; Noble and Delamater, 1⅞; Royal, ½; Story Farm, ¼; Sugar Creek, 5; Sugar Valley, 1½; St. Nicholas, 1; Seneca, ½; Tarr Home, 3⅛; Upper Island, 1½; Walnut Island, ⅞; Winslow, ⅜. The latest quotations are: City 6s, 87@88; do., new, 91@91; State 5s, 90¾@91; do., coupon, 93@94; do., 6s, W. L., 100@100¼; Phila., Wil. and Balt., 61; Reading, 58¾@58⅞; do., 6s, 1870, 91@91½; do., bonds, 91@92; do., con., 116½@118; Camden and Amboy, 126¾@127; Penn. R. R., 61¼@61⅜; do., 1st mort., 104@104; do., 2d mort., 98½@99; Little Schuylkill R. R., 30@30⅞; Morris Canal, 81@83; do., pref., 121@123½; do., bonds, 91@95; Wyoming Valley Canal, 69¼@69½; do., 6s, 89@89; Susquehanna Canal, 8@9¾; do., 6s, 40@45; Sch. Nav., 28⅜@28¾; do., pref., 35½@36¼; do., 6s, 1882, 80@81; Union Canal bonds, 22@23; Delaware Div. Canal, 33@33; do., bonds, 88@89; Elmira and Williamsport, 31@32; do., pref., 40@45; do., 7s, 1878, 99@99¾; do., Chattle 5s, 75@75; Long Island R. R. 6s, 86@86; Lehigh Coal and Navigation, 58@59; do., bonds, 1884, 93@93½; North Pennsylvania, 31@32; do., 6s, 87@87; do., 10s, 110@112; Philadelphia and Erie, 26½@27; do., 6s, 91@91½; Minehill, 56⅜@56; Catawissa, 17@17¾; do., pref., 30½@31; Lehigh Valley, 63@63½; do., bonds, 94¼@95; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 82@82½; Race and Vine, 13@15; West Philadelphia, 69@72; Spruce and Pine, 25@28; Green and Coates, 34@35; Chestnut and Walnut, 53@55; Arch, 20@22; Thirteenth and Fifteenth, 22@25; Girard College, 24@26; Tenth and Eleventh, 53@54; Norristown, 54@55; Union, 20@23; Hestonville, 22@23.

Boston.—Northern (Ogdensburg) 2d mort., 33⅜; Rutland and Burlington 1st mort., 73½; do., 2d mort., 25; Vermont Central 1st mort., 81; do., 2d mort., 25; New York and Boston Air Line 6s, 1870, 35; Michigan Central 8s, 1869, 112; Cheshire R.R., 6s, 90¾; Ogdensburg and Lake Champlain, R. R., 37; Worcester and Nashua, R. R., 95; Somerville horse, 25; Union R. R., 86½; Dighton and Somerset R. R., 94; Maine 6s, 1880, 95; Bangor 6s, 1874, 90; Gardner 6s, 1870, 90¾; Chicago 7s Water Loan, 95¾; Augusta 6s, 1870, 90¼; Boston 5s, 1882, 95; Roxbury 6s, 1875, 98; Portland 6s, 1870, 93½; Cambridge 6s, 1875, 95½; Boston Water Power Co., 30¼; Union S. S. Co., 100¼; Cape Breton Mining Co. 6s, 1870, 79; Mammoth Vein Coal, 15¾; Belmont Coal, 9;

Short Mt. Coal, 35; Franklin Coal, 25¼; Mammoth Vein Consolidated Coal 6s, 1868, 68@70; Macomb Lead, 1⅝; Charleston Gas, 71¼; Old Boston Bank, 60; State Bank, 103; Webster Bank, 111; Howard Bank, 99¾; Merchants Bank, 110; North Bank, 100; Suffolk Bank 114; Railroad Bank, Lowell, 101; Washington Bank, 109¼; Tremont Bank, 110¼; Traders Bank, 92; Shawmut Bank, 103; Bank of Commerce, 108¼; Atlas Bank, 103¾; Atlantic Bank, 100¼: 1st Naiional Bank, Chelsea, 97¼; Mt. Vernon Bank, 103½; Mechanics Bank, South Boston, 104½; 3d National Bank, 100¼; Howard Bank, Cambridge, 122¼; Bank of North America, 100; Massachusetts Bank, 107; Albany and Boston Mining Co., 21; Atlas, 2½; Bay State, 12¾; Concord, 2; Concord, 2 Canada, 80c.; Eagle River, 2⅜; French Creek, 50c.; Hancock, 15¾; Humbolt, 3⅛; Manhattan, 2¾; Naumkeag, 2; Phœnix, 13; Superior, 3⅝; Tremont, 1⅞; Winthrop, 1¾.

Baltimore.—Maryland 6s, 1890, 100; N. W. Va. 1st mort., 98¾; York and Cumberland guar. bonds, 91; Western Md. 1st mort., guar., 100; Marietta and Cincinnati bonds, 86; Springfield Mining Co., 1.25; Bare Hill, 3.00; Mineral Hill, 1.40; Maryland, 0.45; Atlantic Coal, 0.95; American Gas Coal, 1.00; Santa Clara, 16; Penn. Oil, 0.50; Lake Chrome, 0.20; Banker's and Broker's Telegraph, 13½; Farmers' and Planters' Bank, 31; Union Bank, 73¼; Franklin Bank, 12¼. The latest quotations are: Balt. and Ohio, 116½@117½; do., 6s, 1867, 97@100; do., 1875, 101¼@102; do., 1880, 100¼@100⅜; do., 1885, 99½@100; Northern Central, 44½@45½; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98⅛@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 85@86¼; Central Ohio 1st mort., 92@94; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 100@100; Maryland 6s, coupon, 1870, 99@101; do., Ins., 100@101; do., 1890, 99@100; Baltimore 6s, 1870, 98¾@100; do., 1873, 99¼@100; do., 1875, 101@101½; do., 1886, 99½@99¾; do., 1890, 100@100¼; do., coupon, 99@100; do., 5s, 1838-'70, 83@85; City Passenger R. R., 21@22; Canton Co. 40½@42¼; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.45@0.50; North State, 0.15@0.15; Springfield, 1.25@1.35; George's Creek, 108@115; Santa Clara, 15¾@16; Balt. Chrome, 1.40@1.55; Bare Hill, 2.75@2.90; Atlantic Coal, 1.00@1.10; Mineral Hill, 1.35@1.40; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

Union Pacific Railroad.—Eastern Division.

A dispatch from St. Louis, dated October 4th says: "The railroad Presidents, representing the Ohio and Mississippi, Little Miami, Central Ohio, Pennsylvania and other roads, who went on an excursion to Lawrence, Kansas a few days ago, and who will meet the commission appointed to inspect the Union Pacific Road, have engaged to construct sixty miles of the Road west of Lawrence by the 1st of May next. The iron for this road has already been purchased and shipped by J. Edgar Thomson, Esq., President of the Pennsylvania Railroad. Seven miles of the track have already been laid, and it will be completed to Topeka by November. Arrangements have also been made to build a railroad between Leavenworth and Kansas City at once."

The Debt Statement.

Messrs. Culver, Penn & Co. bankers, 19 and 21 Nassau street, N. Y., have published a full and detailed statement of the public debt to September 30th, 1865, including a synopsis of all the acts authorizing the same. It also includes a progressive statement of the public debt, showing the amount outstanding at different periods, from March 4th, 1861, to September 30th, 1865. The compilation is invaluable to politicians as well as to men of business.

Oscillating Steam Engines.

We call the attention of our readers to the advertisement, in another column, of Wm. D. Andrews & Bro., who construct Oscillating Engines, and Boilers, the furnaces of which consume their own smoke. There has in nothing been greater progress than in the construction of Steam Engines and Boilers. The Oscillating Engine is becoming a deserved favorite with Steamship Companies, being simple, economical and effective, and the furnaces, which consume their own smoke, must give them a decided preference in all manufacturing cities and towns. The advertisement speaks for itself and Mr. Andrews so satisfactorily, we need not add another word.

The Globe Mutual Coal Co.

We give elsewhere the advertisement and prospectus of this company, which offers to subscribers of $10 each, the privilege of purchasing one ton of coal annually at cost price, and so in proportion to the number of shares subscribed. The enormous prices now asked by the combination companies for this article of necessity, make the support of this new system of cheap supply a real duty on the part of the public.

Mr. Watkin and the Grand Trunk of Canada.

This gentleman who arrived in this city on the 18th of September has just returned from an official visit to the Grand Trunk Railway of Canada. Among his accompanying friends are Mr. Brydges, the manager of the road, and Mr. Eysrcigge, Mayor of Stockport, England. They have inspected the line from Portland to Sarnia, and their report of its condition is very favorable.

Within the last four years the Company has expended £500,000 upon the road; new rails have been laid for 500 miles, new ties for 800 miles, and steel rails from the Ebbvale Works for 20 miles. The rolling stock is largely increased. The connection with the Buffalo and Lake Huron is turning out very advantageously for both companies. The contract for the International bridge at Buffalo has been signed and sealed, and the work is to be completed in two years. The traffic on the Grand Trunk has increased the last year full 25 per cent.

A very important connection is about to be made. Acts have been passed in Michigan authorizing a wide gauge track from Sarnia, the western terminus on Lake Huron, to Chicago, the expense of which will be in part provided for by the people of Michigan, the Grand Trunk Company to supply the iron by the way of a loan on bonds. This will be an immense advantage to the Company and the City of Chicago. Mr. Watkin left this city for Washington on Thursday, and returns to England in the Scotia in November next, highly gratified with this, we believe, his third or fourth visit to the United States, and duly appreciated by his American friends.

Erie Railway.

The following gentlemen have been unanimously re-elected directors of this company for the ensuing year: Samuel Marsh, Daniel Drew, John Arnot, William B. Skidmore, Cornelius Vanderbilt Robert H. Berdell, Dudley S. Gregory, Ralph Mead, Ambrose S. Murray, William Evans, (of London,) J. C. Bancroft Davis, H. L. Pierson, D. A. Cushman, Alexander S. Diven, Thomas W. Gale, Isaac N. Phelps and J. F. D. Lanier. The Board elect will meet next week to vote for their executive officers for the year ensuing.

Toledo, Wabash and Western Railroad.

The following gentlemen have been elected directors of this company for the ensuing year A. Boody, J. H. Marks, E. C. Litchfield, J. R. Jessop, J. Ross, J. Speers, J. Dunlop, S. Humphreys, W. Kidd, W. A. White, E. Wells, L. Tilton, J. C. Cecil, W. Colbourne, J. N. Drummond.

The following are the officers elected: A. Boody, President; W. Colbourne, Vice President and General Superintendent; J. N. Drummond, Secretary and Treasurer.

Winona and St. Peters Railroad.

The Winona *Republican* says that the work on the Winona and St. Peters Railroad is not to stop at Mantorville this season. The iron will be laid only to that point, but a good portion of the grading will be done between there and Owatonna. Col. De Graff is already prosecuting operations in that direction. All, or nearly all of the directors of the company will take a survey of the road and the country west of Winona.

Minnesota Central Railroad.

The track of this road was laid to Minneapolis, and the first train of cars entered that place on the 26th ult. Trains commenced running to Dundas on the 27th. The road was to have been completed to Faribault by the 11th inst.

☞ A contract has been made with the Des Moines Valley Railroad Company for the completion of the road to Des Moines, Iowa, on or before December 1st of next year. Trains will be running to Monroe next week. Twelve miles west of Monroe will be graded this fall, and work will be commenced on the Des Moines end immediately.

☞ The Fredericksburg and Gordonsville Railroad Company has been organized by the almost unanimous election of G. H. C. Rowe, Esq., President. Montgomery Slaughter and Peter Goolrick were appointed directors on the part of the private stockholders.

☞ The annual meeting of the stockholders of the Virginia and Tennessee Railroad was held in Lynchburg on the 11th inst. The Board of Public Works have appointed the following gentlemen as directors to represent the state in the company for the ensuing year: Charles H. Lynch, of Campbell; James F. Johnson, of Bedford; Robert W. Hughes, of Washington.

☞ A route has been surveyed for a railroad from Manchester to Keene, through Goffstown, Greenfield, New Boston, Peterborough, Harrisville and Marlborough.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the 4th week in Sept., 1865 .. $91,302 00
Corresponding week of previous year .. 72,624 00

Increase $18,678 00

The earnings of the Chicago and Rock Island Railroad for the fourth week in September, 1865, were $86,407 00
Corresponding week of previous year .. 74,295 00

Increase $12,112 00

The earnings of the Grand Trunk Railway for the week ending Sept. 30, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were :

Passengers	$66,645 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	98,961 00
Total	$169,642 00
Corresponding week, 1864	119,447 00
Increase	$50,195 00

The earnings of the Chicago and Northwestern Railway for the first week in October, 1865, were $221,142 43
Corresponding week of previous year. 131,721 74

Increase $89,420 69

The traffic of the Great Western Railroad for the week ending Oct. 6, 1865, was as follows :

Passengers	$44,613 16
Freight and live stock	44,698 71
Mails and sundries	3,770 89
Total	$92,082 76
Corresponding week of 1864	63,120 48
Increase	$28,962 28

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 30, were :

	1865.	1864.
Passengers	$5,601 73	$4,579 07
Freight	17,521 81	14,535 09
Express	260 22	104 16
Mail	296 58	296 58
Total	$23,680 34	$19,514 90

Receipts from January 1 to Sept 30 :

1865	$497,068 21
1864	429,070 05
Increase	$67,998 16

The earnings of the Marietta and Cincinnati Railroad for the 4th week in Sept., 1865, were :

	1865.	1864.
Passengers	$15,967 25	$17,887 51
Freight	18,013 00	12,294 04
Mail, express & telegraph	1,601 00	1,419 02
Total	$35,581 25	$31,600 57

Total for the fiscal year commencing Jan. 1 . $885,315 28 $684,358 81

☞ The Stark County (Ind.) *Times* states that a company has been organized for the purpose of building a railroad from Goshen, Indiana, to Springfield, Illinois, by way of Middleport, which is designed to connect the Northwest, including Canada, with the Southwest.

☞ The following gentlemen have been elected Directors of the Hudson River Bridge Company : Augustus Corning, Dean Richmond, Chester M. Chapin, William H. Swift, Horace F. Clark, Augustus Schell, James H. Banker, Henry H. Martin and Sidney T. Fairchild.

Railroad Earnings--Monthly.

The earnings of the Marietta and Cincinnati Railroad for the month of Sept., 1865. $120,051 25
Corresponding month of previous year 93,077 63

Increase $26,973 62

The following is a statement of the business done by the Illinois Central Railroad for the month of September, 1865 :

LAND DEPARTMENT.

Acres Construction Lands Sold	10,887.99 for	$132,061 52
Acres Int. Fund Lands sold	478.15 for	7,335 53
Acres Free Lands sold	1,511.39 for	20,520 99
Total sales during month of Sept., 1865	12,877.53 for	$159,918 04
To which add Town Lot Sales		1,440 00
Total of all	12,877.53 for	$161,358 04
Cash collected in September		$219,312 00

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$260,638 63
do.	Freight	425,743 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of Sept., 1865.		$706,739 96
Total Receipts in month of Sept., 1864.		799,235 92

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of September, 1865, were $484,173 00
Corresponding month of previous year 402,219 00

Increase $81,954 00

The earnings of the Michigan Central Railroad for the month of Sept, 1865, were $460,661 23
Corresponding month of previous year 408,444 58

Increase $52,216 65

The earnings of the Chicago and Alton Railroad for Sept., 1865, were $399,602 00
Sept., 1864 .... 354,554 00

Increase $45,048 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Sept., 1865, were $384,290 00
Corresponding month of previous year 375,860 00

Increase $8,430 00

The earnings of the Atlantic and Great Western Railway for the month of Sept., 1865, were $677,625 00
Corresponding month of previous year 446,044 00

Increase $231,581 00

The earnings of the Chicago and Northwestern Railroad in Sept., 1865, were $930,315 38
Same period last year 669,604 75

Increase $260,710 58

☞ The *Herald* says : "It has been decided to double track the Atlantic and Great Western Railway from Salmanca to Meadville and from Youngstown to Cleveland. Orders have also been issued for a very large addition to the equipment of the line in locomotives and freight cars, to accommodate the expected increased business and to properly dispose of the immense amount of freight that already crowds upon the road without proper facilities to take it away."

☞ The New Orleans and Jackson Railroad has been completed through to Canton, Miss., and trains will soon commence running.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th ult., inclusive, during the years 1864 and 1865, was as follows :

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	670,400	11,572,400	7,435,600	229,500
1865	490,600	5,733,700	11,493,900	573,100
Dec.	179,800	5,838,700	*4,058,300	*343,600

* Increase.

The excess in the receipts of barley of the new crop is 334,900 bushels.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,347,500 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Sept., in the years indicated :

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, bbls	843,600	670,400	490,600
Wheat, bush	12,197,300	11,572,400	5,733,700
Corn, bush	18,313,100	7,435,600	10,493,900
Barley, bush	255,000	229,500	573,100
Oats, bush	5,573,800	5,756,200	6,413,800
Rye, bush	281,200	135,300	501,500
Malt, bush	.....	.....	421,200
Beef, bbls	9,890	5,600	7,190
Pork, bbls	227,900	54,700	14,850
Bacon, lbs	3,441,100	559,300	1,273,100
Butter, lbs	153,900	147,200	107,700
Lard, lbs	18,582,600	1,760,500	1,964,100
Cheese, lbs	841,200	438,000	6,557,100
Wool	105,600	658,500	426,400

Interest and Dividends.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividend of five per cent. (free from government tax) payable on the 25th day of October inst., at the Office of Messrs. Wells, Fargo & Co., No. 84 Broadway, New York, and after the 14th day of November next, and after the latter date at the company's office, in Cleveland.

The Central Railroad Company of New Jersey, have declared a quarterly dividend of 2½ per cent., payable October 13th.

The Cincinnati, Hamilton and Dayton Railroad Company, have declared a semi-annual dividend of five per cent., and the government tax, payable on the 16th inst., at the Bank of North America.

Essex County R. R.

A preliminary meeting of the Essex County Railroad was held at the St. Johnsbury House the 28th ult. The meeting was well attended by parties from various places interested in the building of the road, and was very unanimous and enthusiastic. All present were for pushing forward the enterprise at once. The commissioners for that purpose, we understand, will very soon open books for subscription to the capital stock of the road. We think capitalists who will investigate the matter will find this the shortest, most feasible and most direct route for railroad communication, between New York and Quebec, and one which at the same time brings into market the immense quantities of lumber in Essex County and places in Northern and Central Vermont within easy railroad communication with Portland and the West.—*St. Johnsbury (Vt.) Caledonian.*

☞ The first sod on the Buenos Ayres Great Southern Railway was turned on the 7th of March, 1864. Its opening is expected to take place this October.

Grain Trade of Buffalo.

The following table shows the receipts of flour and grain at Buffalo from January 1 to October 1 in the years indicated:

	1863.	1864.	1865.
Flour, bbls	1,638,728	1,462.116	1,186,212
Wheat, bush	12,919,670	12,298,298	7,631,610
Corn	18,360,877	9,439,463	14,325,444
Oats	3,666,349	6,855,334	6,276,350
Barley	152,731	183,008	333,475
Rye	256,001	359,161	273,688

The canal exports from Buffalo for 1863, 1864 and 1865, from May 1 to October 1, compare as follows:

	1863.	1864.	1865.
Flour, bbls	317,326	84,581	110,054
Wheat, bush	10,732,313	13,144,584	5,912,633
Corn	18,241,739	8,540,221	6,149,418
Oats	4,688,828	7,074,750	4,359,079
Barley	142,210	35,372	317,316
Rye	242,897	333,974	292,851

The following will show the receipts of canal tolls at Buffalo, from opening of canal navigation to October 1, for the years indicated, viz:

1865	$1,296,352	1862	$2,203,068
1864	1,636,018	1861	1,312,376
1863	2,011,765	1860	804,680

No. of boats cleared to October, 1865 4,725
No. of boats cleared to October, 1864 5,875

The Coal Trade.

The Philadelphia and Reading Railroad Company have raised their rates of freight on coal fifty cents a ton. The following tolls are now charged:

	To Richmond.	To Phila.
From Port Carbon	$3 58	$3 68
From Mount Carbon	3 57	3 67
From Schuylkill Haven	3 50	3 60
From Auburn	3 40	3 50
From Port Clinton	3 35	3 45

By the Schuylkill Canal the toll from Schuylkill Haven to Philadelphia is $1 90 per ton; boating freight, $1 45 per ton; total toll and freight, $3 35 per ton. From Schuylkill Haven to New York the boating freight is $2 95 per ton.

By the Lehigh Valley Railroad route the charges are:

	Per ton.
Mauch Chunk to Philadelphia *via* Lehigh Valley and North Pennsylvania Railroad	$3 40
Mauch Chunk to Elizabethport *via* Lehigh Valley Railroad and New Jersey Central Railroad	3 81
From Mauch Chunk to Trenton *via* Lehigh Valley and Belvidere Delaware Railroads	3 20

From Elizabethport to New York City the charge for boating coal is 65 cents per ton, making the cost of carrying Lehigh coal from Mauch Chunk to New York $4 46 per ton, against $5 40 from Mauch Chunk to Philadelphia.

Grain Trade of Milwaukee.

The receipts and shipments of produce at Milwaukee from January 1 to Sept. 30, 1864 and 1865, have been as follows:

	1865.	1864.
Receipts:		
Flour, bbls	312,669	228.402
Wheat, bush	6,282,212	7,658,220
Oats	382,976	735,908
Corn	194,015	403,080
Rye	79,305	59,337
Barley	84,358	120,460
Shipments:		
Flour, bbls	320,005	345,605
Wheat, bush	5,550,754	7,780,119
Oats	197,056	575,382
Corn	55,619	166,718
Rye	21,775	12,115
Barley		1,789

☞ The capital stock for a new railroad between Fredericksburg and Richmond has been subscribed.

Grain Trade of Chicago.

The following table shows the receipts and shipments of flour and grain at Chicago, from Jan. 1, to Sept. 30:

RECEIPTS.

	1863.	1864.	1865.
Flour	1,037,151	919,217	803,066
Wheat	7,453,940	9,081,151	6,197,142
Corn	24,230,419	11,979,382	20,675,624
Oats	5,460,713	9,167,819	8,284,471
Rye	585,907	841,890	773,719
Barley	658,563	535,419	700,495

SHIPMENTS.

Flour	1,137,374	912,380	676,782
Wheat	6,135.561	8,303,333	4,729,972
Corn	23,124,419	10,809,460	20,265,835
Oats	4,969,619	9,677,049	7,001,858
Rye	410,731	462,285	296,549
Barley	386,773	139,979	143,769

The annexed figures show the amount of grain in store at Chicago on the first of October in 1864 and 1865:

	1864.	1865.
Wheat bushels	886,333	817,781
Corn	121,726	1,347,947
Oats	613,047	1,299,896
Rye	150,141	247,710
Barley	226,648	928,298
Total bushels	1,998,795	4,003,212

Railroad Train Recorder.

Our attention has been called to a very ingenious and compact piece of mechanism, which if introduced upon our Railroads would it is thought, do much to work a reform in their management, and prevent numerous accidents. This instrument is called by the inventor a "*Railroad Train Recorder*," and its object is to give full particulars of the movements by the Engineer during each trip, also the condition of the track. The size of the Recorder is one cubic foot; its cost about $200. The Recorder is placed in the engine, a roll of paper placed therein, the Recorder locked, and at the end of the line the roll of paper is taken out by the manager, and following points found plainly recorded:

1. The speed run at any point on the road.
2. The signals given by the engineer, either by bell or whistle, and where given.
3. Changing the position of the reverse lever and where.
4. Condition of the track, showing high or low points, their character, and where located.
5. It indicates to the Engineer, by day or night, the speed he is running.

Steam pressure and water-line may also be recorded, if desirable; also the places where drivers slip.

But these five points will enable any Railroad manager to test the capacity and honesty of Engineers, and track men in his employ, which is very important.

The inventor desires to make arrangments with some capitalist to take an interest in this Patent, and to manufacture some of the Recorders at once. Any capitalist or railroad men desiring further information, can communicate with C. W. Theo. Krausch, St. Louis, or N. H. Parker, No. 24 Pine street, (Room 37) New York.

☞ A meeting of the subscribers to an agreement of capitalization of the Central Ohio Railroad Company, will be held at Zanesville, Ohio, on the first day of November, for the purpose of providing for a corporate reorganization of said company, and the transaction of other business.

Oil City and Pit Hole R. R.

The work on the Oil City and Pit Hole Railroad is being pushed forward with great vigor. The grading on that part of the road lying between the Allegheny river and Pit Hole City is nearly completed. About 125 tons of the iron is already on the ground, and the remainder is being shipped. If nothing occurs in the meantime to retard operations, the road will be in running order by the 1st of November, between Pit Hole city and the mouth of the Allegheny.

☞ The Superintendent of United States Military Railroads, recently sold at auction, at Manchester, Virginia, twenty-five locomotives and 100 passenger cars. They were purchased principally by the Southern railroad companies, and brought $417,000 in cash, or about two-thirds of the original cost. Forty or fifty locomotives and five or six hundred cars are to be sold on the 17th inst., at Alexandria, Va.

☞ We see it stated that the stockholders of the New York and Boston Air Line Railroad have commenced an action to regain possession of the franchise of their road from the hands of the Boston, Hartford and Erie Railway Company, so that they may be enabled to go on with their work as originally intended.

☞ The Lehigh Coal and Navigation Company notify stockholders that, to provide means for extending their railroads and other improvements, it will allow stockholders on the 14th instant, the privilege of subscribing for new stock at par, at the rate of one share for every five shares then standing in their names.

☞ We learn from Havana that an Imperial decree orders the construction of a railroad with mule power, to connect with the Vera Cruz railroad at Puebla. It is to be in operation by next May.

☞ The Comptroller of Tennessee reports the State debt, real and contingent, at $25,000,000, and suggests the repudiation of bonds issued to railroads by Governor Harris, after the passage of the ordinance of seccession.

☞ The official report of the St. Paul, Minn., assessor shows a return of $2,639,000 of personal property in that city for 1865, against $1,520,000 in 1864, and $850,000 in 1863.

☞ The Boston and Maine Railroad Company has rescinded the vote to pay the Portland, Saco and Portsmouth Railroad Company eight per cent. annually in currency instead of six per cent. in gold.

☞ The last Legislature of New Jersey exempted the Morris and Essex Railroad from all taxes until one year after their road is completed to Philipsburg.

☞ The through railroad route from Washington to Lynchburgh, Knoxville, Chattanooga and Atlanta, and thence to Augusta or Montgomery, is now open, and communication perfect.

☞ The earnings of the Philadelphia and Baltimore Railroad for the first seven months of the year 1865 were $2,297,220 05
Do. do. 1864 ..... 1,837,608 29

Gain $459,611 76

☞ Workmen are engaged upon the Root River Railroad, and it is expected that twenty miles of track will be laid this fall.

☞ The bridge on the East Tennessee and Virginia Railroad over the Holston River is completed, thus establishing direct communication between Chattanooga and Washington.

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Coal at Actual Cost to Shareholders,

TO PARTIES SUBSCRIBING IMMEDIATELY.

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Our **CENTRIFUGAL PUMPS** pass mud, sand, coal, corn, gravel, &c., without injury, and use little power. Sizes from **90** Gallons to **40,000** Gallons per minute capacity. For sewers, canals, coffer dams, condensers, irrigation and wrecking, they are unequaled.

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HAVE opened an office in Baltimore, in the LAW BUILDINGS, St. Paul street front, and may be consulted or employed in the Location and Construction of Railways and other Roads and their incidental works throughout the United States. Also, the survey of Estates, Water Powers, &c., and will receive a limited number of Pupils for instruction in their Profession. 3m-33

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ONE HOUR AND THIRTY MILES SAVED.

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Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

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NEW YORK, September 16, 1865.

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H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 36

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 21, 1865.

Railroads and Express Business.

A new express company, known as the National Bankers' Express, with a capital stock of ten millions of dollars, has just completed its organization. Among the list of trustees we observe the names of prominent business men in this city, Philadelphia, Boston, Portland, Albany, Buffalo, Syracuse, Rochester, Detroit, Pittsburg, Baltimore, Norfolk, Cleveland, Chicago, Milwaukee, St. Paul, St. Louis, &c.—all of which will secure the enterprise a good degree of local support from the outset. The officers are: Edward B. Judson of Syracuse, President; Thomas B. Fitch, of Syracuse, Vice President; Dudley P. Phelps of this city, Treasurer; Alfred Wilkinson of Syracuse, Secretary; and Charles B. Sedgwick of this city, Attorney.

The formation of this company will be beneficial to the railroad interests of the North and West, in which they propose chiefly to operate. It will at once create something like a healthy *competition*, where heretofore scarcely anything of the kind existed, with exceptions of the large cities and a few of the more prominent points in communication with them. Henceforth at least two active rival interests will be found competing, not only for the express business offered by the public, but the vehicles run by railroad companies.

This is a step gained in the right direction; yet it is but one step toward that which all our railroad managers should keep steadily in view, namely, the absorption of all the express business along their routes. What is there in the nature of things to call for this department being farmed out to individuals, any more than the transportation of passengers, freight, or the mails? Why should not some outside interest contract to carry wheat, petroleum, or anthracite coal, as well as light packages, to be delivered instantly at the journey's end? We confess our inability to see the propriety of drawing any dividing line between one species of income and another.

Every railroad manager knows, and every stockholder *should* know, that in thus neglecting the express business the most profitable source of income is sacrificed to individuals or corporations, who become rich at the companies' expense. They are a set of "climbers," taking hold of railroads, like ivy to the oak, and never letting go until they have sucked the last drop of nourishment out of them. Hence it is found that while the one interest finds it difficult to divide five, six or seven per cent. annually, the other can distribute from ten to one hundred. Individual expressmen think their business scarcely worth looking after, if it does not net them $10,000 a year; while the profits of not a few run up to five times that amount or more.

All these considerations are apt to be offset in the minds of many, by the fact that some railroad companies have tried the express business and found it to be less profitable than it now is in the hands of outside parties. If the experiment had been fairly and generally made, we might be disposed to give up the point; but we feel confident this has not been done. We cannot regard it as a fair test, that a President or Superintendent directs certain agents to receive light packages and others to deliver them. Those agents have their hands perhaps already as full as they wish; and naturally enough feel little desire to aid in the extension of a business, which devolves upon them much additional labor, without corresponding remuneration. They do not co-operate heartily with managers in the endeavor to make this attempt successful. They may possibly treat the outside public with a degree of indifference, if not of discourtesy, discouraging further calls upon them in this capacity. Nay, it is probable that in many instances they may be *bought up* by ex-expressmen, who naturally feel chagrined at the loss of a lucrative business, and would hesitate at no means to bring about its restoration.

As far as we are aware the public have never been fully informed as to the *why* and *wherefore* of such failures on the part of railroad companies to conduct the express business. In the absence of positive information to the contrary, we have a right to assume that it arose, first, from the inexperience which is necessarily a drawback at the commencement of any novel enterprise or service; next, from the passive resistance manifested by agents and other employes, who had no stomach for promoting the companies' interests at the expense of their own ease; and lastly, from the appliances which have been brought to bear upon officials by the expressmen, whose occupation was gone. A chapter of disclosures on such a theme would be equally interesting and instructive, as showing how "rings" can be formed among subordinates and outsiders for the purpose of thwarting needed reforms, as well as for carrying an odious measure through a corrupt Common Council.

It is obvious that for our railroads to assume the express business a separate department must be created to some extent. As each express company has its agent in every principal point, looking after business and attending exclusively to his employers' interests, so such agencies must be established by our railroad companies at all paying points. In other cases, a percentage of the receipts might be allowed to existing agents, so as to remunerate them properly for their additional labor. In any case, the men entrusted with this service ought to be pecuniarily interested in its success; and as far as possible held responsible for any decline which might take place, as trace-

able to their own indifference or rudeness shown to the business community.

The anecdote of Patrick, who, before venturing upon a feather bed, stretched himself for a night upon a single feather, and then protested against reposing on a whole bed of down, will apply to the question before us. An experiment has been made here and there, but only upon the single feather plan. The work was not properly systematized, in the first place; then, it was abandoned without a sufficient trial. Under such circumstances, of course, it proved a failure, as every reform will prove, unless the requisite steps be taken to overcome the *vis inertiae* of subordinates, and even their positive ill-will. When local and traveling agents feel themselves directly interested in the success of the plan, and means are taken to bring railroad companies as express carriers into direct communication with the outside public, there will be no occasion to complain about failures.

We would urge this subject, not only upon the attention of our railroad officials, but of the conventions which assemble from time to time. With concerted action and a properly digested plan to begin with, followed by the fixed purpose which is necessary everywhere to achieve success, there is no reason why a rich source of income, now passing into the hands of a powerful outside interest, should not be tapped and retained by the companies to whom it rightfully belongs.

St. Louis and Iron Mountain Railroad.

The earnings and expenses of this road for the years ending October 1, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$138,156 38	$143,116 40
" freights	140,635 67	196,885 43
" mails, rents, etc.	13,195 46	11,480 70
" U. S. troops	33,066 56	11,820 79
" " freight	95,857 84	35,988 02
	$420,911 91	$399,291 34
Expenses, viz:		
Maintenance of roadway	$69,679 77	$102,923 63
Maintenance of rolling stock and machinery.	57,260 62	111,364 71
Operating expenses	132,747 68	153,674 24
	$259,688 07	$367,962 58
Net earnings	$161,223 84	$31,328 76

The net earnings of 1863 were appropriated as follows:

To pay liabilities	$35,985 41
To pay interest on State bonds	40,000 00
To pay interest on St. Louis Co. bonds	23,717 13
To construction account for new cars, station houses, machinery, tools, etc.	20,938 63
To increase of assets	40,582 67
	$161,223 84

Between the close of the fiscal year, (September 30,) and the annual meeting of stockholders (November 2,) the company paid into the State Treasury the further sum of $20,000, and into the County Treasury, for interest that matured on their Iron Mountain Railroad bonds in July of that year, $7,000, leaving to be paid the county in 1864, the further sum of $14,000—the company having adopted the policy of paying into the State Treasury, on account of interest on State bonds, all surplus earnings not needed to pay liabilities, or for supplying the wants of the road.

The above comparative statement of earnings exhibits a diminution in 1864, of aggregate business of $21,620 57. But as the receipts from Government service were less by $81,115 59, it follows that the legitimate local business had increased nearly $60,000, (say $55,000 from freights, and $5,000 from passengers.) The expenses on the other hand have been increased $108,274 51; which is solely attributable to the enormous advance in the price of all kinds of labor and material. In maintaining roadway, bridges and machinery, this increase is nearly double; but for operating the road, the expenses are only about 20 per cent. above those of the previous year.

The company have 18 locomotives. Number of miles run, 280,189; in 1863, 292,019—decrease, 11,830. Through passengers carried, including U. S. troops, 9,772; do., way, do., 383,862; in 1863, 22,468 and 332,409 respectively—showing a decrease in the former of 12,696, and in the latter an increase of 51,453. Number of passengers carried one mile, 4,547,272, a decrease, as compared with the previous year, of 503,247. Tons of freight transported, 96,951; in 1863, 99,943—a decrease of 2,992. Tons carried one mile, 5,521,880—a decrease of 60,082. Troops carried one mile in 1864, 594,600; Government property, 900,000 tons. The expenses were 92.1 per cent. of the earnings; in 1863 61.7.

BALANCE SHEET.

	1863.	1864.
Capital stock	$1,971,127 50	$1,971,222 50
State of Missouri b'ds	3,501,000 00	3,501,000 00
Net earnings at commencement of the year	278,313 70	440,037 54
Gross earn'gs for year ending Oct. 1	420,911 91	399,291 34
Floating debt	21,374 64	40,557 83
	$6,193,227 75	$6,352,109 21
Construction	$3,912,840 99	$3,920,979 42
Potosi Branch	67,969 35	67,969 35
Rolling stock	358,811 78	360,029 00
Discount and interest	1,420,694 40	1,448,114 40
Transportation exp.	259,688 07	367,962 58
Materials on hand	29,135 01	58,014 65
Cash	52,846 87	62,159 97
Bills receivable	12,799 46	21,186 75
U. S. Government	57,798 72	18,759 21
Other assets	20,648 10	26,933 88
	$6,193,227 75	$6,352,109 21

Pres't and Sup't.—STEPHEN D. BARLOW.
Vice President.—CARLOS S. GREELY.
Ass't Superintendent.—JOHN HEWITT.
Secretary and Treasurer.—L. B. CLARK.

The Russo-American Telegraph.

The State Department at Washington has received an official copy of the conditions stipulated between the Russian Telegraph Department and Hiram Sibley, for the establishment of telegraphic communication between Russia and America, by which the exclusive right is granted to the plenipotentiary of the American Western Union Telegraph Company for thirty-three years, from the day the line shall be opened, the Russian Government to grant a further term as it may judge convenient. In order to encourage the undertaking, the Government grants to the company an allowance of forty per cent. on the net produce of dispatches transmitted by it over the lines to and from America, and in order to contribute as much as possible to the success of the present undertaking, the Minister of Public Utility will adopt the measures necessary for securing the company's telegraph from being maliciously injured by the local population, but at the same time, the Government refuses to take upon itself any responsibility for such injuries of any nature whatsoever. The company is allowed to import materials free of duty.

Henderson and Nashville Railroad.

We have read with much interest a pamphlet setting forth the prospects of this road and of the Providence Mining, Manufacturing and Shipping Company, by which it appears that the former designed to connect Nashville with the Evansville road is completed for 46 miles, and with a little assistance can be for the short remaining distance. To obtain this large tracts of coal lands with rich veins are offered to capitalists for such aid as they may be disposed to give. We trust the efforts of the company will be successful.

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the fiscal years ending April 30, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$784,059 41	$1,098,695 65
" freight and mails	907,206 42	1,005,402 99
	$1,691,265 83	$2,104,098 64
Expenses, viz:		
Repairs of road	$193,946 49	$375,821 44
" bridges	5,459 49	24,048 45
" buildings	29,635 46	89,559 54
" fences	1,579 71	5,074 11
" engines	62,008 17	84,908 46
" cars	66,638 46	89,863 93
" tools, etc.	6,509 49	11,107 65
Fuel	69,613 54	94,458 44
Oil and waste	13,386 71	13,445 49
Train hands	75,384 79	97,598 76
Watchmen	8,042 33	10,863 44
Station expenses	104,522 01	132,089 91
Mail expenses	736 00	902 00
Losses and damages	35,798 52	19,528 44
General superintend'ce, stationery, etc	22,850 45	32,435 15
Contingencies	33,160 92	49,050 83
Total running exp	$729,772 54	$1,080,756 04
State taxes	23,227 78	48,015 65
Government tax	28,781 79	53,872 64
Miscellaneous exp	16,588 26	19,811 93
Rents	65,368 78	59,577 93
Interest and exchange.	843 97	5,866 27
Profit and loss	3,468 38	1,417 62
Total	$868,051 50	$1,269,318 08
Net earnings	$823,214 38	$834,780 56
Interest on bonded debt	$179,869 22	
Dividend, Oct. 25, 1864, 5 per cent.	245,768 42	
Dividend April 25, 1865, 5 per cent.	246,873 68	
	672,511 32	
Balance	$162,269 24	

—equal to 4¼ per cent. on the capital stock.

The income account of the company, which had been accumulating for four years, stood on the first day of May at | $769,940 49
Income for the current year | 654,911 34
| $1,424,851 83

From which has been paid—

Regular dividends, as above	$492,642 10
Extra dividend in Aug., 1864, 10 per cent.	491,326 00
	983,968 10
Balance of income account June 1, 1865	$440,883 73

—which sum has been used in the equipment and necessary improvement of the property, and contributions to the sinking fund for the purpose of gradually retiring the bonded debt of the company.

Compared with 1864, the gross earnings of 1865 show an increase of $412,832 81; with an increase in running expenses of $351,483 50.

The following is a comparative statement of the bonded indebtedness of the company as given in their reports for the last and preceding years:

	1865.	1864.
Toledo, Norwalk and Cleveland 1st mortgage bonds, due Aug. 1, 1863	$3,000	$9,000
Cleveland & Toledo income bonds of 1858, due Sept. 1, 1868	.....	250
" " " 1854, due July 1, 1864	.....	286,000
" " dividend bonds, due April 1, 1865	12,235	123,560
" " certificates, due April 1, 1865	575	2,180
Junction 1st mort. 1st division bonds, due April 1, 1867	229,000	244,000
Cleveland & Toledo bonds of 1857, due Sept. 1, 1870	6,000	6,000
Junction 1st mort 2d division bonds, due Dec. 1, 1872	159,000	161,000
Cleveland & Toledo sinking fund bonds, due July 1, 1885	2,205,000	1,802,000
	$2,614,810	$2,633,990
Less redemption funds	.....	194,000
Total bonded debt	$2,614,810	$2,439,990
Capital stock	4,690,600	4,654,800
Total stock and bonded debt	$7,305,410	$7,094,790
In hands of Sinking Fund Commissioners	324,000	276,575
Outstanding stock and bonds	$7,629,410	$6,818,215

The company has paid during the last year $422,180 of bonds, which matured and have been canceled, from funds on hand at the last annual report applicable to this purpose, and from the sale of the balance of the sinking fund bonds remaining in the hands of the company.

The sum of $46,000 has been contributed to the sinking fund commissioners from the earnings of the company during the past year, and this fund now amounts to $324,000, which, with the accrued interest added annually, and the annual contribution of the company, will entirely pay off the mortgage debt of the company on or before its maturity.

The road has been maintained in good order during the past year, and $1,080,756 used in running expenses, being 51⅓ per cent. of the gross receipts, and if we add the taxes and general expenses it will amount to 57 1-7th per cent. Of this sum $375,821 54 has been expended in repairs and renewals of the road, being $181,000 more than the previous year. There has been placed in the road 2,278 tons of re-rolled iron, equal to twenty-four miles of new iron, 14,408 new chairs, 66,450 lbs. new spike, and 59,434 new ties. $24,000 has been expended in repairs and renewals of bridges.

The equipment of the company is in good order, and will compare favorably with any other road, and although during the past year there has been no comparative increase of equipment, still $84,900 has been expended on locomotive repairs, and $89,863 on car repairs. These sums have been expended in renewals as well as repairs, so as to place all the equipment in an efficient condition.

The company are now constructing, at its shops, some new first class passenger coaches, equal in strength and finish to any in the United States, two of which are nearly ready for use; and has raised the roofs and rebuilt seven of its coaches during the past year.

The material is now on hand for the construction of 100 new box cars and 10 passenger coaches, and the new work is being done as rapidly as the repairs and maintenence of the equipment will warrant.

The construction account of the company remains the same as at the time of the last annual report, $6,699,573 33, and the new constructions put upon the road during the past year, have been paid for by the sale of old rails not required for the use of the company, and from other sources not belonging to the income account, viz:

Paid on Union Passenger House, Cleveland	$30,935 57
Office at Toledo	10,000 00
Balance finishing engine house at Toledo	8,200 00
Freight house at Cenoa	1,800 00
	$50,935 57

There is still belonging to this fund the sum of $48,285 94, applicable to new station buildings, and permanent improvements without increasing the construction account of the company.

The offices at Toledo are constructed of brick, upon the middle ground, with a permanent foundation, with fire-proof vaults for preserving the company's books and papers connected with the freight department at that point, and are so arranged that a town freight house can be built on at some future time making one uniform building.

The number of passengers carried during the past year was 586,172, being an increase of 122,364, and of this number 392,740 was local, being an increase in the local passengers of 67,891.

The total number of tons of freight carried during the year, was 410,401, of which 159,505 tons was local, and which in the aggregate shows a falling off as compared with the former year of 22,016 tons, but while the total tonnage shows a decrease, the local freight shows an increase of 6,832 tons.

The earnings from local passengers and local freight for the year amounts to the sum of $877,832 09, and is more than the total earnings of the road five years ago from all sources.

The movement of through freight was retarded during the past winter through the months of January and February, owing to the blockade of freights at Buffalo and Dunkirk, and the inability of the Eastern trunk lines to receive and take away the freight offered to them by your line.

This state of things has existed more or less for the last three winters, but was more so during the last winter than before, owing to the heavy snows east of your line which blocked up the roads and kept back freight, much to the injury of the earnings to your company.

The question is frequently asked, "now the war is over, if your road will be able to keep up its earnings," and in reply to this question, we can only say, that the increased earnings for six weeks of the year to June 14th, are $59,852 over the same time last year, and also point to the increase of population and increased productions of the vast country west of us during the last four years, and in the future, which is tributary to your line of road, and to the largely increasing local traffic of the line, and we come to the inevitable conclusion that the traffic of your road can only be limited by the facilities of the trunk lines East of us to take the freight away, particularly in the winter months, and what is more needed to encourage shippers by rail routes than anything else, is greater and more efficient dispatch in the movement of freight and less delay in its transshipment at points where it is changed from one road to another, or from one car to another, which occupies under the present railroad management more time in many instances than is generally consumed while the freight is in motion on the roads. Some system must soon be devised and adopted, whereby freight will be kept in motion from the time of its shipment until it reaches its point of destination, so that shippers can calculate with some degree of certainty the time their produce will reach market, or their goods their point of destination, which facilitation in the movement of freight would add largely to the traffic of the roads, and be much more satisfactory to the business community.

The equipment of the road consists of: 37 locomotives; 28 passenger, 9 emigrant, 13 baggage, 4 mail, 403 box and stock, 89 rack, 146 platform and 3 boarding cars.

Number of miles run by freight cars, 5,635,072; by passenger cars, 1,039,806; by second class cars, 211,483; by baggage cars, 425,614; by mail cars, 75,750.

The number of passengers carried eastward was 286,075, of which 122,008 were through, and 164,067 way; do., carried westward, 300,097, of which 134,772 were through and 165,325 way—total passengers carried 586,172, of which 392,740 were local, and 193,432 foreign passengers. Equivalent number of passengers carried one mile, 38,133,340, equal to 340,476 through. Number of passengers carried in 1863–'64, 464,348, increase, 122,364; increase in mileage of passengers, 9,634,978.

Tons of freight transported eastward, 263,949, of which 159,913 were through, and 104,036 way; do., westward, 146,452, of which 90,983 were through, and 55,469 way—total tons transported, 410,401, of which 250,896 were through, and 159,505 way. Equivalent number of tons carried one mile 34,796,293, equal to 310,636 through. Tons carried in 1863–'64 432,417, showing a decrease in tonnage of 22,016, and in mileage of freight 2,853,055.

GENERAL ACCOUNT.

Construction—cost of road to date	$6,699,573	33
Equipment	724,448	89
Stocks and bonds of other companies	56,736	75
Real estate	39,014	86
Bills receivable	25,514	48
Materials on hand	222,701	94
Cash	39,011	64
Due company on military and other accounts	46,226	06
Sundry book accounts not available	11,862	37
Advanced on wheel contract	7,998	80
Sinking fund	197,790	89
	$8,070,880	01
Capital stock	$4,690,600	00
Bonded debt, as above	2,614,810	00
Construction fund balance	48,285	94
Iron account—iron taken up not sold	88,103	44
Bills payable	53,741	90
Unpaid approved bills	42,639	64
Dividends not called for	11,912	50
Unpaid on pay rolls	2,550	68
Coupons not presented	3,540	70
Sundry unsettled accounts	1,356	76
Portion of May earnings used	72,454	77
Income account—balance	440,883	73
	$8,070,880	01

President.—JOHN NEWELL.

Directors.—John Newell, James Mason, T. P. Handy, D. N. Barney, A. H. Barney, Henry Keep, John Gardner, T. H. Hoag, S. M. Young.

Superintendent.—L. D. RUCKER.

Secretary and Treasurer.—H. C. LUCE.

Journal of Railroad Law.

COMMON CARRIERS OF GOODS.—EXTENT OF LIABILITY.—EVIDENCE.

The case of Smith *vs.* The New York Central Railroad Company, lately decided by the Supreme Court in Monroe County, is interesting as bearing upon the duties of common carriers. The facts of the case will be gathered from the opinion of the Court, written by

JOHNSON, J.—I am of opinion that the non-suit was wrong, and should be set aside. The defendant's counsel insists that there was no evidence to show that the property was in a sound condition when it was received by the defendant. If this is so, the non-suit was proper. The plaintiffs must of course give evidence to show that the goods were in good condition when they came to the possession of the carrier, as part of the evidence that they have been injured while in the carrier's custody. Merely showing a delivery by the carrier in an injured condition is not enough. It must be shown in what condition the carrier received them in order to prove an injury in his hands. This may be shown by direct affirmative evidence, or by proofs of facts and circumstances from which the presumption of fact arises, that the goods were in proper condition when the carrier received them. Enough was, I think, proved in this case to raise such presumption. The property was placed in the possession of the Western Railroad Company in good order and condition, and until the contrary is shown, must be presumed to have continued in that condition while in the possession of that company. It was delivered by the defendant, after being transported over its road from Albany to Rochester, in a damaged condition; and the further presumption necessarily follows, that it received the injury while in the possession of the defendant. The general rule is, that things once proved to have existed in a particular state are to be presumed to have continued in that state until the contrary is established by evidence, either direct or presumptive (Best on Presumption, § 186; Sleeper *vs.* Van Middlesworth, 4 Denio, 431; Walrod *vs.* Ball, 9 Barb., 271; Cooper *vs.* Dederick, 22 Id., 516.) Unless this rule is to be applied to goods delivered, to be transported over several connecting railroads, there would be no safety to the owner. It would often be impossible for him to prove at what point or in the hands of which company the injury happened. But give to such party the benefit of the presumption that the goods he has delivered in good order in such case, continued so until they came to the possession of the company which delivers them at the place of destination in a damaged condition, and his rights will be completely protected. The burthen is then shifted upon the latter company of proving that such goods came to its possession in a damaged condition, by way of defense. This proof the latter company can always make much more easily and readily than the converse can be proved by the owner. This is in perfect harmony with a well settled rule of law, as an exception to the general rule. The general rule undoubtedly is, that the burthen of proof is always upon the party who asserts the existence of any fact which infers legal responsibility. But the exception is equally well established that in every case the *onus probandi* lies on the party who is interested to support his case by a particular fact which lies more particularly within his knowledge, or of which he must be supposed to be cognizant. If the subject matter of negative averment lies peculiarly within the knowledge of the other party the averment is taken as true, unless disproved by that party. (1 Greem, 1 Ev. M. § 79; 1 Stark, Ev., 362, 395; Wills, on circumstantial Ev., 183, 184.) This applies in all civil cases. A familiar instance is the action to recover the penalty for the violation of the excise law. And it applies in criminal cases in weighing the evidence after such evidence had been given. Sufficient to raise the assumption that the allegation is true, in the absence of any evidence to the contrary.

In this case and all cases of like nature I think it is enough for the owner to show that he delivered the property to the connecting road in good condition, and that the burthen is then cast upon the company delivering the goods injured, of proving that they were not injured in their possession, or that they came to their possession thus injured. This evidence in almost every case is all that the owner can give, inasmuch as he is not supposed to accompany his property in the transit. The defendant was unquestionably a common carrier in reference to this property, and subject to all the liabilities of such carrier to the plaintiffs, though it may have received it from the Western Railroad Company alone, and upon its undertaking to transport the property to Rochester. The statute (2 R. S. 693, § 67, 5th ed.,) expressly makes any railroad company, receiving freight for transportation subject to the same liabilities as common carriers. The liability attaches upon the receipt of the property for the purpose of being transported, and is to the owner of the freight. But this liability is for its own acts or for injuries which such freight receives while it is in its custody for such purpose, and not for the acts of other companies which may have previously injured such freight. The plaintiffs' counsel seems to insist that, under section 67 of the statute above referred to, the defendant would be liable to the plaintiffs, even though the goods were injured while in the possession of the Western Railroad Company, and came to the possession of the defendant in the same injured condition in which it was delivered by the defendant at Rochester. But I do not think the statute was intended to create any such liability against any company except the one which first received and undertook to transport the freight. The language is, "whenever two or more railroads are connected together, any company, owning either of said roads receiving freight to be transported to any place on the line of either of said roads so connected, shall be liable as common carriers for the delivery of such freight at such place." It is obvious, I think, that this was intended to apply only to the company originally receiving and undertaking to convey and deliver the freight. In this respect the statute is only declaratory of the common law obligation of the carrier making the contract. He undertakes for all the carriers intermediate the points of shipment and delivery, (Burtis *vs.* The Buffalo and State Line Railroad Company, 24 N. Y. Rep., 269.) But an intermediate carrier, who was not a party to the original undertaking, would, I apprehend, be liable only as an ordinary carrier, for loss or damage arising while the goods were in his possession as such carrier. This gives the owner his election, in case of loss or damage, to bring his action either against the carrier with whom the original undertaking was entered into, or against the particular carrier in whose hands the loss or injury has occurred. There can be no doubt, I suppose, that the latter is clearly liable for his own default, without any aid from the statute.

Courts may take judicial notice of whatever ought to be generally known, within the limits of the jurisdiction (1 Green, 1 Ev., § 6.) This would, I think, include notice of the great lines of public travel and transportation of property, and their connection with each other and the general course of trade and transportation through the country. In a case like this the Court would infer without further proof that was given a delivery of the property by the Western Railroad Company to the defendant to be transported by the latter as a carrier to Rochester. I am clearly of the opinion therefore that enough was proved by the plaintiff to put the defendant upon its defense, and to authorize a recovery by the plaintiffs, as no counter evidence was given. If these views are correct, it follows that the non-suit should be set aside and a new trial granted, with costs to abide the event.

Schuylkill Mutual Coal Co.

The *Schuylkill Mutual Coal Company* has purchased the Tunnel Colliery in Ashland, Schuylkill Co., Penn., and is now prepared to deliver coal, to the subscribers to its stock, *at the actual cost of mining and transportation.*

This is a first class colliery, yielding two hundred and fifty tons of coal per diem, and for this quantity transportation is permanently secured.

The quantity of coal in the mine, and the facilities for mining the same, are ample for many years' work. The coal is the very best of White Ash—more nearly of the character of the *Lehigh* than any other coal of this region—and for domestic and steam uses, commands the highest price in the general market.

In a word, the company commences its operations on a sound basis, with a limited capital, and with all the conditions necessary to entire success. It offers, in the following proposition, perfect security for the investments of its stockholders, who cannot fail to receive satisfactory dividends, and to procure for their use coal of excellent quality, *in full weight*, and at the lowest possible price. They, in fact, become the miners, shippers, and dealers of their own coal, and save the profits and commissions which, under ordinary circumstances, they would pay to others. In addition to this, they are the actual owners and workers of the colliery, and will receive their proportional share of the profits of its business.

It is proposed to sell twenty thousand shares of *preferred* stock at the full par value, for the amount of the *purchase money* and *working capital.* The remaining *one hundred thousand dollars* of the capital stock, which is held by the Directors and originators of the company, is subject to certain restrictions, as set forth below.

The daily yield is at least two hundred and fifty tons of coal. This, for three hundred working days per year, would make seventy-five thousand tons. Of this amount, it is proposed to sell forty-five thousand tons in the market, and to deliver, annually, to the stockholders, thirty thousand tons, (one ton per share,) *at the actual cost of mining and transportation.*

At the present prices, there is a difference of *more than four dollars per ton*, between the actual cost of the coal, delivered to the consumer, and the price charged by dealers; (this difference goes to make up the profits of the miner, the middleman, and the retail dealer.) It will hardly, at any time, fall below three dollars. This differ-

ence, which is saved to the consumer, is the chief advantage which the company offers to its stockholders; but the profit on the coal sold, will furnish satisfactory dividends.

To secure, beyond peradventure, the advantages held out to the purchasers of the preferred stock, the Directors engage that no coal shall be delivered on the stock issued to the projectors of the company, *until the whole amount due to the holders of the preferred stock* shall have been delivered, and until enough coal shall have been sold in the market to *pay seven per cent. annual dividend on the par value of the preferred stock.* This arrangement will leave forty-five thousand tons of coal, which may be sold to pay dividends, amounting to only $18,000—requiring a profit of less than thirty-five cents per ton; less than one-fifth of what may be reasonably expected. It is believed that the cash dividends would be much more than seven per cent.

Dr. J. P. Kimball, Mining Engineer, says of the quality of coal of this colliery:

The anthracite of the Mammoth Seam in the Ashland basin is a dry, hard and dense variety, of a deep black color and splendid lustre. Its fracture is semi-conchoidal—a test of great purity and homogeneousness. In specific gravity and composition, it greatly resembles the best standard Lehigh coal. It is practically free from sulphur, and burns to a white ash. It has scarcely a superior as an anthracite for blast furnaces, and is commended as a steam-generating anthracite—burning freely, and igniting readily. The dividing slate separating the two benches is so clearly defined, and its subordinate courses of slate are so few and insignificant, that the coal is prepared for market uncommonly free from this admixture.

The Overland Traction Engine Co. of N. Y.

Among the many projects which are now being agitated for facilitating the mining operations of our western Territories, and for quickening and cheapening the communication between the centre of this great region, and the rivers and railroads of the Missouri Valley, not the least important is that of placing a line of steam Traction Engines and Trains on the Plains, between certain points on the Missouri River and the Rocky Mountains.

Engines of this description have been used for several years. In England they are quite extensively adopted, not only for agricultural purposes, but for hauling the heaviest loads in the dock yards, and great numbers are now constructed in that country for Australia.

Successful experiments have also been made with a light class of such engines, both in England and on the continent for the carrying of persons, and a rate of speed has been obtained on good roads, exceeding 20 miles per hour.

So far, however, their use has been confined to local purposes, and it is only within a very recent' period, that attempts have been made to introduce them on long routes like the one in question. The great difficulty in the way has been the supply of fuel. The ordinary engines in use, have been unable to carry any useful load for considerable distances, unless supplied with fuel at frequent intervals. And the adhesion of their wheels upon the ordinary roads, has borne so small a proportion to the great weight of the engine, and to the power it ought to exert, that they have not been able to haul the loads due to their power.

The stereotyped plan is a boiler similar to that of a locomotive, mounted upon four wheels, the two rear wheels being the drivers, and the forward wheels serving to steer the engine. The rear axle is fixed, while the forward one turns upon a king bolt, the whole arrangement being precisely like that seen in any ordinary wagon.

Two cylinders are applied to a crank shaft from which endless chains running over proper pullies give motion to the driving wheels.

Having but two cylinders they are applied to the same shaft in order to avoid any dead centres, and consequently both driving wheels must move at the same speed, no matter how sharp a corner it may be necessary to turn. One wheel must necessarily slip, and it therefore becomes impossible to provide any additional means for obtaining adhesion, unless the engine is confined strictly to a straight line. About one-third the weight of the engine is placed upon the forward wheels, so that the traction power of such an engine is limited entirely by the adhesion due to two-thirds the weight of the engine, resting upon two smooth wheels, and it makes no difference how much power there may be exerted in the cylinders, the engine can haul no more load than its adhesion upon the road will permit. The additional power exerted serves simply to slip its wheels.

A great improvement in the construction of these engines, has been made in this country by Jesse Frye of Brooklyn, and the value of his inventions has been practically demonstrated by the performances of an engine, of about 22 tons.

In Frye's engine, all the wheels act as driving wheels, forward as well as rear the power being communicated to the former at all times, no matter how much they are turned from their normal position in the process of stearing.

Each wheel is driven by two cylinders, and therefore they are entirely independent of each other. No slipping being necessary in passing a curve, additional means of adhesion are applied in the shape of cogs or corrugations on the tread of the wheels, which enter the surface of the road slightly and grasp it so that adhesion to the full extent of the power of the cylinder is obtained. Thus is an engine of given weight, made to do a duty twice or thrice as much as is performed by an ordinary engine of the same size.

The Overland Traction Engine Company of this city, has been organized for the purpose of placing Frye's Traction Engines and Trains, on the various routes between the Missouri River and the Rocky Mountains, and is now constructing an engine of 32 tons weight, with a train of wagons which is to start from Nebraska city as soon as completed. These trains are to be multiplied as fast as possible. From the actual tests made with the engine completed, no doubt is entertained that the new one will easily transport a net load of 200 tons of freight across these plains to Denver city, a distance of 600 miles with a consumption of coal less than 100 tons. Until within a very recent period, such a performance would have been impossible, simply for the reason that the engine has capacity to carry only a supply of fuel for 20 miles, in addition to such a load of freight.

Coal, however, is now found near the city of Denver in unlimited quantities, and as the consumption of coal for the round trip would be less than the engine can haul, it can be brought back and distributed at proper intervals on the return trip.

Paying freight will be hauled West and coal brought back. The company has taken hold of this mattor in earnest. A thorough survey of the routes has been made during the past summer by A. P Robinson, Esq., civil engineer.

He reports that a route may be followed for the entire distance, upon which the inclinations need not exceed 3 feet per 100 in any case, and that with the exception of the construction of three or four small bridges and the filling of a few unimportant ravines, very little expenditure will be required. The transportation across these plains is enormous, and is increasing almost beyond belief. In 1864 from actual returns kept at the various points from which trains are sent it, is reported at about 80,000,000 pounds. For the year 1865 the accounts of freight already sent, added to that which it is known is yet to go forward will make a grand total of 200,000,000 pounds, and all this is hauled by cattle and mules requiring from 40 to 60 days' time.

The rates are about 15 cents per pound which would show that the expenditure for transportation across the plains this year,would reach the enormous sum of thirty millions of dollars. The railroad is needed to-day, and will come in due time, but at least ten years will be required to reach the mountains.

In the mean time this magnificent traffic is open for the Traction Engine. The entire expense of the round trip, cannot exceed $5,000.

Two hundred tons of freight would at 10 cents per pound yield a profit of $35,000.

The engine can run night and day at a speed of 5 miles per hour, crossing easily in 6 days. It is the intention of the company as soon as their freight trains are established, to place on the route a class of light engines for passengers and express packages, which will run at about twice this speed making the trip in 3 days.

The present stage coaches require 6 days. The establishment of such a line of freight and passenger engines across the plains, would defy competition by anything except a railway. Until the Pacific Railroad reaches the mountains the Traction Engines must rule, and there offers a prospect of profits in their operation, during the intermediate time which hardly any of the great projects of the present day can equal.

Baltimore and Ohio R. R.

The regular meeting of the directors of this company was held in Baltimore on the 11th inst. J. W. Garrett, Esq., President in the chair.

After action upon the reports of the Committees of Transportation and Construction, the Committee of Finance reported the following resolutions which were unanimously adopted:

Resolved, That a dividend of four cent. be declared on the stock of the Main Stem of the Baltimore and Ohio Railroad Company, payable on and after the 23d October, instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 12th instant and remain closed until the 23d instant.

Resolved, That the United States tax be paid by the Company.

Resolved, That a dividend of five per cent. be declared on the stock of the Washington Branch Railroad, for the half year ending 30th September last, payable on and after the 16th October, at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the company.

In connection with the financial condition of the Company, the President stated that the expenditures were still very large, the force of employees being larger than at any former period, and now

numbering 7,705 men. The aggregate of the pay rolls for the month of September was $347,275 54. The business upon the road continued uniformly very heavy. Rapid progress had been made in restoring the line to a strictly first-class and effective condition. The additional abutment at Harper's Ferry had been constructed, and the great west span of the iron bridge at that point had also been erected. The three spans of the fine new iron bridge at South Branch, two spans at Patterson's creek, two spans of the 21st section, and the splendid and great iron bridge, 615 feet in length, over the Monongahela river near Fairmont, have also been completed. The new abutment at Great Cacapon has been finished, and the new piers at Sleepy creek and Youghiegany are progressing satisfactorily.

The extensive new foundry at Mount Clare has been finished and is in full operation. The large new machine shop there is also approaching completion. Much work has also been done on the new machine shop and new engine house at Martinsburg, and it is hoped that these important structures will be prepared for the business of the approaching winter. A large force is engaged quarrying stone, and at work upon the foundation of an extensive new engine house at Grafton.

Five hundred and ten men are engaged in the construction of double track, thirty-six miles of which, it is expected will be completed during the calendar year. It is anticipated that the entire line of double track between Baltimore and Piedmont will be completed under the arrangements in progress by the close of the year 1866.

Thirty new engines of great capacity have been added to the equipment of the Company, and twenty additional engines have been contracted for, and are under construction. Eleven of the engines seized and taken by the Confederate armies during the war have been recovered. One has been rebuilt, and is now in service, and the remaining ten are under repair at Mount Clare. Upwards of sixty powerful locomotives will thus be added to the equipment of the Company. Large numbers of freight and passenger cars have also been purchased and constructed to meet the heavy requirements of traffic.

It is understood that the Northern Central Railway Company this day advanced its tariff on coal one dollar per ton, which makes the rate from Sunbury to Baltimore (138 miles), $4 50 per ton of 2,240 lbs. The Philadelphia and Reading Company charges from Schuylkill Haven to Richmond near Philadelphia 93 miles, $3 50 per ton of 2,240 lbs. The charge from Mauch Chunk to Elizabeth, 110 miles, is $3 81, and from Mauch Chunk to Philadelphia, 89 miles, $3 40 per ton. The Baltimore and Ohio Company charges per ton of 2,000 lbs. but $3 75 for 179 miles from Cumberland, and $4 10 for 206 miles from Piedmont to Locust Point wharves.

While the charges and costs of Anthracite coal, transported by roads with generally descending and easy grades, are thus high, and have resulted in partly causing the present enormous price of those coals in the market, namely $13 per ton, the relatively low charges maintained by the Baltimore and Ohio Company, notwithstanding the larger cost of its road, its heavy grades and curves, have resulted in enabling dealers to furnish the superior coal from the Cumberland region at $7 per long ton.

It is hoped that the working expenses of the Baltimore and Ohio Railroad can be so economized as to still enable the Company to maintain such comparatively low rates of freight, and to continue to furnish coal thus cheaply to our manufacturers and citizens, and also to continue to demonstrate the great relative advantages of the use of the semi-bituminous coal from the line of the Baltimore and Ohio Road and its vicinity. The transportation of coal is at present very heavy, the average quantity brought to the city being upwards of twenty-five hundred tons per day.

With the large increase of motive power and additional tracks, and the general arrangements of the company for vigorously prosecuting this important business, it is hoped that a largely increased supply can be brought to market. The manufacturers of Baltimore are thus realizing great advantages by the comparatively low cost of this invaluable fuel, and the company finds a daily growing demand from the railroads and factories throughout New York and New England.

The policy of the Board in prosecuting with rapidity the extensive improvements upon its line, and adding to its already vast facilities for traffic, it is believed will result, in a large and permanent increase of the general business of the Company and of the trade of the city.

The attendance of the directors was quite full, and, after the transaction of much routine business, the Board adjourned.

Our Financial Policy.—Mr. McCulloch's Speech.

The Secretary of the Treasury, while on a visit of relaxation at his former home in Indiana, received the honor of a banquet from his friends at Fort Wayne, and made them an address at some length, the most important portion of it embracing the consideration of the present and the future of our National Finances.

Mr. McCulloch at this moment is the most important personage in the Cabinet of President Johnson, occupies a position infinitely more responsible than any of his associates, and by the success or non-success of his measures, will lead the country into a safe position, or involve it still further in financial disorder.

The past life of Mr. McCulloch has always given assurance to his friends that his future career would be equally as successful, because at the bottom of all his conduct there have been sound principles, and these he never sacrificed for political purposes, as too many of the prominent men of the day have not hesitated to do whenever their interest or promotion required it.

The opinions of such a man, coupled with a consistency of life and experience of business of which secretaries hitherto were generally quite innocent, are therefore of very great consequence at this time when the Nation is heavily in debt, the people as heavily taxed, the country flooded with irredeemable paper money, prices rising fabulously, and gold going constantly out to foreign nations and our other exports falling off. The man who is competent to remedy all this by the judicious management of the credit and income of the country will become its greatest benefactor, and Mr. McCulloch has an opportunity of financial distinction which shall eclipse that of any American financier, not excepting the famous Robert Morris of the revolution, or even the illustrious Hamilton, the father of our revenue and our commercial system.

Mr. McCulloch thus becomes the principal personage in this picture, and we naturally wish to know the quality of the man's mind, and the opinions which govern its action. His previous letters and publications have been well received, because he has recognized distinctly the necessity and importance of a mixed currency, but always to be convertible into coin at pleasure. This is the doctrine of the ablest writers on the subject, and the practice of all civilized commercial prosperous nations.

At present we are unfortunately the possessors of only one kind of currency, viz: paper, the other having become a commodity and no longer current. It becomes therefore a matter of moral, political and financial necessity to equalize them again, so that our trade shall not suffer any longer from its anomalous condition, and that the paper dollar of the country shall no longer be a reproach and a falshood, leading men into constant criminality. The speech at Fort Wayne is clear enough. He says:

"I am not one of those who seem to repudiate coin as a measure of value, and to make a secured paper currency the standard. On the contrary, I belong to that class of persons who, regarding an exclusive metallic currency as an impracticable thing among enterprising and commercial people, nevertheless look upon an irredeemable currency as an evil which circumstances may for a time render a necessity, but which is never to be sustained as a policy. By the common consent of the nations, gold and silver are the only true measures of value. They are the necessary regulators of trade. I have myself no more doubt that these metals were prepared by the Almighty for this very purpose than I have that iron and coal were prepared for the purposes in which they are being used. I favor a well secured convertible paper currency. No other can to any extent be a proper substitute for coin. Of course it is not expected that there shall be a dollar in coin in reserve for dollar of paper in circulation. This is not necessary. For all ordinary home transactions a paper currency is sufficient, but there are constantly occurring periods when the balances between countries, and in the United States between its different sections, must be settled in coin. These balances are insignificant in amount in comparison with the transactions out of which they arise, and when a vicious system of credit does not too long postpone settlements, they are arranged without disturbing the movements of coin. Whenever specie is needed for this purpose, the paper currency of the country should be convertible into it, and a circulation not so convertible will not be, and ought not to be, long tolerated by the people. The present inconvertible currency of the United States was a necessity of the war; but now that the war has ceased, and the government ought not to be longer a borrower, this currency should be brought up to the specie standard; and I see no way of doing this but by withdrawing a portion of it from circulation. I have no faith in a prosperity which is the effect of a depreciated currency, nor can I see any safe path for us to tread but that which leads to specie payment.

We have sometimes feared that Mr. McCulloch's career had been so exclusively one of a Banker, that he had not sufficiently considered the morals of the question, and had not sufficiently philosophised on the effects of a vitiated currency, but we were mistaken. Nothing can be more profound or just than the following opinion:

"There are other objections to the present inflation. It is, I fear, corrupting the public morals. It is converting the business of the country into gambling, and seriously diminishing the labor of the country. This is always the effect of excessive circulation. The kind of gambling which it produces is not confined to the stock and produce boards, where the very terms which are used by the operators indicate the nature of the transactions, but it is spreading through our towns and into the rural districts. Men are apparently getting rich, while morality languishes, and the productive industry of the country is being diminished. Good morals in business, and safe persevering industry, if not at a discount, are considered too old fogyish for the present times."

This alone, if there was no other, would be reason enough for a return to a sound currency. The traders, merchants, small dealers as well as large manufacturers are all striving for large and sudden gains, irrespective of the value of the article sold, and are getting more for their goods when gold is 146 than when it was 280, to the actual impoverishment of the middle classes, of con

sumers and persons of fixed incomes. Something of the whirl and confusion of the hour is apparent from one fact alone, that in the city of New York in a single year, six thousand millions of dollars have passed through the hands of the brokers, in consequence solely of the fluctuations in the markets, inspired greatly by the speculations in gold, and also the depreciation of paper money. So our imports on foreign account are now on an increasing scale, most of them of costly and luxurious fabrics, food and wines affording enormous profits to the foreign shipper. The plentifulness of paper money also favors combinations in almost every article of necessity, so that no longer the wheat and grain merchant buys up the market for foreign export and a legitimate trade, but to get a profit out of some one nearer home. In short speculation turns its eye and its hand on our own people, and cares not if bread should rise to 50 cents a loaf, any more than when dairymen by a similar temptation put up butter to 75 cents a pound. In relation to this Mr. McCulloch says:

"The extreme high prices which now prevail in the United States are an unerring indication that the business of the country is in an unhealthy condition. We are measuring values by a false standard. We have a circulating medium altogether larger than is needed for legitimate business. The excess is used in speculations. The United States are to-day the best market in the world for foreigners to sell in, and among the poorest to buy in. The consequence is that Europe is selling us more than she buys of us, including our securities, which ought not to go abroad, and there is a debt rolling up against us that must be settled in part, at least, with coin. The longer the inflation continues the more difficult will it be for us to get back to the solid ground of specie payment, to which we must return sooner or later."

The resumption of specie payments strongly urged in this speech, is to be brought about by the funding of the legal tenders. In regard to this he says:

"If Congress shall early in the approaching session authorize the funding of the legal tenders, and the work of a reduction is commenced and carried on resolutely, but carefully and prudently, we shall reach it probably without serious embarrassment to legitimate business. If not, we shall have a brief period of hollow and seductive prosperity, resulting in widespread bankruptcy and disaster."

How much of this legal tender will have to be funded is yet an open question, and is worthy of grave consideration.

Let us look at this for a few moments. We have now a paper circulation in all of about nine hundred millions, government and national bank paper included. This is not $30 per head, and the Southern States almost destitute of currency. It is not more than the circulation was in England or very closely in 1815. It is our opinion that an entire funding of the legal tenders will not become necessary, and that one third of the amount redeemable in gold left afloat, will be sufficient to keep them there at par, and possibly at a premium.

And as to the difficulties in the way of a return to specie payments. Some persons who can never have an opinion, unless it is founded on something derived from English history, say it will take us as long to effect resumption as it did England. There were near half a century of wars for England to encounter, and it took about 20 years to come back to the specie standard. On the contrary here we have had almost continual peace till 1861, and no taxation worth speaking of.

Our abnormal state has lasted but four years. It is a curious and cheering fact that but 510 failures occurred in the last year in the loyal states, instead of thousands as in former years, showing that business has been transacted on a different plan, and with the abolition of long peace credits. If we now postpone resumption for many years, the whole business of the country will be adjusted accordingly. High prices and long credits will rule, and then when specie redemption comes, it will come with a general crash, cutting down the values of all property, and ruining debtors as well as creditors, for while the one will see their property melting away, the others will have not enough left to pay their debts by the very same depreciation.

In our opinion the sooner we return to specie payments, the better for all classes. The country can bear a reduction just in proportion to the inflation. It is really strong up to this moment. Whatever amount of paper is withdrawn will furnish just so much purchasing value to what is left in circulation. Half the currency left will buy just as much, as the whole does now. We do not think the operation at this moment would do any harm to any body, but the contrary.

We therefore heartly approve of Mr. McCulloch's speech, plans and policy. Let us one and all give him our support. A competent financier is at last in charge of our National finances.

Debt of Philadelphia.

On the 1st of July, 1865, the actual debt of the city of Philadelphia, of all kinds, was $32,310,866 69. The offsets to this are the following items:

Cash on hand by sinking fund commissioners	$360,861 78
City loans at par held by sink'g fund	1,830,313 39
Amounts payable by trustees of gas-works	1,950,000 00
Mortgages, ground-rents, etc. at par	101,732 66
Pennsylvania railroad stock at par.	4,409,000 00
Sunbury railroad stock at par.	2,250,000 00
North Pennsylvania railroad stock at par	1,400,000 00
Northwestern railroad stock at par	750,000 00
Hempfield railroad stock at par	600,000 00
Wharves and Landings	1,000,000 00
Markets	50,000 00
Water-works	6,000,000 00
Tobacco warehouse	100,000 00
Philadelphia tow-boat company	7,500 00
Westchester turnpike company	2,000 00
Haverford turnpike company	2,000 00
Real Estate of various kinds	175,000 00
Outstanding taxes collectable	500,000 00
Total	$22,472,466 19

During the year 1864 the income derived from the above sources was $1,376,924 93 above all costs and exclusive of the stock dividend of the Pennsylvania railroad. These offsets were valued by the commissioners of the sinking fund at twenty millions of dollars, and there can be no doubt that they were worth more than that. The real estate included in the above statement is exclusive of vacant property, police stations, public schools, park grounds, gas works, prison, almhouse, parade ground, etc., and consists entirely of salable buildings. The account current thus stands as follows:

Total debt for July 1, 1865	$32,310,866 69
Offsets " "	20,000,000 00
Balance of debt	12,310,866 69

Among the items quoted above is $360,861 78 cash on hand to the credit of the sinking fund, and $1,830,313 39 of city loans at par held by the several sinking funds, making altogether $2,191,175 12 of this account. This needs a word of explanation. Legal provisions long since made provide that one and two-tenths per cent. of all city taxes shall be set apart for a sinking fund for the redemption of the city loans and the reduction of the municipal debt. This amount is duly approximated every year, and the commissioners invest it in the purchase of city loans, the interest on which is reinvested in the same way.

In order to reach the real city debt there must be deducted from it the $2,191,175 12 belonging to the sinking fund, which would leave the total amount as above.

Next, as regards the loans authorized, but not yet negotiated. The following will show their character and amount:

Water-works loan	$1,000,000
School-house loan	1,000,000
Gas works loan	877,400
" "	135,300
Chestnut-street bridge loan	49,300
Bounty loan	1,333,400
Deficiency loans	213,100
Aggregate	$4,608,500

The gas-works pay every dollar of interest on the gas loans, which are separate from those of the city, though guaranteed by it. The water-works always yield a clear return of seven per cent. revenue over expenses. As the interest on the water loans is only five and six per cent. the city is not under any additional burthen on that account. The bounty and school-house loans need no explanation.

The New Railroad Project to New York.

We learn that Engineers have surveyed a new route for the proposed railroad leading from the Schuylkill Coal Region to New York. This new route is to lead from Lehighton, on the Lehigh Valley Railroad, through the Mahoning Valley to Tamaqua—from Tamaqua through the Schuylkill Valley to St. Clair—from St. Clair to the Mine Hill Gap, Where it will cross the Broad Mountain by planes and extend to the New York and Middle Coal Company's lands at Mt. Carmel. A glance at the map will show that this route opens up nearly the whole of the Coal Region of Schuylkill County, together with that of the Mahanoy and Shamokin Regions, requiring but few lateral railroads of short distances to connect with the main branch.

The New York and Middle Coal Field Company hold a charter to connect their lands with the Lehigh Valley Railroad, and also the North Pennsylvania Railroad, at any point, with the privilege of making such branches as may be required, no one branch to exceed ten miles in extent.

It was proposed at first to adopt the Schuylkill Haven and Lizzard Creek route, but this new route is considered preferable because it passes the whole distance from Tamaqua (which is but 16 or 17 miles from Lehighton,) to Mt. Carmel through the coal region, and will not require one-fourth the extent of lateral roads to open up the coal fields of Schuylkill and Northumberland Counties as the former would. The distance by this route will also be considerably nearer to the New York market than by any other route.—*Pottsville Miner's Journal.*

☞ The case of the Commercial Bank *vs.* The Great Western Railway Company, has been heard before the Privy Council in England, and the appeal been dismissed with costs. The rule therefore for a new trial obtained by the defendants, and against which the plaintiffs appealed, stands. The case will probably come on for trial at the next assizes at Kingston. This appeal, it is said, will cost the Commercial Bank the sum of $10,000, or thereabouts.—*Upper Canada Law Journal.*

☞ The total value of foreign exports from the port of Portland for the quarter ending September 30, 1865, was $311,567 55.

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Sept. 30, 1865	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120¼
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	94
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	104
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,331,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	101½
" " " (5-20s) ..... coupon		6	" "	1882	104
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	94
" " " ..... coupon		5	" "	1904	95½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1864	----
" " " ..... coupon		6	" "	1864	102½
Treasury Notes of July 17, 1861 ..... coupon	332,250	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	98½
" March 3, 1865 ..... 2d series	300,000,000	7.2	June & Dec.	1868	97½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97½
Debt Certificates	62,899,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	32,954,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,012,141	6	" "	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,487,755				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State). "	610,000	6		1868	----
" " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,064	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	95
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) ... "	2,073,750	6	" "	'68-'80	80
" " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Ist. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	97½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	75
" —State Int. Imp bonds (not adjusted)	391,000	----------	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" " " special stock "	1,216,737	5	" "	----	----
" " " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" " " " ..... "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'98	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	87,500	6	" "	'91-'98	96
" " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	74
" " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" " " (banks) ..... "	5,298,535	6	----------	----------	----
" " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	1,000,000	6	Mar. & Sept.	'62-'77	93½
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	----
" " " (st'l'g conv.) ... "	200,376	5		1865	----
" " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" " " (st'l'g conv.) ... "	2,490,589	5		'89-'90	108
" " " (dollar) ..... inscribed	500,000	3		1890	----
" " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" " " (") ..... "	767,560	5		'45-'58	----
" " " (") ..... "	299,405	5		1890	----
" " " (") ..... "	148,711	5		'89-'90	108
" " " (") ..... "	123,089	5		plena.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) ... stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G. R. R.) ... "	503,380	6	" "	'88-'90	----
" " " (" ") ... dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	500,000	5	" "	1893	123½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" scrip	200,000	6	" "	'64-'66	----
" ----------	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" " — " " " ..... "	600,000	5	" "	'77-'78	99
" " —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" " —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" " —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	587,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	53,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	77
" — " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78
" — " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " H. & St. Joseph "	3,000,000	6	" "	'73-'87	82
" — " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " Iron Mountain "	3,501,000	6	" "	'75-'89	----
" — " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " Platte Co. ... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----------	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ... coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1868	100
" " — " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " "	1,300,000	6	" "	'68-'78	100
" " — " " "	700,000	7	" "	1870	112
" " — " " Comptroller's bnds	28,096	5	----------	d'm'd.	----
" " — " " "	11,050	5½	----------	d'm'd.	----
" " — " " "	14,230	6	----------	d'm'd.	----
" " — " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1866	----
" " — " " "	100,000	6	Jan. & July.	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	'64-'78	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1886	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----------	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	91
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----------	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) ... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'69-'90	----
" " —State b'ds (railroads) ... coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " (interna. impr.) "	2,063,606	5	----------	Var.	54
" — " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " (capitol) ..... "	608,000	5	----------	1890	57
" — " (Hermitage) ... "	48,000	6	----------	1890	82½
Texas—Had no debt in 1861	----------	----------	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	68,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'95	----
" — " " (sterling) ..... "	1,865,000	5	" "	1822	----
West Virginia—No information	----------	----------	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) ... "	100,000	6	" "	1877	----
" — " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,905	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,800	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	359,602	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,005
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,537	123,319	118,753	1,261,980
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	180,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,200	311,180	232,287	288,095	384,290	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	455,945	404,182	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	565,145	477,743	519,306	669,605	708,714	705,496	645,943	5,912,313
1865	535,675	481,165	506,290	467,710	568,904	727,193	688,172	743,359	930,315	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	106,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,589	90,882	95,134	130,561	150,397	143,836	185,926	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	350,343	349,953	330,657	361,819	359,114	455,235	455,955	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,224
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,123	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,668	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,628	1,472,120	1,339,279	1,225,528	1,152,803	1,364,128	1,346,456	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,448	232,093	1,933,454
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	200,904	183,758	219,890	188,060	193,961	248,971	259,643	321,059	243,163	225,156	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,396	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,966	661,548	706,740	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	51,087	46,452	81,329	55,257	48,544	512,218
1863	88,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,853	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,548	95,908	95,452	1,088,166
1865	95,112	86,626	93,568	82,186	73,842	110,186	108,662	112,156	120,051	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	139,761	163,615	95,900	44,895	709,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,836	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	89,351	155,417	205,055	138,342	112,913	1,247,256
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	71,283	70,740	106,689	146,943	224,898	217,159	170,554	228,020	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,806
1861	140,925	116,939	153,170	186,961	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,893
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,166	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,811	165,741	158,510	123,085	128,383	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,383	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,454	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,108,065
1864	252,435	278,848	348,502	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,513	504,217	591,920	743,599	709,671	627,792	520,296	6,393,703
1860	387,128	402,580	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,798	627,051	589,658	677,073	558,743	523,188	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,093,853
1864	921,831	936,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,196,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,648	288,619	245,977	2,735,395
1860	163,561	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,330
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,326	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	529,909	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,235,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	379,983	3,745,316
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,200	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	606,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,196	135,610	1,117,597
1863	109,803	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,788	149,855	155,730	144,942	218,236	234,194	204,785	252,908	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	136,100	125,027	77,590	51,296	926,726
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,036	92,574	1,172,100
1862	82,235	47,142	56,056	83,582	106,845	113,578	115,214	168,219	179,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	165,554	116,379	120,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,543	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,270	205,154	2,000,822
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	700,000	6	Jan. & July.	"	1880	100½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1856	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	99½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	$426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income 6 in '69, 7 in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1883	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,880	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,299,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	100½
1st Mortgage E. Div.	300,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101
†d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	685,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	504,000	7	April & Oct.	" "	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	19	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,800,000	7	" "	" "	1885	88
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	86
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,167,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,255	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,800		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,555,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	182,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	506,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,616,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	660,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	93½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	107
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1863	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	500,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Mariette and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	95
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	692,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	650,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	500,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,456	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		43
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,722	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,935	6			1882	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '65 and '66)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1888	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,598,000	7	Feb. & Aug.	" "	1876	101
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	95
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	105
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95
5th Mortgage	1,002,500	7	June & Dec.	"	1888	98½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	85
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7	" "	" "	1861	38
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "	"	1887	115½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'84-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	8	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction Main Line	1,314,000	7	" "	" "	----	55
" S. W. Branch	3,232,000	7	" "	" "	----	----
St. Louis County bonds	13,000	7	" "	" "	1885	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1850-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	6	----	----	var.	----
Phila., Germant'n and Norristo'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,600	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July	"	1871	95
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91½
" 1845, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1884	110
1886, "	60,000	7	" "	"	1886	----
Bonds and mort. on Real Estate	596,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	56
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1855	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	Var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72½
2d Mortgage	937,500	7	" "	"	1863	25
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	529,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.	----	1900	----
2d Mortgage	77 000	7	----	----	1866	----
3d Mortgage	201,500	7	----	----	1875	----
Six per cents	75,598	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	72½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,800,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London,	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	90
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1866	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
*	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,506	—	.....
28 Feb. '59	50 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	802	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	595,376	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	606,156	280,269	6	.....
								ARKANSAS.													
3 Nov. '55	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,554	.....	.....
								CONNECTICUT.													
31 July '64	25.5	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137.036	2,350,000	927.000	—	4,280,000	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.0	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203.329	428,516	150,702	—	.....
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65!	360,167	140,391	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,326,485	41,560	—	1,010,000	650,000	.....	.....	.....	49,663	197,787	89,946	7½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211.836	270.672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,019,600	2,000 000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,500	607,000	10,962	3,288,531	66.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,152	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	2,155	—	.....
— — '62	59.0	—	5.0	.....	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,587,335	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	105,958	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,587	.....	—	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	5	4	53	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	852,849	464,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,808,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	108
30 Apr. '65	317.0	51.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	137
1 Apr. '63	242.0	—	—	29.0	36	28	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	50½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	108
31 Dec. '63	124.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	564	Great Western	4,039,561	*	—	1,648,561	2,356,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	464.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	33,080,110	708.3	3,386,850	6,329,447	2,465,194	8	135
1 Jan. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,960	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	50
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,898	158,541	—	72
31 Dec. '58	88.8	20.2	.....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	250,534	9	100
31 Dec. '58	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,765	307,832	—	.....
1 Dec. '62	75.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,889	527,965	288,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315.172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,40	—	86½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,979	521,254	18	139½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	.....	.....	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86.0	7 mo's.	85,229	46,771	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	65,951	—	3,649,396	980,000	27,364	4,891,849	100.0	200,813	412,156	102,258	—	.....
1 Jun. '58	85.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	92,499	—	921,449	570,000	—	.....	58.5	11 mo's.	458,821	21,356	—	.....
30 Jun, '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	85
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	786,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	35.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	64.1		419,548	139,817	6	66
30 Jun. '64	136.0	83.0	18.3	56.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300.0	841,558	3,261,690	1,903,952	6	.....
								LOUISIANA.													
31 Dec. '60	56.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,849	—	.....
31 Mar. '61	256.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,160,717	.....	96.0	.....	1,232,624	555 434	—	.....
31 Aug '60	55.7	—	.....	155.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,015	248,969	108.434	1,710,819	253.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,269	188.6	.....	540,898	.....	—	.....
31 May '65	284.8	—	29.4	—	97	83	1,589	Michigan Central	18,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	12	114
31 Mar. '65	246.0	277.5	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,608,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	75½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	120.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	905,992	6,331,899	236.0	.....	554,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	80
29 Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	955,497	640,641	—	.....
31 Dec. '62	152.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,212	12,580,808	283.0	598,415	1,997,793	921,510	—	.....
4 Feb. '65	77.0	—	3.0	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	.....
30 Sep. '64	96.6	3.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,437,663	360,620	—	1,971,2 2	3,501,000	40,558	6,352,109	90.1	280,189	390 291	£ 81 310	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	58.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,785,205	867,754	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,598	109.5	139,992	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,926	1,050,860	3,068,491	139,982	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	95½
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	755,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,090,254	16,151,962	10,781,833	690,545	33,673,644	286.8	1,983,769	4,481,859	3,054,653	6	113½
30 Sep. '62	20.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	—	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,887	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,081	240,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,330,000	640,000	12,326	2,996,346	70.9	413,213	650,909	182,610	6	96
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,352	8	116
30 Nov. '64	47.0	7.0	32.5	—	26	42	286	Boston and Providence	2,555,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,906	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,567,510	83.6	638,622	1,471,985	487,864	10	127
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,865	—	681,662	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	100½
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	99.0	527,236	1,040,189	460,423	6	97½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,341	8	104
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	300,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	555,919	95,654	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	487,000	451,350	4,512,950	107.3	510,010	964,030	460,952	8	108½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,208	225,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,208	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	160	Vermont and Massachusetts	3,057,916	207,343	248,496	2,214,225	924,950	—	3,932,547	77.3	151,327	342,297	134,368	—	44
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	132
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,598	116,000	—	1,141,000	76,000	51,290	1,268,290	45.7	194,712	388,285	187,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 001	98.5	.....	408,285	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,055,925	685,400	—	2,969,852	53.6	338,925	382,183	130,545	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	59½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,500	20,904	operated	by	Concord	R. R.	83,524	7	105
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,555	565,000	—	.....	52.7	.....	37,701	11,913	—	.....
31 Mar. '63	69.2	12.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	94
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,750	*	—	500,000	750,000	277,210	.....	24.7	.....	51,121	13,182	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,336,285	*	—	997,112	2,198,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,502,295	*	4,304,131	6,472,406	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	127
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,248	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	5,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122½
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,790,809	492,000	1,649,022	4,297,800	825,000	146,000	5,966,452	33.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	482,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	—	.....	—	—	—	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	15.2	.....	250,072	130,510	6½	46½
31 Dec. '64	38 5	—	.....	45	—	—	—	West Jersey	1,461,249	*	—	583,400	700,000	—	1,238,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	35.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,356	2,156,158	36.0	29,820	97,861	42,879	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,342	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,369,088	—	—	850,000	2,595,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.2	—	18.5	—	25	35	606	Buffalo and State Line	2,267,538	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	100
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,063	48,045,284	807.0	6,916,324	13,429,641	4,594,725	8	90½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,063,454	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	107½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	40
30 Sep. '64	297.5	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	13,897,886	3,506,745	9	98½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,080	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,443	176,640	—	38½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,964	112,056	8	.....
30 Sep. '64	25.2	—	2.6	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 054	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,096,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	524,723	106,601	—	500,000	360,000	—	920,324	51.3	114 725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	58,532	2,932,806	81.0	207,250	411,378	240,400	—	.....
30 Sep. '64	34.9	—	0.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	466,000	276,372	2,419,401	94.9	.....	168,953	35,572	—	.....
— — '58	225.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,455	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,555	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '65	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,988	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	393,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	10	123
31 May, '59	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	5,250,541	*	—	2,441,176	3,032,000	228,978	.....	131.5	304,168	190,745	19,189	—	.....
31 Dec. '64	135.4	55.6	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	5,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424.299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,963	*	4,125	4,264,985	4,026,551	—	8,776,362	203.5	1,256,812	2,512,315	438,897	5	76½
31 May '65	109.7	79.4	.....	—	37	37	658	Cleveland and Toledo	5,699,573	724,449	56,787	4,000,000	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	103½
31 Dec. '58	51.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	632,456	.....	51.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,500	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	[485,303	—	2,366.705	3,782,430	—	6,214,825	142.0	—	—	1,069,187	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	427,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,406	—	.....
30 Apr. '62	192.5	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,982	119,052	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	288	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	159.9	62.0	.....	—	30	19	388	Sandusky, Dayton and Cine.	3,986,495	595,400	251,867	3,343,966	1,841,093	14,202	5,172,133	205.9	855,409	719,924	145,900	—	19½
31 Dec. '62	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,286,156	*	—	862,571	1,299,100	127,118	2,594,694	125.0	220,717	272,202	92,583	—	.....
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,060 918	*	—	3,427,060	5 663,858	—	10,243,018	250.0	1,244,358	2,060,322	945,492	3½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	25.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	560,215	171,286	—	----
31 Oct. '64	65.0	2.0	7.0	—	21	15	458	Catawissa	3,634,000	*		3,350,000	284,000	—	3,634,000	148.0	316,747	380,489	149,013	—	18
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		966,900	375,600	—	1,335,500	74.0	176,968	394,902	193,901	6	83½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,824,490	—	6,532,950	3,491,500	606,321	10,930,771	304.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	—	5	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	595,400	5,299	1,210,889	37.7	153,041	233,569	202,009	—	----
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	5.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,620	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	537,988	1,794,386	81.0	71,880	163,502	55,456	—	----
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,309,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,986	—	----
31 Oct. '64	43.5	14.5	11.0	0.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	306,743	356,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,396	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,134	20	63½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	30
31 Oct. '64	150.5	—	53.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	.....	.....	3,700,000	(	"	"	"	7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	220,638	741,977	348,401	—	31
31 Dec. '64	300.8	54.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,880,000	16,634,840	—	48,520,356	356.9	5,846,778	14,759 057	4,065,118	10	61½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,358,100	315,000	—	1,673,100	24.0	283,739	429,147	207,898	8	84
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	26½
30 Nov. '64	152.0	46.8	208.5	—	216	81	14889	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,277,879	—	27.716,253	500 5	3,328,229	9,289,341	4,308,150	15	57½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	*	245,595	999,200	250,000	—	1,249,200	28.2	176,447	324,006	477,658	10	122
31 Oct. '64	96.0	—	61.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,637,300	692,000	—	9,349,300	127.0	639,238	3,205,560	1,366,200	10	61½
31 Dec. '64	59.5	—	7.2	89.5	12	11	52	Pittsburg and Connellsville	2,277,496	163,004	—	1,770,414	1,500,000	69,223	3,366,877	72.0	256,176	315,726	101,569	—	9½
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	—	8,181,126	12,557,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	98½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	25.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	5	4	302	Tioga	802,253	165,884	—	391,800	572,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,565	195,256	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	80.6	.....	283,263	151,556	6	----
1 Jan. '59	128.2	21.3	.....	—	.....	.....	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	541,190	125,871	.....	----
25 Feb. '59	102.6	—	.....	—	.....	.....	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	136.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	----	Central Southern (Tenn.)	1,021,439	55,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	35.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	158,264	—	538,654	1,902,000	390,407	.....	130.8	155,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	578,999	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,625,096	873,597	—	----
1859	271.6	14.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	819,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,500	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	15,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	5,022,882	*	—	2,060,544	1,731,000	.....	.....	159.0	.....	734,118	337,294	6	----
1859	.....	—	.....	—	.....	.....	----	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	560,000	204,544	.....	45.8	57,950	127,953	87,345	—	----
1859	35.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	35.0	.....	1,248	.....	—	----
— — '58	32.0	—	.....	158.0	.....	.....	----	TEXAS, (*all aided by State*). Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56.0	—	.....	184.0	.....	.....	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	194	Houston and Texas Central	4,232,345	*	—	455,000	975,000	569,000	.....	70.0	102,200	182,846	196,508	—	----
— — '59	25.0	—	.....	110.0	.....	.....	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								VERMONT.													
31 May '63	110.3	—	6.6	—	9	8	250	Connect. & Passumpsic Rivers	2,880 277	*	—	1,679,600	628,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,046	262,987	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	97
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,901,886	23.7	48,996	64,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,966,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,186	—	1,500,124	590,610	185,161	9 months	79.2	47,702	54,121	16,232	—	----
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	465,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	870,846	450,427	222,214	—	----
30 Sep. '59	122.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	226,564	213,862	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	415	Richmond and Danville	5,726,057	*	—	1,981,197	1,200,000	75 906	6,753,656	142.2	224,014	569,904	282,328	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,825	.....	78.6	159,981	279,945	145,355	7	----
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,068,064	163,752	79,555	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,346	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,033	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 908	684,081	389,130	5	75
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,968	10,233,271	214.9	480,198	740,489	347,957	—	----
								WISCONSIN.													
1 Dec. '59	58.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
31 Dec. '61	192.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	192.9	.....	756,476	329,580	—	----
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,776,773	607,000	—	8,452,351	234.4	963,183	1,711,281	805,380	—	61½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	128,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	238,798	67,852	—	----
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,358,510	1,154,856	—	----
31 July, '63	229.0	115.5	68.0	—	92	126	1,680	Great Western	23,963,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,990	1,649,510	1½	----
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,466,615	*	—	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.0	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	180,421	107,940	29,005	—	----
1 July, '61	60.0	—	.....	—	.....	.....	----	New Brunswick and Canada	1,402,748	102,558	—	1,380,000	13,100	135,000	1,706,222	60 0	.....	139,455	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	155,416	139,107	87,121	—	----
								NEW GRENADA.													
1 Dec 63	48.7	—	—	—	11	22	120	Pan ma	5,000,000	*	615,658	5,000,000	2,375,000	—	10,765,723	48.7	.....	5 027,435	1,328,934	12	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	--	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	33½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47½
Chicago & Alton (preferred)	2,435,200	7	7	107
Chicago & Northwestern (pref.)	2,400,000	7	5½	64½
Cocheeho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,536,700	7	7	84
Hannibal & St. Joseph (preferred)	5,253,856	7	---	57
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	103
" " " (2d pref.)	1,014,000	7	7	89
Milwaukee & St. Paul (preferred)	2,255,000	7	---	53
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	86
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71
Toledo & Wabash (preferred)	934,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1856	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb.RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,603	6	M. & S.	1870	24½
Six per cent. Loan	2,432,274	6	A. & O.	1884	95½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	296,750	6	----	----	90
North Branch:					
1st Mortgage	800,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	55½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	32½
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	4,282,950	6	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	122
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	35½
Susquehanna and Tide Water	50	2,048,260	—	10
Union	----	----------	—	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	69

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	50 —	@ 53 —
Pig, American, No. 1		48 —	@ 50 —
Bar, Refined, English		97 50	@100 —
Bar, Swedes, assorted sizes (in gold)		97 50	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English & American, Refined		120 —	@125 —
Bar, English & American, common		110 —	@115 —
Scroll, English		150 —	@200 —
Ovals and Half round		140 —	@150 —
Band, English		— —	@150 —
Horse Shoe		145 —	@150 —
Rods, English		122 50	@190 —
Hoop, English		155 —	@200 —
Nail Rod	per lb.	— 10	@ — 11½
Sheet, Russia	per lb.	— —	@ — —
Sheet, English, Single, Double and Treble		— 7	@ — 10½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	— —	@ 57 —
Rails, American		— —	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 50
Sheathing, Yellow		— —	@ — 24
Pig, Chile		— —	@ — —
Bolts		— —	@ — 50
Braziers'		— —	@ — 50
American Ingot (cash)		— 32½	@ — 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		9 75	@ 9 81½
German Refined		9 76	@ 9 87½
English		9 75	@ 9 87½
Bar	per lb.	— —	@ — 11
Pipe and Sheet		— —	@ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 27½	@ — 28
Straits		— —	@ — 26½
English		— 24	@ — 24½
Plates, Charcoal I. C	per box	— —	@ 15 —
Plates, I. C. Coke		— 11	@ 13 —
Terne, Coke		10 25	@ 10 75
Terne, Charcoal		14 50	@ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash)	per 100 lb.	— —	@ 8 —
Clinch (cash)		— —	@ — —
Copper		— —	@ — 55½
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 37	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 80	@ — 82
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 83½	@ — 84
Naptha, Refined (60@63 gravity)		— 55	@ — 55

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th. 12	F. 13.	Sat 14.	M. 16.	Tu. 17.	W. 18.
Atlantic M. S. S. Co	147½	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	97	97	97	97	97	97
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	115	----
Canton Co.	42½	41½	42½	41½	41½	41
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	97	97	96
" " S. F.	98	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	132	----	132	130	129	127
" " " 8 p.c.	111½	----	----	----	----	----
Chic. & Northwest'n	32	31	31½	31½	31	31½
" " pref.	67½	65½	66½	66	66	65½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	110½	108	109	109½	108½	109½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	120	----	----	----	----	----
Clev. and Pittsburg	84	80	78½	78	77½	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	109½	----	----	105x	103½	----
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	48½	46½	47½	47	46	45½
Del. & Hudson Canal	148	----	147	147	----	----
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8p.c. '71-5	----	----	----	----	----	101
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	93	91	91½	92	90½	91½
" pref.	85	85	85	85	----	85
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	94½	95	95	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103½	108	108½x	108	106½	107½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	102½
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	138	137	137	138	137	137½
" Can.bd.sc.	----	----	----	----	----	----
" bonds	106	----	107	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d " 25	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	12	----	11½	11½	
Michigan Central	115½	115½	----	115	113½	116
" SF. 8pc. '82	111	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	76½	75	76	76	74½	76½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	90	----	----	----	90	----
Mil. and P. du Chien	65½	63½	64½	65	62½	63½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	80	----	80	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	42	43	----	----
Missouri 6s	77½	----	77½	77	----	----
" iss. to H. & St. J. R.	78	----	79	----	----	----
" " Pacific	79½	79	----	----	78½	----
New York Central	103½	100	101	100	98½	98½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76-105	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '84	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	85½	85½	----	85	----	----
Ohio & Miss. cer.	30½	29½	30	29½	29	29
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	174
Phila. and Reading	118	116½	116½	116½	116	116½
Pitts. Ft. W. & Chicago	102½	100½	101	100	99½	99½
" " 1M.	----	----	----	----	----	103
" " 2M.	----	----	----	----	----	96
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	50½	49½	49½	49½	49½	50
St. L., Alton & T. H.	38½	----	----	----	----	39
" " pref.	71	70	72½	71½	70	71
" " 1M.	----	----	----	90	----	----
" " 2M. pref.	80	----	----	79	----	79
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	85	----	83	82½	85
Toledo & Wabash	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	90½	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	72	70	----	72	----	71

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th.12	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	97	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94	----	93½	93½	93½	----
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	107½	107½	----
U. S. 6s, 1881, cou.	108½	----	107½	107½	107½	----
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1851, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	120½	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	118	----	----	----	----	----
U. S. 6s, 1 year certif.	98½	98½	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	105½x	105½	105½	104½	104½	104½
U. S. 6s, 5-20s, new	103x	103	103	102½	102½	102½
U. S. 6s, " reg.	102½	103½	102	102	102	102
7.30 Notes, 1st series.	98½	98½	98½	98½	98½	98½
" " 2d series.	98½	98½	98½	98½	98	98
" " 3d series.	98½	98½	98½	98½	97½	98
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	W.11	Th.12	F.13.	Sat.14.	M.16.	Tu.17.
Cattawissa	17½	----	16	16½	17½	18
" preferred	30	30½	30½	----	----	31
Camden & Amboy	127	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	91	90	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	98	----	----	----
Del. Div. Canal	32½	----	----	32½	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	43	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	58½	57½	57½	----	----	----
" " 6s, '70	94½	----	----	----	----	----
" " 6s, '84	----	----	93½	----	----	----
Lehigh Valley R. R.	63½	63½	----	63½	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	30	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56½	----	56½	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	30½	30½	----	30½
" " 6s	----	----	----	----	----	56½
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	61½	61½	61	60½	60½	60½
" 1st m.	103½	103½	103½	----	----	----
" 2d m.	----	----	----	98	----	----
Penn. State, 5s	91	----	----	90½	----	90½
" " 5s, coupon	----	----	93	----	----	----
" " 6s, W. L.	----	----	----	----	----	100
Philadelphia City, 6s	88	87½	87½	87½	87½	----
" " new	91	91	91	90½	90½	90½
Philad., Germ. & Nor.	54½	----	----	----	----	----
Phila. & Reading	58½	59	58½	58	58	57½
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	----	----	92	----	----	----
Philadelphia & Erie	27	26½	----	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	93	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	23	----	22	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	69	69	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	82	82	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	----	----	----	----	----	100
" " 1886	----	----	----	----	100	----
" " 1870	98½	----	----	----	----	----
" " 1890-100	----	100½	100½	100½	100½	100½
Balt. and Ohio	117½	----	----	----	113½x	113½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	100½	----	----	----	----	100½
" " " '85	99½	----	----	----	----	----
Northern Central	----	----	44½	----	----	----
" " b'ds, '85	----	----	85	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th. 12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Lowell	96	96½	----	----	----	96
Boston and Maine	----	----	----	115	----	116
Boston and Providence	----	----	124½	----	----	----
Boston and Worcest.	----	----	127½	----	----	127
Cheshire, pref.	----	----	----	----	----	47½
Concord	59½	59½	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	97½	----	----	----
Eastern, N. H.	----	----	----	----	----	96½
Fitchburg	105	105	105	104½	----	104
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92	93	93	93½	94	----
Old Colony and Fall R.	----	----	108½	----	----	----
Ph., Wil. & Baltimore	----	61½	62	----	61½	61½
Portl'd, Saco & Ports.	96	----	----	----	96	95½
Vermont & Canada	----	----	97	----	----	97
Vermont & Mass.	----	43½	44	----	43	44
Western	----	130½	130½	----	----	132
Broadway (Horse)	----	----	----	----	----	45
Cambridge "	90	----	----	----	----	----
Metropolitan "	----	----	46½	46½	46	45½
Middlesex "	52	----	51	----	----	51
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	23½	----	----	22½	22½
Franklin "	38½	38½	39	39½	40	----
Huron "	----	----	----	42	41½	----
Isle Royale "	10½	10½	----	10½	10½	10½
National "	----	----	----	----	----	----
Minnesota "	15	----	16½	----	17	19
Pewabic "	36½	----	37	36½	----	38
Pittsburg "	----	----	----	----	----	----
Quincy "	56	56	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of September:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	69	"	69½
Virginia State 6s	48	"	52
Do. 6 per cent.	44	"	46
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	73	"	76
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	59½	"	60½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	—	"	—
Do. do. $100 shares, all paid	83½	"	84
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82, x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40
Philadelphia and Reading, $50 shares	—	"	—

American Railroad Journal.

Saturday, October 21, 1865.

Stock Exchange and Money Market.

We have in another place commented upon the speech of the Secretary of the Treasury, recently delivered at his home in Indiana. It has attracted great attention, much comment, and given almost universal satisfaction. It is sound on finance, displays a thorough knowledge of the condition of the country, and points out the way in which it may return to a position in which we may compete fairly with foreign commercial nations. In other respects, it is worthy of commendation for its breadth of views and accuracy of perception.

The great question of the day now is, when shall we resume specie payments, and how? Many are for an immediate resumption; others for delay. We are of the opinion, the sooner it can be brought about the better.

We have always been of the opinion, that while Mr. Chase had no other resort than that of the system of legal tenders, there was a great mistake in his various complicated bonding arrangements. The Government has been actually paying interest on a large scale for the use of paper money not as good nor as popular as its own. The true method, in our judgment, was not to have borrowed any bank paper at all. On the contrary, it should have issued legal tenders up to the full extent of its necessities from time to time, with the understanding and condition, that at fixed periods they should cease to be money, and be at once and solely redeemable in a funded debt at 5 or or 6 per cent. interest. In this way it would have saved four years' interest at least on a great part of the amount, the receipts from revenue and customs could have been ascertained and aggregated in a large sum ready for an extinguishment of a portion of the debt, or with means in advance to meet the accruing interest. The valuable tabular statement of Messrs. CULVER, PENN & Co., enables us to see the effect of this policy at a glance.

Outstanding debt, June 30,	1861.	$90,755,736 09
" "	1862.	514,099,232 89
" "	1863.	1,098,793,184 43
" "	1864.	1,740,690,492 55
" "	1865.	2,845,999,245 10
And in August	1865.	2,834,039,074 57

In round numbess the interest has been for the whole as follows:

4 years interest on debt of	1861	.....	$21,600,000
3 " "	1862	.....	92,620,000
2 " "	1863	.....	131,760,000
1 " "	1864	.....	104,000,000
½ " "	1865	.....	85,200,000
			$445,180,000

Deduct interest gained on the legal tenders, for we have included these in the foregoing calculation for greater convenience, and saved by their being used as money, and we find that by our plan we should have saved of interest a large part of the sum of $337,000,000 paid out, and have had on hand five years' revenue. No one can doubt that we would this day have been able by the double saving of interest and revenue, to make a large reduction in the actual amount of indebtedness on these legal tenders, and have had a balance adequate to any immediate wants of the Government when it returned to specie payments.

If it is objected that bonds were necessary for banking capital, it was just as easy to require that the National Banks should deposit greenbacks in the Treasury, as the basis of their banking capital, as the bonds which represent them, and the result would have been, that by this policy, we should have had so far a contraction of the legal tender currency to the extent of $300,000,000 instead of the large amount now afloat. In fact, of the demand notes without interest amounting to $427,000,000, and upwards, there would not at this time have been but about one hundred millions in circulation. But again if by this process it were probable we should have had too much paper money afloat at the close of the war, which is the real objection, then that contingency might have been guarded against by funding this paper whenever it exceeded a certain amount, say a thousand millions, about the sum now afloat of various descriptions, and thus while a large amount of interest would still have been saved

the too rapid increase would have been prevented, and the amount of currency would have remained the same. As the increase of debt from year to year has been about five hundred millions of dollars, except in 1865, the total amount afloat of Government currency could have been restricted to about what it is now, and still the saving of interest would have been enormous, and the accumulation from revenue equally so.

Interest then would not have commenced until 1863, when the issue in 1862 of 514 millions acting as money, would by this plan have become fundable, and also the 90 millions previously issued in 1861. Thirty-six millions of interest would have been saved to the Nation, and so on to 1865. So that the real pressure for interest on these sums would not have really been felt until 1865, when four years' revenue had accumulated and grown into a large fund, ready as before to be applied to the reduction of the debt in the same year. This accumulation would now have been near a thousand millions, and the Government in the meantime saved the necessity of borrowing paper money of the banks based upon its own securities. The National Banks would have had the benefit of the circulation, with their just and immediate liabilities, but the Government would have been financially as stable as a rock. Instead of this, it has been borrowing paper money not as good as its own, founded on its own loans, and paying an enormous amount of interest for nothing. If there is any error in this reasoning we have yet failed to perceive it.

But we are where we are; and how to get back to sound principles remains to be seen. The next difficulty in the case is the when? We notice that there is a class of persons who ask for delay; who wish this irredeemable currency to be cherished until they can have made money enough to retire from their engagements with safety. But we have shown in the article already referred to, that the country was never in a better condition than now to meet the emergency. Our manufacturers have been coining money during the last four years; so have the banks; so have the merchants and importers; failures are almost unknown, and fortunes have accumulated in a most astonishing and unprecedented manner. The farmers have reaped immense profits on all their products, and hundreds of thousands of men, speculators, contractors and brokers, have become wealthy, many of them beyond the dreams of avarice. The National Banks have a circulation of but 50 cents on the dollar of capital with large assets and surplus. They can never be in a better situation than they are at this moment, and if their currency is called in, in any amount, what remains out will increase in specie value in proportion to what is withdrawn.

This contraction while it will do no real injury to the value of paper, will therefore have a decided moral effect in repressing the extravagance of the public, now existing in a degree hitherto unknown.

When bankers and brokers can, out of their transactions in paper and paper securities, afford to display in our fashionable drives, equipages valued at $20,000, we can see to what extremes the new rich are passing, and how the love of display sometimes leads even those we have hitherto respected, to the commission of great acts of crime. When Mr. McCulloch alluded to this usual consequence of an inflated and depreciated currency, *Rem, acu, tetigit.*

Finally, in relation to the subject, we may say that if the legal tenders had been originally issued in this way, with the patent fact that they were redeemable, after fixed periods only in a funded gold bearing debt, it would have led the public to have been careful in the use of them, cautious in their contracts, and economical in their expenditures; while resumption would have been easy for the government, and the people would have been looking out for it without alarm or detriment to their business at least such is our opinion.

The money market is unsettled, the rate to borrowers being generally 7 per cent. owing it is said, to an influence exerted by the great leading houses, which have not only called in their loans, but have induced the Banks to join them in the measure. We think it quite probable, for the Houses alluded are nearly all of them connected in some way closely with these institutions. This state of things has made the market heavy, and railway securities have shown a tendency to decline, and even governments were heavy, though firm, especially when it was found that in London a fractional decline had occurred in the 5-20s. The reduction of a quarter per cent. seems to be a perfect God-send to our Wall street bears. The stock remains the same; the interest is paid as before; the resources of the country are undiminished; on the contrary they are increasing. But no matter. The Bank of England puts the screws on its customers, 5-20s go down ¼ of one per cent., and down goes everything in Wall street. We confess we see in this conduct only the most insane policy and the poorest logic. At the same time, up goes gold 1 and 2 per cent., and exchange, in the language of the curb, hardens.

Some persons disgusted with this ever-varying and senseless system, have declared war against stock-jobbing, and would have a law passed prohibiting it altogether. But we suppose the evil is somewhat compensated for by the facility it affords for the sale of securities at some price or other, and whenever a sale really becomes necessary to holders.

We notice that a large amount of government cotton, about 8,000 bales, took place in this city on Tuesday, at an advance on former prices. The Sea Island actually brought for the 1st quality 116¼ cents per pound, and the 2d 92@94. The amount in the aggregate was a very large one, and as gold was required for it, this probably affected in part the rise in the premium the same day.

Business generally is active. The southern trade is growing very rapidly and bids fair to swell its ancient bounds. A very good temper is prevailing in the reconstructed States and visitors from them, whether for health or business, acknowledge they receive here the kindest attentions. It looks indeed as if fraternity and good will were again to return, as in the happiest days of the republic.

On the whole we consider the Stock market as firm, though not excited; and money, though active, yet still accessible; while in exchange, the transactions are moderate at former rates.

The balance in Sub-Treasury on Wednesday was $62,975,521 33.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1874, 97½; do., 7s Bounty Loan, 98¾; Ohio 6s, 1886, 100; do., 1881, 98; Louisiana 6s, 74; McGregor Western R. R., 22½; Central R. R. of New Jersey, 122½; Milwaukee and St. Paul, 40; do., pref., 60; do., 1st mort., 86; American Coal, 68; Spring Mt. Coal, 59; Lehigh and Susq. Coal, 63¾; Consolidated Coal Co. of Md., 44¼. Central Coal, 57½; Western Union Tel., 70; Brunswick Land, 8; Central Am. Transit, 35; 9th National Bank, 105: Metropolitan Bank, 116; Central National Bank, 113; Bank of Commerce, 107½; Merchants Bank, 109¼; Am. Ex. Bank, 116; Ocean Bank, 90; Bank of America, 115; Bank of New York, 114; Phœnix bank, 99.

Philadelphia.—Alleghany County coupon 5s, 72½; Pittsburg 6s, 70; Reading mort. 6s, 1844-'80, 91¼; Hestonville R. R., 24½; 13th and 15th streets, 24; Philadelphia and Trenton R. R., 122; Fulton Coal, 7½; N. Y. and Middle Coal Fields, 7¼; Big Mt., 5¼; Farmers and Mechanics Bank, 124; Commercial Bank, 43½; Girard Bank, 54; Big Tank Oil, ½; Curtin, 3; Dalzell, 2½; Excelsior, ¼; Egbert, ¾; Eldorado, 1½; Feeder Dam, 1½; Hyde Farm, 1; McClintock, 2½; Mingo, 2½; McKeon, 8; Maple Shade, 6½; McIlhenny, 1½; Noble and Delamater, 2; Royal, ½; Story Farm, ½; St. Nicholas, 1; Sugar Valley, 1½; Sugar Creek, 5; Tionesta, ⅜; Walnut Island, ⅝. The latest quotations are: City 6s, 87½@87¾; do., new, 90¾@90⅞; State 5s, 90@91⅞; do., coupon, 92@92¾; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 61½; Reading, 57⅞@58; do., 6s, 1870, 91¼@92; do., bonds, 91½@91½; do., con., 115@118; Camden and Amboy, 125@125½; Penn R. R., 60¾@61; do., 1st mort., 102¾@103; do., 2d mort., 97¾@98; Little Schuylkill R. R., 28@30; Morris Canal, 80@82½; do., pref., 120@121; do., bonds, 90@95; Wyoming Valley Canal, 68½@69; do., 6s, 90@91; Susquehanna Canal, 9@10; do., 6s, 43@45; Sch. Nav., 27⅝@28; do., pref., 34@35¾; do., 6s, 1882, 81@83; Union Canal bonds, 20@22; Delaware Div. Canal, 32@33; do., bonds, 90@91; Elmira and Williamsport, 28@32; do., pref., 39@43¼; do., 7s, 1873, 97@99; do., Chattle 5s, 75@75; Long Island R. R. 6s, 86@86; Lehigh Coal and Navigation, 55@56½; do., bonds, 1884, 92@93; North Pennsylvania, 30@33; do., 6s, 87@87; do., 10s, 110@112; Philadelphia and Erie, 25@26; do., 6s, 85@91; Minehill, 56½@56¾; Catawissa, 17¾@18; do.,pref., 30⅝@33¼; Lehigh Valley, 63⅝@64; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 82@83; Race and Vine, 13@15; West Philadelphia, 69@72; Spruce and Pine, 26½@27; Green and Coates, 34@36; Chestnut and Walnut, 53@53¾; Arch, 20@22; Thirteenth and Fifteenth, 24@24¼; Girard College, 24½@26; Tenth and Eleventh, 52½@53; Norristown, 53@54; Union, 20@22; Hestonville, 25½@26.

Boston.—Rutland and Burlington 1st mort., 73½; do., 2d mort., 25; Vermont Central 1st mort., 80; do., 2d mort., 25; New York and Boston Air Line 6s, 1870, 30; Northern (Ogdensburg) 2d mort., 38; Michigan Central 8s, 1882, 111¾; Cheshire R. R., 6s, 90; Conn. and Pass. Riv. pref., 75; Union R. R., 85; Ogdensburg and Lake Champlain, R. R.,

88⅞; Nashua and Lowell R. R., 119; Granite R. R., 57¼; Maine 6s, 1889, 95¼; Massachusetts 6s, 1876, gold, 107¼; Connecticut 6s, 91¼; Chicago 7s, 95; Cambridge 6s, 1875, 95¼; Roxbury 6s, 1875, 99; do., 5s, 1868, 90¼; Boston 5s, 1885, gold, 94; do., 6s, 1874, 100; Bangor 6s, 1874, 90¼; Gardner 6s, 1870, 92; Boston Water Power Co., 29¾; Cary Imp. Co., 12; Waverly Co., 2⅛; Essex Co., 96½; Union S. S. Co., 101½; Macomb Lead, 1⅛; Short Mt. Coal, 84¼; Franklin Coal, 24½; Mammoth Vein Coal, 13; Jamaica Plain Gas, 90; Dorchester Gas, 89; Cambridge Gas, 97¼; Malden and Melrose Gas, 50¼; Boston Gas, 745; Merchants Bank, 111; Shawmut Bank, 104; State Bank, 105; Continental Bank, 102¾; Blackstone Bank, 112¼; New England Bank 114; Traders Bank, 91¼; Market Bank, 102¾; Union Bank, 110¼; Bank of North America, 99½; Bank of Commerce, 114¼; 3d National Bank, 100; Atlas Bank, 105½; Exchange Bank, 126¼; Howard Bank, 100; Globe Bank, 120¼; Suffolk Bank, 117¼; Eagle Bank, 115; Webster Bank, 107; Albany and Boston Mining Co., 21; Bay State, 12½; Concord, 2⅝; Dudley, 75c.; Humbolt, 4; Hancock, 14⅝; Madison, 1½; Manhattan, 2; North Cliff, 1⅝; Phœnix, 11; St. Clair, 3⅛; South Pewabic, 6¾; Seneca, 8½; St. Marys, 1¼; Superior, 3¼; Toltec, 1¼; Winthrop, 1⅜.

Baltimore.—Maryland 6s, 1890, 100; Marietta and Cincinnati bonds, 86; N. W. Va. 1st mort., 98¾; Western Md. guar. bonds, 100; York and Cumberland guar. bonds, 91; Maryland Mining Co., 0.45; Mineral Hill, 1.30; Deep River, 0.15; Bare Hill, 3.25; Copper Hill, 2.65; North State, 0.10; Penn. Oil, 0.65; Baltimore Chrome, 1.50; Atlantic Coal, 1.00; Santa Clara, 15¾; Banker's and Broker's Telegraph, 11; Union Bank, 73; Farmers' and Planters' Bank, 31; Merchants Bank, 110. The latest quotations are: Balt. and Ohio, 113@113; do., 6s, 1867, 97@99; do., 1875, 100@100¼; do., 1880, 100½@101; do., 1885, 99¼@99½; Northern Central, 44@45; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98¾@100; do., 2d mort., 96@98; do., 3d mort., 20@80; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 85@86; Central Ohio 1st mort., 92@94; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 84½@87¾; Western Md. bonds, 77@80; do., guar., 100@100¼; Maryland 6s, coupon, 1870, 99@101; do., Ins., 100@101; do., 1890, 99@100; Baltimore 6s, 1870, 98@99; do., 1878, 99¼@100; do., 1875, 99@100; do., 1886, 99¾@100; do., 1890, 100½@100½; do., coupon, 100@100; do., 5s, 1838-'70, 83@85; City Passenger R. R., 21@22; Canton Co. 40½@41; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.45@0.50; North State, 0.10@0.10; Springfield, 1.15@1.35; George's Creek, 107@115; Santa Clara, 13@16; Balt. Chrome, 1.60@1.70; Bare Hill, 2.95@3.00; Atlantic Coal, 1.00@1.20; Mineral Hill, 1.25@1.30; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

Interest and Dividends.

The Milwaukee and Prairie du Chien Railway Company will pay November 1, a dividend of 4 per cent. on their first preferred stock, and 3½ per cent. on the second preferred. The mortgage bonds of the company can be converted into the first preferred stock from the 1st to the 11th of November.

Krupp's Cast Steel.

We notice in a circular from Messrs. Thomas Prossser & Son, sole representatives of Krupp's Cast Steel Works in Rhenish Prussia, that the cast steel tires manufactured by this company have been adopted by at least sixty-six railroad companies in North and South America, and that in eight of our principal iron works and locomotive factories the article itself is used in the construction of machinery generally. Not one of these tires has ever broken, or proved defective. The office of Messrs. Prossor & Son is at 28 Platt street, New York.

New York and California Express and Exchange Company.

It will be perceived by an advertisement in another column, that Messrs. Wells, Fargo & Co., have become the regular freight agents of the Pacific Mail Steamship Company, by which freight may be dispatched with punctuality and safety to all the principal ports on the Pacific, and as well to Central America, and the Sandwich Islands. Notwithstanding this wide range of their facilities, they carry freight to all our mineral States and territories, and at the same time act as bankers, exchange dealers and letter carriers. This house illustrates the rapid growth of our commerce and the enterprise of our people.

Harmony Mutual Coal Co.

The greed and extortion of the combination coal companies are producing a hopeful reaction. In the Journal, of the last week and this, it will be perceived, that companies on the mutual plan, ensuring fuel at a cheap rate to every holder of stock are beginning to be rapidly organized.

We now call the attention of our readers to still another organization, that known as the Harmony Mutual. We refer for particulars to their advertisement in another place, and particularly to the standing of the Directors and officers, all first-class citizens, and whose names are a guarantee for the faithful performance of their promises to the public. Let the good work go on.

Schuylkill Mutual Coal Co.

The enormous profits now made by the coal monopolists to the great wrong of the consumers is compelling a system of counteraction, which seems to be the only remedy left against combination. A Scranton paper says that the whole cost of a ton of coal at Elizabethport, N. J., taken from the mines in Scranton is at the outside $6 47. Of course a charge of $11 or $12 at New York is no more nor less than an extortion. We therefore rejoice to see the Mutual Coal companies coming to the rescue of the people, the more the better.

The Schuylkill Mutual Coal company advertises its philanthropic enterprise in another part of this Journal, offering most liberal terms to shareholders in the company, and guaranteeing to them the best of anthracite in New York at $8 75 per ton. We hope the public will appreciate the advantages of their proposal, and we add our personal knowledge of the fact that the management is in the hands of first-class business men, who will do all that they say. The attention of our readers is called to the plan of the preferred stock for the complete organization and working of the company, and to the advantages of an early subscription to the company.

Oddie & Co.

In the change among the brokers, we notice the firm of Oddie & Gamble have dissolved, Mr. Gamble retiring therefrom. Mr. Oddie continues on with a younger brother, under the firm of Oddie & Co. Both are members of the old Board of Brokers.

Patent Window Catch.

Our Railroad Travelers, (and who is not of this class) will thank any inventor who will provide some simple fastening, which will permit a sash to be raised without the aid of a crowbar, and hold it at any required height without the risk of its falling upon ones head or elbows. Such an invention is put forward by Mr. William Toshach, of 54 William street, New York.

The apparatus is a simple one, worked by the forefinger and thumb, not likely to get out of order, and its adoption by both Steam and Horse Railroad Companies will save great vexation to passengers, and relieve railroad managers from what may be considered anything but blessings.

Water as Fuel.

Among the wonders revealed to us by the science of chemistry is the fact that water, which extinguishes fire, is composed of two gases, both of which are inflammable, imparting heat, but not light. If only an easy method for decomposing that liquid could be devised, and a supply of carbon be procured at little expense, it has long been manifest that the clouds, the springs, the rivers, the lakes, the oceans might be made reservoirs of heat and light, enabling us to feel as unconcerned about the coal mines giving out as we have become about the forests, which were once our sole dependences for fuel.

Even if at little cost water could be decomposed and consumed, it was clear that heat, if not light, could thus be obtained, the gases used for that purpose being generated at public works and conveyed to houses as gas for illuminating purposes now is. The difficulty consisted in decomposing water with sufficient economy to make it profitable for heating purposes.

It had long been observed, however, that by sprinkling a few drops of water thinly on a hot fire in the stove, or by pouring a slender current from a fire engine, to fall in fine spray upon a building in flames, the effect was to intensify the heat, making the fire blaze with greater fury than before. The explanation of this phenomenon was simple. In the fierce heat prevailing the water was converted first into steam, then decomposed into its original gases, which in igniting caused the flames to leap up with intensified power and grandeur.

The idea had, accordingly, entered the minds of several practical persons that, while we might not be ready to place in the oxygen and hydrogen composing water our *sole* dependence for a supply of fuel, yet advantage might be taken of them to augment the heating capacity of coal or wood in furnaces and even ordinary stoves, either by converting water into steam and directing a current of this into the fire, or by throwing over the latter a thin spray, so that, instead of checking, it would aid combustion and assist materially in generating heat. In this capacity the water would be a valuable auxilliary, though not as yet a principal.

The objection to this suggestion was purely

theoretical, being deduced from the maxim that nothing can come from nothing. In other words, that it would abstract from the fire as much heat to decompose the water as would be added to it afterward by burning the gases. "You are seeking the perpetual motion," it was said. "You are pumping up water to turn a wheel, forgetting that the power gained is only equal to that expended on it, minus the friction in machinery."

But this objection might be valid or it might not. The mere utterance of a general principle, or the bringing in of an illustration could not establish or refute the arguments presented on behalf of the possibility of increasing heat by the process described. *That* must be established, or the contrary by actual experiments.

At the meeting of the New York Association for the Advancement of Science, last Monday evening, an interesting discussion took place on this subject, based upon a series of experiments made by Dr. Wm. E. Hagan of Troy, in this State. A committee had been appointed by the association to test the merits of Dr. Hagan's plan. The committee reported that, for lack of a sufficiently delicate apparatus, they were unable to determine with perfect accuracy the amount of power gained by the use of a volume of steam injected into a heated furnace. The general result of seven days' experiments, however, showed that while one pound of coal, burned in the ordinary way, would evaporate, on the average, 3.82 pounds of water, the same coal, burned in connection with the steam, would evaporate 5.49 pounds—in other words, would *increase the heating power of coal forty-three and a half per cent.!* This simple discovery indicates, if not a revolution in motive power, yet an economy in the use of fuel, whose consequences must be of the first importance to the public at this moment. Dr. Hagan stated that a locomotive is now running on the New York Central Railroad, in which, by the use of his discovery, 30 lbs. of water are converted into steam by an average consumption of one pound of coal. That company are applying the principle to six more of their locomotives, and are about to construct twenty others on the same principle.

The apparatus made use of by the committee is simple, but defective, consisting of a common cooking stove, with a thick piece of cast iron, containing a cavity, attached to it in front. On the stove holes four kettles containing water were placed, and the liquid evaporated in a given time by the use of a certain quantity of coal only, or the use of this and a small volume of steam, which was injected into and distributed over the top of the furnace. In these experiments a considerable part of the heat was necessarily lost by radiation. Had this been economized, there can be no doubt but that the gain accomplished would have been still larger than appears in the figures presented to the association.

We suggest the propriety of instituting experiments everywhere, especially by those who are using stationary engines or locomotives. A trial can be made at almost no cost, as compared with the advantages to be gained. Should the discovery turn out as there is reason to believe it will, the country ought to be placed in the immediate possession of it without charge, and Dr. Hagan be handsomely rewarded for his services by the National Government.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of Sept., compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$439,481 48	$387,728 48
Passengers	288,270 04	264,978 81
Express matter	14,502 49	5,200 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,083 34
Miscellaneous	2,243 23	2,544 01
Total	$759,405 58	$675,359 64

Earnings from Jan. 1, to Sept. 30:

1865	$6,305,437 63
1864	4,813,475 97
Increase	$1,491,961 66

The earnings of the Erie Railway for the month of Sept., 1865, were $1,345,456 52
Corresponding month last year 1,301,005 75
Increase $44,450 77

The Rome, Watertown and Ogdensburg Railroad earnings were:

	1864.	1865.
July	$71,351 50	$89,978 44
August	84,483 12	103,626 75
September	87,515 52	131,885 45
Total	$243,350 14	$325,490 64
Increase		$82,140 50

The earnings of the Housatonic Railroad for the month of Sept., 1865, were $45,534 08
Corresponding period of previous year. 38,377 53
Increase $7,156 55

The earnings of the Chicago and Milwaukee Railway for the months of July, August and September, 1865, were $231,729 00
Corresponding months of prev. year.. 178,333 00
Increase $53,396 00

The earnings of the McGregor Western Railway Company for the month of September, 1865, were $26,152 99; Net earnings, $13,105 58.

The earnings of the New Brunswick and Canada Railway for September, 1865, were $5,272 66
Corresponding month of previous year.. 3,580 26
Increase $1,692 40

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Sept., 1865, were $228,020 35
Corresponding month of previous year 168,217 57
Increase $59,802 78

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Sept., 1865, were $216,787 57
Corresponding month of previous year 236,195 18
Decrease $19,456 61

The Ottawa Canal.

This project which has been long and unsuccessfully agitated up to this time, has received a new impulse, since the establishment of the Canadian seat of Government at Ottawa. Sir John Mitchell, who administers the Government of Canada in the temporary absence of Lord Monck, has recently been giving the subject his attention, and after a personal examination of the direct route from the Lakes to the seaboard has expressed the opinion that "the route is not only practicable but has few material difficulties to contend with." A water communication between Lake Huron and the Ottawa river through the French river, and Nipissing lake will require land cutting of a very few miles, only five according to the opinion of some Engineers, and the greatest depth of excavation will be but ten feet. There is no doubt that now the city of Ottawa has been made the capital of Canada, this canal project will have a new and vigorous support.

Railroad Earnings.--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 7, were:

	1865.	1864.
Passengers	$4,952 09	$3,552 90
Freight	14,538 21	7,022 34
Express	130 22	104 16
Mail	296 58	296 58
Total	$19,917 10	$10,975 98

Receipts from January 1 to Oct. 7:

1865	$516,985 31
1864	440,046 03
Increase	$76,939 28

The earnings of the Marietta and Cincinnati Railroad for the 1st week in Oct., 1865, were:

	1865.	1864.
Passengers	$10,951 70	$10,526 31
Freight	13,780 10	8,220 76
Mail, express & telegraph	1,100 00	1,169 58
Total	$25,831 80	$19,916 65

Total for the fiscal year commencing Jan. 1. $911,147 08 $704,274 00

The traffic of the Great Western Railway for the week ending Oct. 13, 1865, was as follows:

Passengers	$42,575 30
Freight and live stock	46,291 99
Mails and sundries	2,462 60
Total	$91,329 89
Corresponding week of 1864	59,298 45
Increase	$32,031 54

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Oct. 1865, were $114,944 00
Corresponding week of 1864 83,651 00
Increase $31,293 00

The earnings of the Michigan Central Railroad for the 1st week in Oct., 1865, were $109,846 34
Corresponding week of previous year.. 85,425 31
Increase $24,420 58

The earnings of the Chicago and Northwestern Railway for the second week in October, 1865, were $226,988 80
Corresponding week of previous year. 160,078 57
Increase $66,910 23

The earnings of the Grand Trunk Railway for the week ending Oct. 7th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$54,411 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	96,253 00
Total	$154,700 00
Corresponding week, 1864	134,625 00
Increase	$20,075 00

The earnings of the Chicago and Alton Railroad for the 1st week in Oct., 1865 $91,818 00
Corresponding week of previous year.. 66,845 00
Increase $27,973 00

Important Railroad Decision.

The Court of Appeals has just rendered a decision in the case of the Louisville and Nashville Railroad Company against Jerry Collins, announcing some new principles of law, and settling the rights of employees and strangers, and determining the liabilities of railroad companies in which decision the people at large, as well as all employes on roads and the roads themselves, have a deep interest. We therefore lay the principal points in the decision before our readers.

Some three years since, one of the engines of a construction train on the Louisville and Nashville Railroad needed some attention. The engineer ordered Jerry Collins, a common laborer on that road, to go under the engine while it was standing still, but while steam was up, and fasten some screws or taps on the lower side of the engine. Collins obeyed, and while lying on his back with his face toward the bottom of the engine, the engineer, who was at his post on his engine, either carelessly or purposely touched the lever, and allowed steam enough to pass into the cylinder to cause the engine to start. The motion of the wheel instantly cut off one of Collins's legs. A bystander told the engineer of the injury he had inflicted by the forward motion of the engine, when he immediately reversed the motion and run the engine back so far that it cut off Collins's other leg.

Being thus made a cripple for life, Collins brought suit in the Circuit Court at Bowling Green for $50,000 damages. He recovered a judgment against the Road for $5,500, and the Road appealed.

The Court of Appeals held the following doctrines:

1. A railroad is responsible to one of its employes for any damages sustained by the gross negligence of any other employe of the road.

2. A railroad is responsible to persons occupying the attitude of strangers for damages sustained by the ordinary negligence of the agents of the road.

3. One who is employed to load railroad ties on a construction train must be regarded in law as a stranger to the road, and the road is liable to him for damages sustained by the negligence of the engineer.

4. The old English law relieving a railroad from all liability for injuries received by employees of the road, and requiring employees to take the risk of each other's gross negligence, is not the law in Kentucky.

5. An engineer is the lawful agent of the road, and the road will be held responsible for his gross and ordinary negligence upon the usual principles of agency.

John L. Scott, of Frankfort, argued the case for Collins. Hon. J. R. Underwood and Attorney General James Speed were counsel for the railroad.

The opinion of the Court, affirming the judgment of the lower Courts, was delivered by Judge Robertson.—*Frankfort Commonwealth.*

Trade between Canada and the U. S.

It appears from the official returns of the last fiscal year ending 30 Jan. 1865, the entire value of the Canadian exports was $42,481,151 showing a decrease however, of $1,237,040 from the previous year. Out of the whole amount, about half came to the United States consisting of the following items:

Mine products	$575,000
Fish "	89,000
Timber and lumber	5,000,000
Animals and their products	7,000,000
Agricultural "	8,300,000
Coin and bullion	1,600,000
Other articles	300,000
Total exports to the U. S.	$22,864,000

It is now to be considered whether we shall keep this trade or shut it off.

Wealth of Chicago.

The assessors have completed their assessment of real estate and personal property for the present year. The aggregate assessment is $64,703,600—an increase of $12,029,182 over the assessment for 1864. The entire municipal tax amounts to two cents on the dollar, or an aggregate of $1,294,072 for municipal expenses. Twenty years ago the total city taxes from all sources amounted to $8,647; fifteen years ago they amounted to $25,270; and five years ago they were only $373,315. Probably there is not another city in the world whose taxes have increased at such marvellous rates.

The following tables, compiled from the assessment rolls in the office of the city clerk, show the official valuation in each division, together with the tax, at two cents on the dollar:

South Division.	Valuation.	Tax.
Real estate	$24,001,511	$480,030 22
Personal estate	16,925,363	338,507 48
Total	$40,926,374	$818,537 26
West Division.		
Real estate	$13,208,051	$264,161 02
Personal estate	2,572,985	51,459 70
Total	$15,781,036	$315,620 72
North Division.		
Real estate	$6,849,360	$136,987 20
Personal estate	1,146,330	22,926 60
Total	$7,993,695	$159,913 80
Aggregate.		
Total real estate	$44,058,922	$881,178 44
Total personal estate	20,644,678	412,893 56
Grand totals	$64,703,600	$1,294,072 00

The following table shows the valuation of property, with the municipal tax for several successive years after the incorporation of the city:

Year.	Real.	Personal.	Total.	Taxes.
1837.	$236,842	$——	$236,842	$5,905
1840.	94,437	——	94,437	4,722
1843.	962,221	479,093	1,441,314	8,648
1845.	2,273,171	791,851	3,065,022	11,077
1846.	3,664,425	857,231	4,521,656	15,826
1847.	4,995,446	853,704	5,849,170	18,159
1848.	4,998,216	1,302,174	6,300,440	22,051
1849.	5,181,637	1,495,047	6,676,684	30,045
1850.	5,685.965	1,534,284	7,220,249	26,271
1853.	13,130,177	3,711,154	16,841,831	135,663
1855.	21,637,500	5,355,393	25,992,893	206,209
1856.	25,892,308	5,843,776	31,736,084	396,652
1860.	31,198,135	5,855,377	37,053,512	373,315
1862.	31,587,545	5,552,300	37,239,845	564,038
1864.	37,148,023	11,584,759	48,782,782	974,656
1865.	44,058,922	20,644,678	64,703,600	1,294,072

Western and Atlantic R. R.

The Savannah *Herald*, of 7th inst., says: "The Georgia State Railroad was turned over to the State on the 25th ult. The United States very liberally proposed to furnish running stock, machinery, tools, etc. The Commissioners took 7 locomotives, 2 stationary engines, 100 box-cars and 50 platform cars, and they could have obtained more had they asked for them. Car shops and all necessary machinery were also secured. This stock is an advance made to the road by the Government at prices exceedingly liberal. The Commissioners have let out contracts for building fourteen bridges on the road, to be completed by the 15th of December. These contracts were all given to Georgians."

MORRIS AND ESSEX RAILROAD COMPANY,
OFFICE OF CHIEF ENGINEER AND GEN'L SUP'T,
HOBOKEN, N. J., October 12, 1865.

SEALED PROPOSALS will be received at this Office until the 21st inst., for the construction of a Pier to be built by the Morris and Essex Railroad at this place. Plans and specifications can be seen at this office from 8 A. M., until 4 P. M.

1142 J. B. BASSINGER, Chief Engineer.

ODDIE & CO.,

Stock, Bond & Gold Brokers,

NO. 3 BROAD ST.,

NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE.
(Late Oddie, St. George & Co.)

THE HARMONY

Mutual Coal Company.

CAPITAL ..... $600,000.

(Represented by the lands owned by the company.)
Divided into 60,000 shares, the par value of which is fixed at $10 each.
Of these, 12,500 are appropriated for working capital.

OFFICERS:

President ..... Mr. DAVID B. TURNER.
Vice-Presid't and Treas. ..... Mr. MARTIN G. BATES.
Secretary ..... Mr. JOHN H. ROLSTON.
Attornies ..... PLATT, GERARD & BUCKLEY.

DIRECTORS:

HENRY A. SMYTHE, President of the Central National Bank.
JOHN P. YELVERTON, President of the Bank of North America.
NOAH L. WILSON, President of the American National Bank.
FREDERICK SCHUCHARDT, of F. Schuchardt & Sons, Bankers.
NATHAN CHANDLER, of John Munroe & Co., Bankers.
WM. H. TOWNSEND, Treasurer of the Sterling Iron Company.
DAVID B. TURNER, of New York.

Each share will be entitled, from the coal mined by the company in any one year, to its proportionate share of said coal so mined at cost, not exceeding one ton per share, (or the profits thereon,) and a dividend of the profits from the product, beyond the amount delivered on the shares.

The property of this company is situated between the town of Scranton, Penn., and the Wyoming Valley Railroad and Coal Company's property, about one mile from Scranton, and adjoining the Wyoming Railroad and Coal Company. It is free and unincumbered, and the company has no debt of any kind. It is one of the best coal properties in the valley, being estimated to contain seven millions of tons of coal, almost the whole of which is above water level, and capable of producing from 100,000 to 150,000 tons a year.

Any shareholder not wishing to take his coal can have it sold by the company for his account, and receive the profit.

Subscriptions for a limited number of shares received by
WILSON, GIBSON & CO.,
No. 80 Broadway, New York.

COAL AT $8 75.

(Editorial of The Tribune of October 10, 1865.)

THE PRICES at which Coal is sold in our City and vicinity are simply atrocious—there is no sense nor reason in them. And, as railing will do no good, we advise every one who has not yet laid in his Winter's stock to join one of the Mutual Coal Companies and supply himself at cost, which is four or five dollars per ton below the ruling price.

We have before us the prospectus of "The Schuylkill Mutual Coal Company," office No. 35 Wall st. Its capital is $300,000 in shares of $10, each of which entitles the holder to receive one ton of Coal *per annum* at cost, which is now from $8 to $9, but will of course be lower ere long. Knowing a majority of the directors and officers, and having faith in their capacity and integrity, we urge those who want Coal to call at the office aforesaid, take $50 to $500 each of the Company's stock, and help diminish the unconscionable gains of the Coal monopolists.

THE

Schuylkill Mutual Coal Co.,

No. 35 Wall Street,

is now delivering Coal at the above price to its subscribers.

SHARES TEN DOLLARS EACH.

Seven per cent. dividends secured.

DIRECTORS.—Charles Tuttle, John H. Platt, Edmund Blunt, George L. Trask, George E. Waring, jr.

OFFICE OF

WELLS, FARGO & CO.

New York and California

Express and Exchange Co.,

84 Broadway, N. Y.,

—o—

SHIPPERS OF FREIGHT

TO THE

PACIFIC COAST

will please take notice, that having been appointed FREIGHT AGENTS OF THE PACIFIC MAIL STEAMSHIP COMPANY, we are now prepared to receive freight for

California, Oregon, Nevada,
Washington Territory,
Sandwich Islands,
Central America

AND

Western Coast of South America.

For rates apply at our office, 84 Broadway, or freight office on dock foot of Canal street.

Steamers will sail 1st, 11th and 21st of each month; those dates falling on SUNDAY, on preceding SATURDAY.

NO SLOW FREIGHT RECEIVED ON DAY OF SAILING.

FREIGHT MUST BE DELIVERED ON DOCK FOOT OF CANAL STREET.

Bills of Lading will be issued at 84 Broadway.

Our usual package express will be sent by each steamer AND WILL CLOSE AT 10 A. M. ON SAILING DAY.

Our letter bags will close at 11½ A. M. For convenience of our up town customers a letter bag will be kept at the Metropolitan Hotel and on the dock foot of Canal street.

Our FRANKED ENVELOPES will be on sale at the Office of the Hotel and at our office, 84 Broadway and Canal street Dock.

All letters sent through us MUST BE IN GOVERNMENT ENVELOPES.

Sight Exchange on San Francisco for sale.

Telegraphic transfers of money made to all points reached by the wires on West Coast.

California Coupons bought at best rates.

WELLS, FARGO & CO.

WM. D. ANDREWS & BRO.,

414 Water Street,

NEW YORK,

MANUFACTURERS OF WM. D. ANDREWS'

Patent Oscillating Engines,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, October 28, 1865.

Irredeemable Paper Money.

The continued issue of irredeemable paper money is no more nor less than a legalized fraud upon the public. Every week we are informed that several millions of bank promises to pay are added to the circulation, with the expectation that they are not to be redeemed. Suppose this system should be tolerated in relation to other than mere money contracts. Society could not hold together a single day. Contracts to buy, sell and deliver, to transport by sea or land, to do certain acts for any consideration, would not be worth the paper they are written on, and a reign of falsehood would be inaugurated with an endless train of embarrassment and losses. Such disorders would lead very soon to violence itself, and yet we are very complacent, indifferent indeed, to the non-performance of these contracts made by our present banking institutions. These banks promise to pay their notes in money on demand, or in other words coin, and yet they do not attempt to perform their contracts, but continue to put them out as largely as possible, and charge 7 per cent. for the use of them by the public. Not only this, but they are making and declaring enormous dividends on this false basis and false pretence.

It so happened that when the rebellion broke out, and for some time threatened to destroy the republic, it became necessary for the Government to raise enormous sums of money. Opinion was divided as to the best method of effecting this object. There were those who were for selling Government stocks at whatever price they would bring. The result of this would have been a loss of 30 or 40 per cent. almost at once. The Treasury would have been the victim of bankers and capitalists, men who in the last period of Mr. Buchanan's administration demanded and were paid 12 per cent. interest, and would have followed up this policy to its extreme. Others again were for carrying on the war upon a specie basis alone, forgetting that in six months' time every dollar of coin in the country would have been drawn out of the bank vaults and would not have returned there, but would at once have gone out of circulation into private hoards, as it most generally does on such occasions. Besides this, the banks themselves would have been driven into suspension as they often have been with much less cause. The next step would have been to wind them up, and this would have spread bankruptcy through the land and broken the spirit of the Northern people. Bank paper could not then have been used at all except at an enormous loss, and worse perhaps than this, would not have circulated except in the immediate localities from whence it proceeded. The march of our armies through different States, for want of money receivable everywhere, might have been stopped, and our cause have languished for want of means. It was therefore a bold but most justifiable measure to adopt a legal tender currency, and the people joyfully accepted it.

But the war, an unparalleled success, is over, and it is the duty of the Government to place its promises to pay on the footing of the coin it has so admirably represented. For its line of conduct it had the best of reasons. Legal tenders were indeed a forced loan, nothing else, and necessity and the safety of the country fully justified the measure. Now the plea is no longer valid nor does the necessity exist. The Government has nobly sustained its military character, it must now preserve its integrity and redeem its promises As long as it hesitates, it sets a bad example, and delays the return to sound financial principles. If it continues its own paper system, it encourages that of the banking institutions, and we never shall know when they shall be called to redeem their promises.

The unfavorable course of trade, the extravagance of the times, the high price of all the necessaries of life are the fruits of the present enormous inflation. And here we wish to be distinctly understood. We would have no objection to an increase of the National banking system, especially in the Southern States, if it is made an indispensable preliminary, that bank notes issued under it, shall be at all times redeemable in, and convertible into coin. We can undoubtedly for our numbers sustain and profitably employ a larger amount of paper money than any other Nation on the globe, but it must be what it pretends to be, good for its face in coin. This absolutely settled, the issue of paper will be regulated by the actual *bona fide* wants of commerce, and if overstepped will bring down on the violators of the principles which underlie sound banking, the natural and just penalty for the offence, discredit, if not destruction. We have not known of a bank in the United States, any more than any individual who has attempted it, to succeed in business by persistent and open insolvency.

The first step therefore to be taken by the Government, is to set an example and to redeem its pledges. We believe it is practicable. The country expects it, and is in a good condition to meet the event. The only particular change which will in our opinion occur, will be a fall in the enormous and unfair prices which now rule in the market. Strange as it may appear, gold is the cheapest commodity this day in this country. Any one who has anything to sell may buy gold at 46 premium. Almost everything else brings from 100 to 300 per cent. Of course foreigners cannot buy our products and export them at this rate, while they can sell what they send to us at the high prices, and then convert the actual proceeds into the cheaper commodity gold and take it away. This fact appears to have struck Mr.

McCulloch, who in his late speech in Indiana said ours was now the best country in the world to sell in, and the worst to buy in. The reason is obvious enough.

The path to safety, the plan to increase our exports, is to resume specie payments. We really gain nothing by the exchange of goods among ourselves at high prices. It is no real advantage to us. It is the old story of boys swapping jack knives, "only this and nothing more."

We rejoice then at the frank and early avowal of the Secretary as to the policy he intends to pursue. We repeat it we are in a good position to make the change. It will not be necessary to fund all the legal tenders afloat. If they are reduced ⅔ the residue can be redeemed in specie, and the offer to redeem these will keep them afloat furnishing a general and popular currency better even than that of the National Banks.

We already perceive a movement in interested quarters to prevent an early resumption. If it is delayed too long, it will end in the total smash up of debtor and creditor. Now is the accepted time, the day in which we may save ourselves.

Maryland and Delaware Railroad.

At a meeting of the Board of Directors of the Maryland and Delaware Railroad, on Thursday last, the appointment of Chief Engineer of the work was tendered to T. F. Tilghman, Esq., and has, we understand, been accepted by him. We congratulate the company on securing the services of an Engineer of such acknowledged ability as Mr. Tilghman. He was formerly connected with the road under Mr. Henderson, as a resident Engineer, and is of course thoroughly conversant with all matters connected with the road. His administration afterwards of the affairs of the Junction and Breakwater road as Chief Engineer, gave great satisfaction to that company. If the Board give him the means to work with, we predict a speedy completion of our road. Mr. T. has been raised in our midst, and is well and favorably known. In home enterprises of all kinds it should be a matter of congratulation that our own young men are competent to manage them. We bespeak for him the hearty co-operation of our stockholders and citizens generally, in pushing forward a work which all agree will be of such universal advantage to our community. The contracts are complete, and the Engineer will shortly commence active operations. We understand the contractors are already delivering cross ties on the line of the road above Greensborough. —*Easton (Md.) Star, Oct.* 10.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending March 1, 1864 and 1865, have been as follows:

Main Line—	1864.	1865.
From passengers	$313,790 41	$453,073 44
" freight	560,744 59	609,099 89
" mails	28,350 00	30,487 50
" rents, etc	3,860 95	5,127 64
	$906,745 95	$1,097,793 47
Transportation exp..	546,161 99	885,483 23
Net earnings	$360,583 96	$211,810 24
South-west Branch—	1864.	1865.
From passengers	$85,144 15	$84,025 02
" freight	160,792 25	107,944 44
" mails	5,614 60	5,775 00
	$251,551 00	$197,744 48
Transportation exp..	150,882 01	195,849 47
Net earnings	$100,668 99	$1,894 99
	1864.	1865.
Earn'gs of both roads.	$1,158,296 95	$1,295,537 93
Transp. expenses	697,044 00	1,082,332 70
Net earnings	$461,252 95	$213,205 23

Expenses of Transportation in Detail.

	1864.			1865.		
	Main Line.	S. W. Branch.	Total.	Main Line.	S. W. Branch.	Total.
Repairs of engines	$44,005 53	$10,250 37	$54,255 90	$78,759 16	$17,962 64	$96,721 80
" cars	37,802 33	12,186 98	49,489 26	56,325 42	14,708 71	70,944 13
" road bed	20,759 98	13,903 20	34,663 18	44,674 67	16,122 27	60,796 94
" track	115,932 85	38,032 43	153,964 78	168,584 57	45,888 39	218,972 96
" bridges	41,698 59	2,024 30	43,722 89	106,108 35	3,225 80	109,334 15
" buildgs, etc.	25,147 72	1,323 85	26,471 57	66,968 63	7,160 59	74,129 22
Fuel consumed	46,624 37	15,880 27	62,504 64	69,163 97	21,933 53	91,157 50
Oil and waste	9,095 11	2,274 45	11,369 56	14,776 66	3,234 77	18,011 43
Gen'l superintendence	6,610 43	2,305 79	8,916 22	8,686 63	2,540 71	11,227 34
Agents and clerks	23,135 84	6,477 16	29,613 00	29,488 53	7,558 91	37,047 64
Train hands	65,071 60	16,668 37	81,739 97	83,653 78	20,777 86	104,431 64
Flagmen	31,933 96	2,601 67	34,535 63	39,613 73	4,649 16	44,262 89
Watchmen, etc.	5,892 89	2,207 01	8,099 90	9,210 46	2,661 10	11,871 56
Handling freight	19,880 27	9,662 57	29,542 84	31,828 24	13,056 76	44,885 00
Stationery, etc.	5,931 98	1,408 83	7,340 81	10,497 59	2,590 37	13,087 96
Loss and damage	10,338 51	3,687 90	14,026 41	8,471 44	2,659 10	11,120 54
All other expenses	32,298 23	9,986 91	42,285 14	59,761 40	9,558 80	69,320 20
	$546,161 99	$150,892 01	$697,044 00	$886,483 23	$195,849 47	$1,082,332 70

The company was incorporated Feb. 12, 1849, and organized Jan. 31, 1850. The surveys were commenced in June, 1850, and the formal breaking of ground took place July 4, 1851. The road was opened to Cheltenham, 4.75 miles from St. Louis, Dec. 23, 1852; to Kirkwood, 13 miles, May 9, 1853; to Franklin, 37 miles, July 20, 1853; to Washington, 54 miles, Feb. 11, 1855; to Hermann, 81 miles, Aug. 7, 1854; to Jefferson City, 125 miles, March 13, 1856; to California, 150 miles, May 14, 1858; to Tipton, 163 miles, July 26, 1858; to Syracuse, 168 miles, Aug. 1, 1859; to Otterville, 176 miles, Aug. 24, 1860; to Smithton, 181.50 miles, Nov. 12, 1860; to Sedalia, 189 miles, Feb. 1, 1861; to Dresden, 196 miles, May 10, 1863; to Knobnoster, 207.50 miles, May 2, 1864; to Warrensburg, 218 miles, July 3, 1864; and to Kansas City, 283 miles, September 19, 1865.

An act was passed by the General Assembly, and approved February 10, 1864, providing for the extension and completion of the road to Kansas City. This act was accepted by the stockholders on the 7th of March ensuing, and its acceptance filed in the office of the Secretary of State; so that the same has been adopted, and has become part of the legislation of the State for this and other roads. No event, says the report, in the history of this road or the city of St. Louis is more pregnant with permanent welfare than this Act of the General Assembly; and when the road is completed, and a few years shall have passed, its importance will be so patent, that with one accord the wisdom of the legislature will be acknowledged. The two great *ear marks* in the law, are the *one* mortgaging the road from Dresden, in Pettis county, to Kansas City; the *other*, the sacred application of the earnings of the whole road to the payment of interest and principle of the debt created by the mortgage. As the road has since been completed, it is needless to repeat the arguments used to prove that the bonds issued under its provisions will be promptly paid. The act also provided for the classification of the Directors into three divisions, to wit: the first, consisting of four members, to serve until the election of 1864; the second to serve until 1865; and the third, consisting of five members, to serve until 1866; and all annual elections are to be for four or five Directors, to serve for three years. The introduction of this feature into legislation is not unusual, but, on the contrary, it has been the experience of corporations, that frequent changes are not attended with advantages; but among the many reasons advanced, the principal one was, that as the securities created by the bill itself only operated on any imaginary road, and their negotiation dependent on the confidence in the management, and on the proceeds being applied to its extension, a majority of the Directors negotiating these bonds should remain in the Board sufficiently long to see the faithful application of the same. The report of the President for the year ending March 1, 1865, says:

During the period of fifteen years of the Company's organization, there has not been a more eventful year, varied and perplexing as many of them have been, than the year closing with this Report. Obtaining from the State a partial release from its lien, the securities for its completion having generously been purchased by our own people, all the ingredients for a completed Road were secured, leaving nothing but grading, masonry, bridges, &c., to be done; all was again quiet in the interior of our State, her people once more at home and contented, with our daily revenues increasing, and all flattering and prosperous, when, almost without warning, our State was once more invaded by *rebel forces*, who, like an avalanche, came down, destroying with the torch our depots, bridges, water stations, engines, and indeed almost everthing perishable; leaving everything a wreck, and destroyed, as if it had been a thing of life. The invasion of Gen. Sterling Price, on the 30th of September, 1864, found the unfinished line alive with laborers, the Transportation Department never so prosperous, and the most sanguine friends of the Road gratified with its earnings.

We embody the succinct statement made by a Committee of the Board to the St. Louis County Court, showing the localities, loss, and damage sustained from the insane invasion, as well as the general condition of the work and its progress at that time:

In September last, when Price invaded the State, trains were running regularly to Warrensburg—a distance of 218 miles. The track was laid 7½ miles beyond Warrensburg, and the work was making good progress all along the line from where the track-layers were engaged to Independence—the track between Independence and Kansas City having been put down in July last.

The number of men engaged on the work at the date first named was about eleven hundred, and such was the progress of the work that the Chief Engineer, Mr. McKissock, and the Superintendent of Construction, Mr. Garrison, predicted that we could open the Road to Holden by the middle of October, and to Pleasant Hill by the 15th of December. In fact, Mr. Garrison was hopeful of completing the entire Road within the first month of the coming year, and all were confident of running trains through to Kansas City early in the spring. But the invaders came, and the destruction of bridges, station houses, water tanks, locomotives and cars followed.

The bridges destroyed were as follows: Bœuf Creek, 230 feet; Big Berger, 190 feet; Little Berger, 90 feet; Hermann Creek, 110 feet; Cole Creek, 160 feet; Gasconade River, 759 feet (including a draw); Bailey's Creek, 110 feet; Osage River, 1,122 feet; (including a draw of 180 feet); Moreau Creek, 220 feet; Gray's Creek, 100 feet; Lamine Creek, 163 feet, and two bridges in Jackson county.

The depot buildings, wood sheds, &c., at Franklin, Gray's Summit, South Point, Washington, Miller's Landing, Hermann, Osage, Lookout, California, Syracuse and Otterville, were all burned.

At Franklin they also destroyed a machine shop and engine house, and at different points along the Road, nine water stations, including serious damage to all the stationary engines. Four locomotives were broken and seriously damaged, and thirty-nine freight cars destroyed by burning. There are many other items, such as tearing up the track, the burning of cross-ties and wood collected along the Road, that go to swell the aggregate of the Company's loss, and we feel justified in saying that the replacing of the property destroyed will at the present prices cost full five hundred thousand dollars. In addition to this, the net earnings of the Road before the bridges were destroyed were full fifty thousand dollars per month, and the four months that will be lost before trains can run through again will cost the Company $200,000, making a present loss to the Company of $700,000 to say nothing of the prospective loss resulting from the delay in completing the Road.

Early in October the men engaged in construction were all driven off and scattered, and the work west of Warrensburg entirely suspended.

It will be seen from the foregoing that the loss to the Company was estimated at seven hundred thousand dollars, but there can be little, if any, doubt, but that it far exceeds that sum in loss of business and delay of a completed Road.

To repair the damages sustained would absorb all the resources of the Company, leaving nothing for its extension; and although the replacing of bridges, depots, &c., was at once begun, yet it was not until the 18th of February that the trains were operated over a connected Road. Our finances exhausted, and the General Assembly powerless to extend further aid, we applied to the St. Louis County Court for a loan of its bonds. On the 18th day of January, 1865, an order was issued, loaning seven hundred thousand dollars to the Company. This amount was paid in bonds of one thousand dollars each bearing seven per cent. interest, payable semi-annually; they are dated February 1, 1865, and have twenty years to run; both principal and interest payable in the city of New York. The bonds, although loaned and to be paid at maturity by the Company, are plain, ordinary bonds, the Company not being mentioned in the same; but were loaned upon condition that the annual interest should be in monthly instalments paid into the County Treasury, and the bonds at maturity. A part of these bonds have been sold; a number of mortgage construction bonds yet remain undisposed of and in the custody of the fund commissioner.

Your attention is earnestly attracted to the financial condition and future necessities of the company. With a continuous and operated road to Kansas City; there will be little left to furnish the necessary rolling stock; and as in the past, so in the future the Directors of the road must furnish money or credit to pay for the same, to be reimbursed from its future earnings.

We have added, the present year, made at our own shop, two passenger cars, two drovers' cabooses, twenty box, forty flat, and ten stock cars; also, purchased from manufacturers, eighty flat, and fifty box cars; but, during the year fifty-four freight cars were burned by the rebels, and sixteen box and five flat cars were sold to the Government to be used on the southern roads. There have been added four locomotives; and have contracted for sixteen more locomotives, fifty box and eight stock cars, and six passenger coaches, all to be delivered and paid for as the months in this year expire. So necessary is this rolling stock to operate a continuous and completed road, that from past experience it were impossible to furnish transportation either for freight, passenger, or mails with facility and profit.

From the exhibit of the annual earnings, found in the Superintendent's report, it will be seen as follows, viz:

Total earnings for fiscal year.....	$1,295,537 93
Total expenses charged to transp..	1,082,332 70
*Net earnings.....	$213,205 23

Although there was no continuous road or transportation from the 30th of September to the 20th day of February, yet it will be seen that the earnings of the Main Line were $191,047 52, over those of 1863, while those of the South West Branch fall short $53,806 54. The cost of operating both roads was 83.54 per cent. of the gross earnings.

That the business will greatly increase so soon as we reach Kansas City, requiring a much larger increase of stock, is obvious; for there we meet the "Union Pacific," now extending and being operated through the centre of Kansas to Lawrence, and tributary to our own, to say nothing of the competition we offer competing roads. It becomes important, then, in view of the financial aid devolving on the directors, that those to be elected to-day should be willing to share with those remaining an equal burden.

There have been replaced on the Main Line, during the year, 42,067 cross-ties between St. Louis and Gasconade, and, west of that stream, 20,270. Five hundred tons of new rails have been laid in repairs, and about one thousand tons of old rails are being accumulated preparatory to their re-rolling at the East St. Louis Mills, which are to be used in repairs. From the Superintendent's report, the following explains itself:

The number of ties, and the iron replaced, as well as the renewal of the burnt bridges, depots, buildings and water stations, repairs of locomotives damaged, and losses upon wood, ties and fencing, have all been charged among the operating expenses of the road; and this, coupled with the fact that the earnings were for a while almost entirely cut off by the raid, makes the report of operating expenses show a very large percentage of the gross earnings.

As the road progressed, the necessity of the telegraph became more obvious, and an arrangement was made with the telegraph company for an independent line. It is regularly operated to Warrensburg, and all material is on hand for its extension to Kansas City.

SOUTH-WEST BRANCH.

This was the first that the rebels in their invasion destroyed, and from its earnings above shown it is obvious that no extension of the same could be made unless other sources were found. The road is under the exclusive control of the company, and pursuant to the Act of the General Assembly approved February 10, 1864, with the view of its extension to the Little Piney, negotiations were inaugurated with the late Treasurer of the State, for the sale of the lands and re-investment of their proceeds in the company's bonds, in compliance with the terms of said act; but as trustee of the fund arising from the sale of said lands, created by Act of December 10, 1855, vesting discretionary authority, he could not assent to such investment, and hence the road has not been extended as contemplated. Every effort has been made to induce the Government to extend the road, but without avail; and, unless some new policy by the General Assembly is adopted for the extension and completion, it must remain as it is. Its road-bed and rolling stock are in good condition; but until the country in the South-west becomes more quiet, and the people resume their labors, little if any additional business can be expected.

The equipment of the road consists of: 42 locomotives, 26 passenger, 8 baggage, 6 mail, 184 box, 20 caboose, 2 wrecking, 1 paymaster's, 1 magazine, 98 stock and 218 platform cars. Number of miles run, 598,415; do., on the South West Branch, 100,562. Total cost, $232,395 17. Average number of miles run by each engine, 14,248.

* All the repairs of the road, new iron in track, as well as the expense of rebuilding bridges, depots, water stations, and in fact repairing the damages sustained by the raid of General Price, are charged to "Operating Expenses," and not to "Construction Account;" hence it follows that the damages being repaired, the same were paid from the net earnings, which explains the increased expense of operating; leaving the net earnings as above stated.

CONDENSED BALANCE SHEET, March 1.

Main Line:—	1864.	1865.
Capital stock.....	$3,493,715 73	$3,497,085 45
State bonds	7,000,000 00	7,000,000 00
Land grant sales...	108,963 01	111,215 97
" rents ...	155 40	216 90
Total receipts from transportation ...	5,567,957 77	6,645,300 15
Mt. construct'n b'ds.	.....	1,314,000 00
St. Louis Co. bonds.	.....	12,350 00
Bills payable.....	48,144 80	241,209 21
Audited acc't unpaid	75,908 74	408,003 02
	$16,294,845 45	$19,229,380 70
Construction—East.	$6,001,870 96	$6,022,716 87
" West.	2,506,122 15	4,093,011 53
Rolling stock.....	761,447 06	1,101,970 76
Office expenses....	119,471 56	133,635 17
Contingencies	73,026 61	75,062 75
Interest account ...	718,828 88	750,241 28
Discount on constr'c tion and anticipation bonds	8,860 00	8,860 00
Commissions on purchases.....	17,375 95	17,375 95
Suspended debts...	219,148 09	213,148 09
Materials on hand..	43,935 71	139,405 29
Cash in hands of trustee	.....	21,724 05
Cash in hands of fund commissioner....	.....	3,155 35
Cash in hands of treasurer	65,801 77	.....
Bal. undistributed..	56 85	.....
Interest, discount & commissions.....	1,137,994 03	1,141,078 89
Land grant exp....	5,357 77	5,362 43
Total transp. exp...	4,616,148 06	5,502,631 29
	$16,294,845 45	$19,229,380 70

S. W. Branch—	1864.	1865.
Capital stock.....	$70,513 33	$70,513 33
Construction bonds.	3,232,000 00	3,232,000 00
State bonds.....	1,268,000 00	1,268,000 00
Sales of land	20,655 83	20,655 83
Rent of Granby min's	24,328 94	24,328 94
Total receipts from transportation...	769,809 55	960,640 20
	$5,385,307 65	$5,576,138 30
Construction	$3,098,253 22	$3,098,939 84
Rolling stock.....	116,926 86	116,926 86
Office expenses....	34,370 61	41,912 61
Commissions on purchases.....	2,140 93	2,140 93
Contingencies	24,129 17	24,166 92
Interest on bonds..	567,321 94	567,321 94
Cash	.....	31,992 61
Materials	49,781 56	.....
Discount and commissions	1,028,539 59	1,082,765 59
Expense of geological survey, etc...	42,020 22	42,309 16
Total transp. exp...	421,823 55	617,661 84
	$5,385,307 65	$5,576,138 30

President.—GEORGE R. TAYLOR.
Vice President.—DANIEL R. GARRISON.
Secretary and Treasurer.—J. C. PORTER.
Chief Engineer and Sup't.—T. MCKISSOCK.

Philadelphia Central R. R.

The route for this new line from Baltimore to Philadelphia has been surveyed and will be permanently located in a short time. The new road will leave the Philadelphia, Wilmington and Baltimore line at Stemmer's run, thence passing through the twelfth and eleventh districts, it will cross the Belair road at Mr. Brooks' and the Gunpowder river at Mr. John Fox's saw mill. It will prove of immense advantage to that section of our country in developing the fine water power found there, and lining the streams with mills and factories.—*Towsontown Union.*

Western Maryland R. R.

The annual meeting of the stockholders of this company was held at Westminster on the 18th inst. Three directors were elected to serve for the ensuing year, viz: Nathan Engler, Augustus Shriver, and Granville S. Haines. The directors elected are those who acted in that capacity for the past three years, are the friends of Captain Robert Irwin, president of the company, and his re-election for another twelve months is thus secured. Prior, however, to the hour of voting, a resolution was offered by Captain Irwin, to the effect that the recent act of the Legislature, authorizing the Mayor of Baltimore to appoint two directors upon the part of that city in said road, who, after being confirmed by the City Council, shall represent Baltimore's interests therein, was unanimously accepted. The appointees under this resolution are Samuel McCubbin and John W. Randolph, Esqs. They hold their office for one year from date.

The annual report of the president, including the reports of the superintendent and treasurer, was read to the meeting. It shows the business and financial condition of the road for the past year. In brief stands as follows:

Gross earnings		$105,181 66
Gross expenses:		
Operating road	$57,854 75	
Construction	10,585 58	
Tools for engines and cars, and roads and shops	2,083 39	
		$70,523 72
Residue		$34,607 92
By the treasurer's report it is shown that the gross receipts, including the residue of last year, are		$128,542 81
And his disbursements		120,332 96
Residue, Sept. 30, 1865		$8,209 85

Through freights on produce have fallen off somewhat, yet the increase on passengers over the previous year amounts to $20,309 69, which promises well for the future of this work as it progresses. There are evidences also of an increase henceforward in freight tonnage.

The president in his report strongly and earnestly advocates the extension of the road to Hagerstown. In view of this fact he shows enough money, wanting only about $200,000, has already been guaranteed in the way of endorsements and subscriptions, to justify putting the work under contract. In reference to the obtaining of the comparatively small sum, either from Baltimore in her corporate capacity or from individuals, he has no doubt. It would make altogether over $1,100,000 guaranteed toward the extension; enough almost, if not entirely, to complete the work.

He also advises against all "entangling alliances" calculated to interfere in any way with the legitimate objects and purposes of this truly Maryland enterprise—that no combination be permitted to wrest it from the exclusive management in the future, as in the past, of those who would have its uses subservient to citizens along its line and to the present stockholders.

The report also speaks favorably of the Gwynn's Falls road, likewise of a third track on the Northern Central, from the Relay House to Bolton depot, and finds no objection to laying a track to Canton. It is in favor of all enterprises which may tend to enhance trade and prove of convenience to the people. An independent road from the Relay House to Baltimore, which will obviate the dependence of the Western Maryland upon the Northern Central, as at present, is strongly urged as an unavoidable necessity.

Steam Traction Engines on the Plains.

We published in our last an article on the Overland Traction Engine Company of this city, the object of whose organization is the transportation by steam power of trains of wagons across the plains between the Missouri River and the Rocky Mountains upon the ordinary roads of the country. Since then we have read the report of A. P. Robinson, Esq., who has been engaged this summer in exploring a section of the country immediately south of the Platte River for the purpose of determining the practicability of adopting these engines upon or near the present main line of travel. The points of departure for the transportation to Denver City and its vicinity as well as for the North Platte and the countries west of the Rocky Mountains are: Kansas City, Leavenworth City, Fort Leavenworth, Atchison, St. Joseph, Nebraska City and Omaha. From Kansas City a direct route extends to Denver City *via* Fort Riley and the Smoky Hill Fork, but owing to the difficulties with the Indians and to the absence of Government protection this route has not been used to any considerable extent. From all the points named, however, routes extend to the Platte River centering in the neighborhood of Fort Kearney, from which station one general road is adopted as far as Post Junction, a military post on the Platte about 85 miles east of Denver. From this post to Denver are two routes, one called the "cut off," forming a chord to the great bend of the Platte, while the other follows the general course of the river.

Between Fort Kearney and Denver City are various fords by which routes diverge to the North Platte, Fort Laramie, Fort Collins, Bridgers Pass, and so on to points west of the mountains. The stages, however, run by way of Denver, and their entire travel is carried from Post Junction, southwest to that city, and thence northward *via* Golden City and Central City to Fort Collins, the whole distance around to the latter point being about 170 miles, while an excellent route exists running direct from Post Junction up the Platte to the mouth of the Cache le Poudre River, and up that stream to the Fort the whole distance being only about 70 miles. By inspection of the map it will be seen that the distance is less from Nebraska City to Denver City, than from any of the other points named on the south of the Platte River. The direction of the Missouri River is northwest and southeast, and mathematically a point on this river due east of Denver must be nearer to that city than points lower down. By a right line there would be but little difference between Omaha and Nebraska City, but Omaha lies above the mouth of the Platte, and consequently any route from that city must either cross the Platte by a difficult and expensive bridge, or a dangerous ford, or follow its meanderings on the northerly side and cross the Loup Fork, the North Platte and other streams, involving also expensive bridges, or bad fords. Fording is besides at times absolutely impossible. The Platte has no tributaries of consequence on the south side, and during a great portion of the time there are but two, viz., Salt Creek within about 20 miles of its mouth, and Beaver Creek about 100 miles from Denver, which have any water in them at all. These are both small streams, easily bridged. The others are merely dry sandy beds crossed without trouble. For a distance of 75 miles west of Nebraska City the present stage route crosses many streams which take their rise near the Platte and run southward; but the divide between their sources and the Platte may be followed, furnishing a nearly level route to Fort Kearney, crossing only one of the streams named (Salt Creek.) This is the route of the old California trail, and it is still used to a great extent for heavy loads, although for the great majority of the trains the stage line is adopted on account of the saving of distance. Unlike the process of locating our eastern roads which to avoid undulation must follow the vallies, the engineer on these great prairies, to find level roads must follow these divides.

The country for 75 miles west of Nebraska City s a rolling prairie capable of cultivation, well watered by the various streams running southward, on the immediate banks of which there is a considerable growth of timber. Beyond this the country becomes arid and dry. Timber disappears and no streams are found until the Platte is reached at Nebraska City junction, about 43 miles east of Fort Kearney. It is at this point that the direct stage route and the old California trail join. Following this latter route to this point not a grade exceeding 8 feet per 100 need be encountered, and not a particle of grading is required except upon the first four miles from Nebraska City. For this distance a new road involving a trivial amount of work will be required. The Platte River is a shallow stream varying from a half mile to one mile in width with a quicksand bed, and is full of islands of all shapes and sizes. These have generally more or less timber and bushes upon them, but not a particle of wood is found upon the main land until arriving within 50 miles of Denver City. The river meanders through a bottom of variable width sometimes as great as 20 miles. This bottom is bordered by an undulating ridge called "the bluffs" varying from 50 to 100 feet in heighth. Back from the bluffs is a dry undulating plain covered with a sparse growth of grass and weeds. The entire descent in the Platte from Denver City to its mouth is about 3,000 feet, (or less than 5 feet per mile) very uniformly distributed. No difficulty is therefore experienced in the selection of a route substantially level except at special points where ravines are met with, or where the river has washed away the bottom lands and encroached upon the bluffs. These in a few cases as at "O'Fallon's Bluff," and at Fremont's Orchard, are washed down into perpendicular faces of cemented sand more than 100 feet high, and it is neces sary to take to the plains south of them.

Indeed for most of the way this higher ground would furnish a magnificent road, the only necessity for adhering to a route nearer the river being for the purpose of obtaining grass and water.

The soil of the bottom lands is an alkaline clay,

making a road of the best description, while upon the plains above, it is with a few exceptional points of a cemented material forming the most magnificent natural highway possible. For long distances the route is upon a sort of glacis extending from the bluffs to the bottom lands with just sufficient inclination for drainage. No roads in the world can excel these, and for days they may be followed without an undulation. Throughout the entire route of 650 miles at the present time not an acre of ground is under cultivation, except perhaps for 50 miles at either end. The whole intermediate space is a waste upon which nothing can be raised except on the immediate bottom lands of the Platte, and owing to the dryness of the climate for eight months of the year, even these lands require irrigation. Capital is therefore required, and although it cannot be doubted that its investment in such improvements would meet with the most profitable return, the difficulties with the Indian tribes which roam this country are such as to deter any one from making improvements. From Fort Kearney to Post Junction a distance of nearly 300 miles, the ranches which were built thickly along the route were all with a few exceptions destroyed by the Indians last winter, and nothing can now be seen except the ruins of their turf walls. In some cases a portion of these have been patched up by some adventurous squatter for the purpose of opening a little stock of groceries and whiskey for the supply of the trains, and a very profitable business is carried on.

The road is a great thoroughfare filled from one extreme to the other with a constant succession of ox and mule teams, carrying their own provisions and supplies, and camping when night overtakes them.

They are in trains varying from 5 to 50 wagons, each team consisting of six animals hauling from 2½ to 3 tons.

It is upon this tedious and expensive process that the great region west of this barren distric is now dependent for its entire supplies.

Even at the mountains such is the uncertainty of a crop owing to drought and insects, that agriculture is an exceptional employment, and every article of food or clothing must pay not only the enormous tax of fifteen to twenty-five cents per pound for transportation from the Missouri River, but a profit upon this as a part of the cost and at times an usurious interest for the delays which occur for the want of teams.

The result is a range of prices at Denver City, even for the commonest necessaries of life so exorbitant as to prohibit any successful development of the mining operations, and to preclude hope of any reasonable return for the immense investments which are being made, until more reliable and cheaper and speedier modes of transportation shall be provided.

The railway from Kansas City is only in operation to Lawrence 40 miles. The Omaha route is not yet laid for 30 miles. The rates of progress heretofore made would not lay the rails to the Rocky Mountains in half a century, and no practical railroad constructor will venture to say that it would be practicable to lay the track upon 600 miles of road in six years, even if all graded in advance, through a country destitute of timber for sleepers, and with no possibility of procuring a particle of the material required for the work of to-day, except over the rails laid yesterday. That it will be built cannot be doubted, but the popular idea that it can be built in a year or two is absurd.

Not only for the time occupied in the construction of this road are increased facilities necessary, but when it is constructed tenfold the means will be required to reach the lateral points, which in that period will be developed.

The enormous transportation of the past year involving an expenditure of more than twice the gross income of the Erie Railway cannot wait for the rails.

The road is already graded for the traction engine, and a less *number* of months will put them in operation, than would be required of years to send a locomotive over the route.

The experience so far with traction engines has been just sufficient to show what conditions are necessary to be fulfilled, to insure their success.

With an engine of given capacity and an adhesion upon the road sufficient to use all its power, it is as simple a problem to determine the load it will draw, and the fuel it will consume as it is to determine the same results in the locomotive engine. Designed to run at a rate of speed less than one-third the locomotives, they can be geared to carry correspondingly greater proportional loads. Their broad wheels to which there is no limit of tread, give them no greater weight on the ground than there is in the case of the lightest wagon. The simple difference is the rolling resistance. In the railway a ton of load upon a level straight line may be moved at a speed of five miles per hour, with 10 pounds of power, while upon a level highway of the character of that in question, it requires ten times as much, or one hundred pounds. As the grades increase this proportion would be lessened, so that upon a grade of 1 in 20 or 5 feet per 100, the ton upon the railway, would require 110 lbs., while that upon the highway would require but 200 lbs., or less than double.

The peculiar features of the Frye engines designed for this route are:

1st.—All the wheels are driving wheels, the whole weight of the engine being thus available for *adhesion*.

2d.—They are not coupled in any way, but are entirely independent of each other.

3d.—Each wheel has a double engine there being 8 cylinders, so that their are no dead centres.

4th.—The wheels are thus permitted to be corrugated on their tread, so that on a good hard road their adhesion is sufficient to use the entire power.

As ordinarily constructed, only the two rear wheels would be driving wheels. There would be but two cylinders attached to the same driving shaft, consequently its driving wheels must move at the same speed and cannot be corrugated to avoid slipping.

A comparison of the two engines supposing them to be of same weight and with same cylinder capacity, would be as follows:

Let the engines weigh 32 tons each, the total cylinder area be 600 square inches, and let them be so geared that the speed of the pistons and the speed of the tire of the driving wheels are alike, and let them carry a pressure of 100 lbs, steam. The actual power upon the pistons in each engine is therefore, 60,000 lbs.

Deducting the power consumed by the friction of the machinery and the resistance of the blast, &c., &c., and the balance is the traction power which each engine *should* exert in hauling its load. Supposing 20 per cent. to be lost in this way there would be left 48,000 lbs. of traction power, which upon a level hard road should haul a gross load of 480 tons.

Deduct from this the weight of the engine, and its fuel and water for 20 miles, say 54 tons, and 426 tons would be the weight of wagons and load. If one-third of this be wagons, then 284 tons would be the weight of freight which such an engine *should* draw.

In the Frye engine the corrugated wheels as previously described, give adhesion to an unlimited extent, and therefore this is the comparative load it *would* draw. In the other engine its load would depend entirely upon the adhesion of smooth tires upon an earth road. This is found to vary from one-quarter to one-third the insistent weight. Giving it the highest value, and assuming ⅔ the weight of engine and fuel and water to be on driving wheels, viz., 36 tons, the value of this for traction would be 24,000 lbs., equal to hauling 240 tons of gross load. Deducting the weight of engine and water and fuel, 54 tons, there remains for wagons, and freight 186 tons. One-third of this being wagons, 124 tons would be the net load, or 36 tons less than one-half the load that the Frye engine would draw. It is in this way that Frye's engine fulfills conditions necessary in a route like that across the plains where fuel can only be obtained at each end.

It must carry full loads of freight west, and bring coal east. It must therefore have capacity to haul a load equal to the amount of coal it would require for the round trip.

No engine yet designed, except Frye's, has shown the elements necessary for such a performance, and hence although they have answered a purpose in a small way, they have never yet been placed on long routes. Nor has such a route heretofore presented itself.

Here is one, not only requiring these certain conditions to be fulfilled, but offering a reward to him who accomplishes the task almost beyond computation. Steam will show the same results here that it has always shown in comparison with animal power no matter to what purpose it has been applied. Even in the smallest as well as the most Herculean tasks, it performs the service cheaper, quicker, and with more certainty.

Minnesota Railroads.

The Minnesota Valley road has been completed to Mendota, and a junction made with the Central road. The track is laid on the Valley road to within five miles of Shakopee or fifteen miles beyond Mendota. The Valley and Central companies have agreed to complete the road to a temporary terminus to West St. Paul, at St. Paul Bridge, by the first of June next. The Minnesota Central was completed, and the cars running to Faribault, on the 12th inst.

☞ The first line of railway in the Danubian Principalities will shortly be commenced. It is to be about fifty miles long, and will extend from Bucharest to Giurgewo.

Liabilities of Canal Companies.—How Different from those of Common Carriers.

The case of the Exchange Fire Insurance Company of the City of New York, *vs.* The President &c., of the Delaware and Hudson Canal Company, was brought by the plaintiffs as assignees of the Ogden Rosendale Cement Company, to recover from the defendants the sum of $588 61, the value of a quantity of cement shipped on a boat navigating the canal of the defendants, and damaged by the sinking of the boat caused by an obstruction on the bottom of the canal.

The defendants were incorporated for the purpose of constructing and maintaining a canal from the Delaware to the Hudson River to be used by the public on payment of tolls, and by their charter were authorized to establish such by-laws, rules and regulations as should be necessary for the due management of their property, interest and affairs. One of their regulations for all persons navigating the canal required, in effect, that all boats should be of a pattern approved by them.

The Cement Company were the owners of the boat C. O. David, and of a cargo of cement with which she was loaded. The plaintiffs had insured the cargo against the risk of transportation. The boat was of the pattern prescribed by the defendants, and had been for several years on the canal. She drew five feet of water on this trip; and according to the testimony of the master, was loaded to that depth by the direction or with the assent of the defendants' servants. On the trip she struck a large stone, filled and sunk, and the cement company claimed and received the amount of loss from the plaintiffs, and assigned to them their claim against the defendants. On the trial the defendants moved for a non-suit on the grounds that no negligence had been shown on the part of the defendants and that, without such negligence the plaintiff's could not recover.

The Referee granted the motion, and judgment having been entered for the defendants, the plaintiffs appealed.

Robertson, J.—The action in this case is brought for damages for a breach, not of duty but of contract by the defendants with the assignors of the plaintiffs, (The Ogden Rosendale Cement Company.) The contract alleged in the complaint is, that the defendants agreed with the cement company that they would float a canal boat, with a certain cargo on board, on their canal from a point thereon to the Hudson river, in consideration of the payment of tolls fixed by them, and "would furnish sufficient water to float such boat" between these points, "without obstruction or delay of any kind," except such as should arise from enforcing these regulations. The breach alleged is that such canal boat, with such cargo, started on her voyage on such canal, and while on such voyage was "struck against a rock or stone, which had been carelessly or negligently placed or allowed it to be placed or laid by the defendants at the bottom of such canal, so as to obstruct the proper navigation thereof," by which she sunk and damaged her cargo. The complaint alleges that the boat was of a "pattern approved by the defendants as suitable to navigate such canal, and was allowed by them to navigate it." The defence in the answer substantially is that if any such rock or stone was in such canal, "it was wrongfully placed there by others without the knowledge or consent of" the defendants, and "its existence in the canal was not known to the defendants before or at the time of the" supposed injury.

The only question of law in this case seems to be the extent of the obligation of the defendants to keep their canal free from obstructions. If, like common carriers, they are bound to insure the navigation on such canal against all accidents from unforeseen causes, and which human foresight could not reasonably have guarded against, the defendants would be responsible. If they are only obliged to use reasonable diligence and take reasonable precautions to prevent accidents, it then becomes a question of fact whether they did so in this case. The canal, like a highway or railroad, if used by others is a mere instrument of use and profit belonging to the defendants which they are bound to keep in proper order for use. If they tempt the public to use it, and neglect proper precautions to make it navigable and safe they are undoubtedly liable for damages for such neglect. (Lancaster Canal Company, *vs.* Parnaby, 11 Ad. & El., 223; Townsend *vs.* Susquehanna Turnpike Company, 6 Johns, 90; Wilson *vs.* same 21 Barb., 68, 78; Adsit *vs.* Brady, 4, Hill, 630; Harris *vs.* Baker 4 Maule & S., 27.) And the rule is of universal applicability to individuals as well as public bodies, that they who induce others to make use of an instrument or article belonging to them, for a particular purpose, they retaining its possession, are bound to be innocent of all negligence in keeping it in a proper condition to be used, (Chapman *vs.* Rothwell 1 El. B. & E., 168; Seymour *vs.* Maddox, 16 Ad. & El., N. S., 326; Free *vs.* Cameron, 4 Rich., 228,) at the peril of being responsible for damages.

But there is no consideration of public policy to enlarge the liability of the owners of a canal beyond the employment of reasonable diligence. Unless they owned the canal boats, they could reap no benefit from either the simulated or real destruction of them or their cargoes, and therefore is no reason for putting them on a footing with common carriers, so as to render them insurers. No case has been cited which goes this length.

It is therefore a mere question of the fact whether the evidence shows neglect. The compliance by the cement company with the regulations of the defendants as to the character of the boat, was necessary in any case to give them a right of action at all; it does not make the liability of the defendants greater.

It is claimed that the presence at all of the stone in the canal, by which the injury was done, was *prima facie* evidence of negligence. This perhaps is a nice question to decide, upon any principle of law; it must depend upon the frequency and consequent possibility of such an obstruction getting there, notwithstanding due diligence. It would be impossible for a court to say, without evidence of the character of the neighboring banks, or the nature of cargoes transported, that the presence of a stone was to be attributed to negligence rather than unforeseen accident.

One thing is very clear, that the stone being covered by water, there was no notice of its presence until something came in contact with it. It would be unreasonable to require the defendants to sound and drag the whole length of their canal perpetually, to ascertain what obstructions might lie at the bottom, or keep guards along the banks to prevent the commission of injuries by designing persons.

But if there be any such presumption, there was evidence enough in the case to repel it. The stone which was the cause of the injury was, as appeared in evidence, over a foot and a half thick, of irregular shape, split or sledged off on one side. During that year, cobble stones had been lying on the banks of the canal, although none were so large. It did not appear to have been long in the water. The same vessel had passed down loaded a week previous, and up a day or two before unloaded. A witness testified that the level of the water was lowered by the drawing of the lock below, and the vessel could have got over if the level had been kept up. Under these circumstances there was room for the inference, in the absence of evidence to the contrary, that the stone had been where it was but a short time; that the defendants had no notice of its being there, and that it was placed there either by accidentally falling from a vessel, or by design of some unknown persons; and that as found by the referee, its presence was not owing to the fault or negligence of the defendant. (Toomey *vs.* London, Brighton, &c., Railway Co., 3 J. Scott, N. S. 146.)

The report and Judgment therefore, were correct and the latter should be affirmed with costs.

The Isthmus Commerce.

Although the Panama Railway is an American property, and the result of American enterprise, it is the cause of immense profit to others, as may be seen from the following extract from the London Daily *Star*. It is worthy of notice, that we have no regular postal communication with the United States of Colombia beyond the two ports of Aspinwall and Panama, while England has four regular monthly mail lines to Aspinwall and Santa Martha; so that while we have shaken the tree, she is really getting all the fruit:

The trade across the Isthmus of Panama is of great importance to England. The amount of treasure which we obtained by that route in 1864 from British Columbia, California, the west coast of Mexico, and other places, was no less than $45,718,881, or 9,148,676*l.* During the same period ninety British vessels entered and cleared at Panama, on the western side of the Isthmus, of a tonnage equal to 71,049; while there entered and cleared at Colon (Aspinwall,) on the eastern side, 289 vessels, with a tonnage of 248,811. We have four regular steam packets per month to Colon—two from Southampton and two from Liverpool. So much for British shipping; but that is only a small portion of the traffic. Altogether 355 vessels entered and cleared at Panama, and 556 entered and cleared at Colon, during 1864, of an entire tonnage at both places of 852,-202. There are during the month thirty-four arrivals and departures of regular steam packets at the two ports. The transit trade consists of manufactured goods from Europe and the United States, and of treasure from California, British Columbia, &c., to Europe. The total transit trade amounted to 19,954,000*l.* for 1864, and the trade on the Isthmus itself for the resident population raised the total to 20,400,000*l.* It is believed the trade would be immensely increased if the transit could be accomplished under better conditions. In this belief a new route has been surveyed further to the northward than the line from Colon to Panama, at both ends of which there are said to be excellent harbors. The whole undertaking is, we believe, about to be brought before the

public for the necessary capital to construct the line of railway—about sixty-five miles—and the harbors.

☞ The Baltimore *Sun* says that capital stock nearly to the requisite amount has been subscribed to construct a railroad from Alexandria to Fredericksburg, Va., thence connecting with the road to Richmond. This project will reduce the distance between the National Capital and Richmond to 109 miles, and four hours travel.

"The Oil Regions of Pennsylvania."

This is the title of a neat volume of 275 pages, brought out by Messrs. Harper & Brothers. The author, Mr. William Wright, has been for many years connected with the press of this city, whom we know to be equally diligent and conscientious in his statements. In the month of April last he visited all the productive wells along Oil Creek, French Creek, Cherry Run, Pithole Creek, the Allegheny River, &c., gathering from superintendents, mechanics and laborers, his own observations, and the statements of neighbors, the actual yield of each well, its characteristics, history, &c. The result of all these observations, from every possible source of information within reach, is now before us.

In the opening chapter, on the "Physical Features of the Country," the author maintains that petroleum has no connection with the river-beds, slopes, &c., as many have argued; that it is as likely to be reached by boring on the table-lands as along the bottoms, allowing for the greater distance and cost; that the rivers have dug their channels to various depths from 100 to 400 feet, instead of the uplands having been individually upheaved. In this position he is fully sustained by Prof. Rogers, from whose Geological Survey several extracts are made.

The second chapter is a vivid sketch of the "Appearance of the Country," its wells, villages, hotels, modes of life, &c.

The third describes the processes in "Locating and Sinking Wells," concluding with the following estimate of the cost:

Engine and boiler of fifteen horse-power, delivered	$2,500
Engine-house, derrick, bull-wheel and cable, samson-post, walking-beam, and fixtures.	750
One tank, five hundred barrels	250
Drilling-tools, ram, driving-pipe, tubes, etc.	1,000
Labor, fuel, and extras	2,500
Breaks, delays, and other accidents, say	500
Total	$7,500

These figures may perhaps be reduced one-half, if the operators own the engine, and put forth their own hands freely in the various operations.

Chapter fourth is termed "the Law of Lawlessness," showing the freaks of the wells after oil has been reached. Various points of interest are discussed here, without, however, being able in all cases to explain the causes of such unexpected phenomena.

The next chapter, "Obstacles in the way," is much akin to the last named. We are here treated to the unpleasant truths that good wells are liable to whims, which involve large expenditures, and that finally all cease to be productive, the average period during which they continue profitable being not more than two years.

Chapter sixth gives in brief space the statistics and history of all the producing wells of that region in the month of April last, while the author visited them. We believe the figures given to be mainly correct, according to his best judgment. The chapter is long, but full of solid facts and figures. The following is a recapitulation of the whole:

Sections.	Wells in operation.	Total yield, barrels.	Av. per day.
Watson Flats, etc	21	362	17.1
Miller Farm	1	28	28.0
Foster and McElhenny Farms	15	523	34.9
Funk and Boyd Farms	16	648	40.5
Wash. McClintock "	15	345	23.0
Hyde and Egbert "	6	725	120.8
Storey "	22	855	38.8
Tarr and Blood "	19	411	21.6
Rynd & Wid. McC. "	14	147	10.5
Rouse & Buchanan "	17	415	24.4
H. McClintock to Oil City	16	682	42.6
Oil Creek valley	162	5,141	31.7
Cherry Run	51	1,972	38.7
Pithole Creek	3	*300	100.0
French and Sugar Creeks	14	50	3.6
Lower Alleghany	51	404	7.9
Upper "	31	669	21.5
Omitted	10	317	31.7
Grand totals	322	8,850	27.5

*Partly estimated.

"At this rate, the annual product of Petrolia may be set down at three million nine thousand barrels. We can very well afford to leave out of the account the odd thousands, and accept the round three millions as the amount of very sensible perspiration which has exuded from the pores of our common mother in that twenty miles square block of Pennsylvania.

"But, in truth, the amount given, magnificent as it may be, is far below the grand aggregate, taking one season with another. Along the Alleghany and the lower farms on Oil Creek and Cherry Run, I estimate the proportion of wells temporarily disabled by the freshet at one-fourth of those producing in the early part of March. Again, there are large numbers which are now operated during the summer months only, and had not then got fairly under way. I think one hundred of these at least would be going by the first of May, and continue steadily during the summer months. It is true the average productiveness of these is considerably below that of the aggregate. But if an allowance of one-half be made for this drawback, the residue would make a material increase in the quantity. The newly opened and re-opened wells will do more, during this summer, than replace those which go out of date as non-producers. Taking all these increments into consideration, I have no doubt that the actual yield of Venango is over ten thousand barrels per day, giving as a grand annual aggregate *nearly three millions and a half of barrels.*"

The remaining chapters are on "Oil Refining and Refineries." "How Strangers are Taken in." "Ought I to invest?" and "Practical considerations." We commend these particularly to all who would dabble in petroleum stocks, which certain of our leading journals appear desirous of galvanising afresh. Without asserting that the subject is exhausted, which it is not, we know no other publication approaching this in fullness, trustworthiness, and thoroughness. The author prosecuted his labors mostly *on foot*, journeying fully 200 miles during the four weeks it took him to collect the materials for his volume.

Union Pacific Railroad.

CORRESPONDENCE OF THE RAILROAD JOURNAL.

Omaha, Oct. 16.

The Union Pacific Railroad begins to look like a thoroughly successful enterprise. Those who have been misled by the difficulties which have unfortunately attended the Pawnee and Leavenworth branch; and have expressed their doubt as to the Grand Trunk itself, are rapidly discovering their mistake. The official report of Mr. Harbough on its actual condition and certain progress, is every hour confirmed by the daily extension of this great work.

We have just tested the truth of that report in relation to a part of the line. A few days since a section of the part completed was submitted to the test of an excursion, made particularly interesting by the presence of Gen. Sherman, the Vice President and Manager of the road, Mr. T. C. Durant of New York, the Governor of Nebraska, the Hon. Mr. Upham, S. Seymour Consulting Engineer, and other distinguished men. This assemblage of visitors were carried over 15 miles of the line, inspecting the culverts by the way, and giving particular attention to the working parties engaged in laying ties and rails beyond the present terminus of the completed part.

The presence of Gen. Sherman, whose name had been given to the splendid locomotive which drew the train, and that of Mr. Durant, Manager, brought out numerous complimentary and eloquent encomiums on these gentlemen. Whatever doubts may have hitherto existed among the interested or the unbelieving, were now completely removed by this excursion. The work is proceeding with great energy, no less than 13 mills are constantly employed in sawing ties, and six steamers are actively engaged transporting these exclusively. It is as certain as anything can well be, that by the 1st of January, 60 miles of the road will be ready for business.

There is not the least hitch or difficulty apparent in the work or management. Three quarters of a mile of track per day can and will now be laid by the company, and at this rate the public eagerness for rapid construction is in a fair way to be gratified. If there was any doubt about the efficiency of the means to do this, it has vanished before the logic of facts, and the personal assurances of Mr. Durant, whose experience, energy and capital are enlisted in the work. No foreign aid is at all necessary to complete the Union Pacific. The people who have constructed upwards of thirty thousand miles of railway, may challenge the admiration and respect of foreign contractors, however large their plans or pretensions, and I express only the general sentiment now prevailing here, that this road may be set down as a "fait accompli" without their assistance.

We all here look forward to its early completion, and to Mr. Durant and his associates as the guarantors to that effect. We also confidently expect that this result will be the greatest triumph of skill, capital, and American energy and foresight yet recorded in the history of our works of internal improvements.

NEBRASKA.

☞ About $19,000 has been subscribed to the proposed railroad in Kent county, Md., leaving a deficiency of $23,000. Another meeting of the friends of the enterprise is to be held in Chestertown on the 11th of November.

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Sept. 30, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	94
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	104
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..registered	284,331,000	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	101½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	61
" " " ..... coupon		5	" "	1904	62½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861 ..... coupon	332,250	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	98
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	97½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97½
Debt Certificates	62,899,000	6	At maturity.	.....	98
One & Two Year Treas'y Notes (legal tender)	32,954,230	5	" "	.....	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,012,141	6	"	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,487,765				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'53-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1870	97½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	6	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	.....	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	88
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock	1,243,000	5	" "	.....	----
" " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1885	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	74
" — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'90	----
" — " " (banks) ..... "	5,198,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'62-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	92½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1885	----
" — " " (st'k'g conv.) .. "	200,376	5		1885	----
" — " " (st'k'g) ..... "	5,555,556	5		'89-'90	104½
" — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" — " " (dollar) .... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'55	----
" — " " (") ..... "	299,408	5		1890	----
" — " " (") ..... "	148,711	6		'89-'90	103
" — " " (") ..... "	123,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	55,000	6		1885	----
" — " " (") ..... "	993,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	2,995,556	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	503,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'82	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	76½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1863	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	82
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1890	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	.....	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" — " " (" ") . "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " " ...	900,000	5	" "	1875	----
" " — " " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " " " ...	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	25,698	5	.....	d'm'd.	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " ...	14,230	6	.....	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1804	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,605	6	Various.	Var.	94
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	----	" "	1856	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	91
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	8,241,898	5	June & Dec.	due.	----
" —State Stock Loans	200,000	4½	Jan. & July.	1882	----
" — " " "	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,568,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	6	Feb. & Aug.	1877	92
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	300,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation	97,360	.....	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	.....	'68-'90
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	----
" — " " (interm. impr.) "	2,063,606	5	.....	Var.	81
" — " " (railroads) ..... "	12,799,000	6	.....	Var.	54
" — " " (capitol) ..... "	608,000	6	.....	Var.	81
" — " " (Hermitage) .. "	48,000	5	.....	1856	57
		6	.....	1890	86
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'85-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'64	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " " (railroad) ...	18,264,642	6	Jan. & July.	'85-'90	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" " " (sterling) ..... "	1,666,000	6	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	75-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,096	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,927	928,641
1861	81,531	75,621	78,361	65,368	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,469	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,990	224,257	312,165	354,554	329,579	307,603	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,965	315,944	391,574	399,602	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	59,170	104,272	100,403	82,895	139,049	124,600	145,839	92,572	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,054	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,720	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,406	186,172	227,260	311,180	232,287	288,095	354,290	------	------	------	------
Chicago and Northwestern:													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	425,945	404,161	3,975,935
1864	273,876	317,839	390,355	371,461	466,830	566,145	477,743	519,306	669,605	703,714	705,496	545,943	5,912,313
1865	536,675	481,165	506,290	467,710	568,904	727,193	698,172	743,369	930,315	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	56,360	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	883,499
1861	85,230	76,918	85,663	90,324	65,302	63,137	52,269	80,265	84,640	98,528	88,401	105,253	953,969
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	108,407	99,569	90,882	95,134	130,561	160,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	185,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,703	319,593	372,296	380,343	349,953	330,667	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,956	477,642	600,124	587,242	561,448	412,723	5,225,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,945	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	687,416	528,842	595,024	615,962	756,421	895,138	902,906	965,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,106,384	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,359,279	1,225,528	1,152,803	1,364,126	1,845,456	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	167,443	232,093	1,935,494
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,270	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,953	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	454,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,596	361,600	340,966	340,758	507,462	4,274,556
1865	525,936	418,711	424,870	311,540	351,769	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,055	243,163	225,196	2,664,845
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,882	284,020	243,249	224,401	2,899,613
1862	190,130	236,637	181,084	191,648	206,246	209,252	261,079	352,786	414,648	410,336	372,893	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,256	661,391	657,141	603,402	6,329,447
1865	546,410	522,565	592,276	491,297	434,604	590,061	531,996	661,548	706,740	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	55,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	54,305	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,843	719,225
1864	77,010	74,409	89,901	72,389	83,995	78,697	91,809	90,972	93,078	93,548	90,908	95,452	1,033,166
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,707	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,728	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,525	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	208,965	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,189	170,564	228,020	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,845	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	124,972	2,065,996
1861	140,925	116,933	163,170	186,961	170,362	161,391	126,558	178,773	235,690	276,181	251,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	303,284	279,539	2,647,833
1863	248,784	230,508	257,227	288,618	294,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 822	366,245	353,194	402,122	309,053	434,206	494,173	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,152	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,377	144,982	236,546	307,338	242,089	200,154	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,269	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,163	370,488	339,704	336,186	3,158,055
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	------	------	------	------
New York Central:													
1859	380,349	370,544	500,211	478,563	409,626	447,813	504,217	591,920	743,596	709,671	637,792	520,596	6,303,793
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	662,076	696,175	927,056	952,960	872,955	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,758	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,798	1,278,117	1,450,076	1,195,435	1,157,818	1,059,902	13,230,417
1865	899,478	581,372	916,600	1 360,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	148,722	155,327	188,600	215,475	226,464	230,377	248,862	241,655	284,622	283,046	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	327,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,529
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	453,873	466,557	454,826	4,088,837
1863	336,685	361,854	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,224,083
1864	436,742	532,786	617,021	669,384	757,178	950,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,881	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	279,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,982	3,745,316
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	508,814	486,200	497,842	5,132,954
1864	290,676	457,227	611,297	583,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	914,062	7,129,466
1865	684,260	696,738	886,511	738,107	691,288	650,311	612,128	718,016	759,405	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,156	135,619	1,117,507
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	215,256	234,194	204,785	202,966	204,726	2,084,074
1865	170,076	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	------	------	------	------
Toledo, Wabash and Western:													
1860	43,513	42,064	54,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,699	61,296	926 735
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	133,722	142,557	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	159,528	1,403,147
1863	86,321	91,971	103,956	132,111	134,272	152,555	106,554	116,379	129,595	151,062	134,563	111,239	1,449,798
1864	79,785	95,843	132,896	123,987	127,010	146,338	139,926	244,114	241,540	221,570	220,309	266,154	2,060,222
1865	144,084	139,171	166,763	144,001	138,739	194,925	271,799	374,094	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	95
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1886	99½
" " " 1850.	700,000	6	Jan. & July.	"	1880	100½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	369,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						95
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1855	102½
1st Mortgage	300,000	7	" "	New York.	1865	99
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1885	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1960	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " ")		8		" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	63,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	8,600,000	7	" "	" "	1885	81
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1885	85
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	402,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	90
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	600,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn'a.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	60,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	6			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	93¼
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1900	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1856	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
2d Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1890	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1860	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1862	111
1st Mortgage (S. F.), convertible	4,230,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1865	105
2d General Mortgage	2,194,500	7	" "	" "	1877	96
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	104
1st Land Grant	3,612,000	7		" "		48
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	339,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,055	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	121,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	61,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'68 '95	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	100
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	98½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	105
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,500,000	7	May & Nov.	New York.	1907	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	"		100
2d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	85
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1895	85
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction Main Line	1,314,000	7	" "	" "	------	55
" S. W. Branch.	3,232,000	7	" "	" "	------	----
St, Louis County bonds	13,000	7	" "	" "	1885	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,600	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	91½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,625,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	110
1856, "	60,000	7	" "	"	1880	----
Bonds and mort. on Real Estate	596,579	---	----------	----------	------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connelleville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1892	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	837,500	7	" "	"	1868	25½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.	----------	1900	----
2d Mortgage	77 000	7	----------	----------	1866	----
3d Mortgage	201,500	7	----------	----------	1875	----
Six per cents	75,598	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1563	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	621,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7	----------	----------	------	88
Equipment bonds	600,000	7	----------	----------	------	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	50
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1873	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	200,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	93
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1856	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil". Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,238	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	59.2	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	50,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	563,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,660	95,000	731	.....	23.8	58,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,808	134,509	—	....
31 Aug '64	61.6	11.2	66.2	—	22	37	521	Hartford and New Haven	3,260,908	254,060	137,026	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,397	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,459,775	*	28,200	2,000,000	191,000	47,900	2,686,438	124.0	203,122	428,518	160,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65-	360,167	140,391	16	....
28 Feb '65	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,857	loss.	—	117½
30 Nov. '64	84.8	8.5	9.3	—	8	2	—	New Haven and Northampton	2,326,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,87	85,946	3½	....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	774 336	*	—	658,805	51,000	—	810 982	66 0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,697	932,305	—	3,619,600	2,000,000	—	6,810,240	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,163,983	149,711	—	2,338,600	607,000	10,982	3,238,531	66.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,238	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	160	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	22.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	220,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	23	Savannah, Albany and Gulf	1,336,634	52,574	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	11	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	339	Chicago and Alton	8 308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	104
30 Apr. '65	317.0	83.0	47.0	—	105	40	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,285	400.0	1,963,105	5,728,910	2,752,278	20	136
1 Apr. '63	242.0	—	....	29.0	86	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,385,000	226,641	13,147,136	242.0	.....	1,063,054	448,503	—	30½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	107½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,966,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,065	2,201,451	1,279,408	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,282,000	—	38,080,110	708.8	3,386,850	6,329,447	2,468,194	8	133
1 Jun. '65	111.0	—	....	—	16	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	935	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,034,074	803,467	—	37
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	.....	.....	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	443,809	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
31 Dec. '64	84.0	—	....	—	16	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	394,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,862	238,156	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,538,768	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	104
30 Nov. '64	73.0	—	....	—	21	25	440	Terre Haute and Richmond	1,988,150	*	109,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	164½
								IOWA.													2[illegible]
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	589,084	.....	86 0	7 mo's.	85,230	46,771	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	164,208	—	—
1 Jun. '58	88.5	—	....	101.5	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,826	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun, '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	220.0	.....	.....	.....	—	....
								KENTUCKY.													35
31 Oct. '59	50.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,554	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	72,000	—	736,513	29.0	236,061	188,483	63,774	7	85
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	85
30 Jun. '64	156.0	83.0	18.3	36.0	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	255,670	11,886,430	300 0		841,558	3,261,690	1,803,953	6	86
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	218	*N. O. Opelousas and Gr. West'n*	3,964,420	505,200	—	3,242,316	566,000	339,297	5,855,320	80.0	180,204	481,922	223,549	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	96.0	.....	1,232,624	555 454	—	....
31 Aug '60	58.7	—	....	135.5	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	—	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,869	188.0	.....	340,598	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,356	7,565,489	—	14,781,571	329.8	1,682,793	4,121,213	1,716,063	18	111½
31 Mar. '65	246.0	277.8	....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,167,124	4,289,466	1,831,113	7	71½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	—	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	—	.....	—	.....	.....	.....	—	....
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	—	.....	—	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	826,992	6,351,899	236.0	.....	884,343	228,082	—	....
31 Oct. '59	71.4	—	.....	27.5	7	4	41	*Mississippi and Tennessee*	1,264,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	88.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	88.2	.....	250,047	121,559	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,600	—	.....	266.5	579,224	1,047,567	429,028	—	30½
29 Feb. '65	288.8	—	17.7	69.0	28	21	272	*North Missouri*	6,743,492	697,768	—	2,489,540	4,350,000	93,378	7,095,870	168.8	480,188	950,499	640,841	—	....
31 Dec. '62	152.0	—	5.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,312	12,550,308	283.0	895,411	1,097,798	211,310	—	....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,224	.....	3,883,402	114.0	100,562	197,744	1,896	—	....
8 Sep. '64	86.5	5.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,272	3,501,000	40,558	6,252,103	90.1	250,189	290,291	81,329	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	62.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,260,303	109.2	186,240	323,082	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	96
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	—	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,933,769	4,481,859	3,054,653	6	113½
30 Sep. '62	50.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,202	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	128,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,863	—	—	—	—	—	11½
30 Nov. '64	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	185,345	360,753	1,850,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	184.3	737,505	1,272,600	443,332	8	117
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	127
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	651,608	102,900	—	1,103,581	47.1	82,108	161,208	78,265	6½	80½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	106½
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	257,200	5,059,400	89.0	527,236	1,040,189	460,423	6	96
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	808,352	309,341	8	100½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,917	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.8	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,495	809,362	71.0	185,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	6	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	96.5	5.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	108½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.2	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,548	—	243,305	226,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	—
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,368	—	40½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	132½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	53.6	—	5.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,989,852	53.6	229,025	382,183	130,645	2	—
31 Mar. '63	54.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	60
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	106½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,918	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	229,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	93
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	54.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,336,285	*	—	992,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	—	124.7	.....	5,799,980	1,140,788	35	126
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	94.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	53.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	525,000	145,000	5,960,452	53.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.5	—	.....	—	2	6	17	Northern New Jersey	462,116	*	.....	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	88.5	—	.....	47.	—	—	—	West Jersey	1,461,240	*	—	558,400	700,000	—	1,258,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '61	86.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,153	86.0	29,820	97,861	42,379	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,661,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	307.0	6,916,324	13,439,643	4,594,725	8	89
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	18,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,203	8	105½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,890	3,506,745	9	96½
30 Sep. '64	130.7	2.1	45.0	—	35	47	565	New York and Harlem	9,510,739	1,108,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	—
30 Sep. '64	118.0	3.7	17.8	—	28	22	441	Northern (Ogdensburg)	3,869,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,743	176,640	—	33½
30 Sep. '64	55.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,684	128,199	—	596,340	311,500	23,708	901,853	38.9	88,498	218,904	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	860,000	283,750	—	1,033,750	58.2	129 084	432,882	218,303	8	—
30 Sep. '64	190.6	48.5	18.2	—	98	84	898	Rome, Water'n & Ogdensb'g.	3,095,371	368,365	—	1,774,175	1,729,900	50,228	3,554,303	138.1	432,370	827,615	360,754	10	108
30 Sep. '64	40.9	8.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257.035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,555	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	16	185	Troy and Boston	1,639,779	283,459	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,218	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,709	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	184.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,027	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	505	Central Ohio	5,579,506	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	603,228	19	123
31 May, '59	131.8	—	.....	81.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	204,163	190,745	19,180	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,486	191.2	1,032,868	2 499,348	1,235,162	15	127
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	575,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424.299	1,651,990	26	—
30 Nov. '64	161	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	5 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,266,812	2,512,315	438,897	8	78
31 May '65	100.3	79.4	.....	—	47	37	958	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	102½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	875,250	653,456	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	8	9	102	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,689	ope	r. w. Lit.	Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,803	.....	2,366,705	3,782,430	.....	6,214,525	142.0	.....	.....	1,069,187	431,980	—
30 Nov. '64	83.5	—	29.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,815	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.5	—	.....	—	45	84	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,343,042	20,549,420	192.3	.....	829,982	119,082	—	—
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	153.9	52.0	.....	—	30	19	338	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,343,966	1,841,098	14,202	5,172,133	205.9	354,409	719,924	145,900	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,358,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,980 915	*	—	3,427,050	5 651,358	—	10,248,016	250.0	1,244,358	2,050,322	945,492	2½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	.....	360,215	171,286	—	.....
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*	—	3,250,000	284,000	—	3,634,000	148.0	316,747	380,489	149,013	—	22
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*	—	956,900	378,600	—	1,335,500	74.0	176,968	394,952	193,901	8	83½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,822,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148½
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,566	202,909	—	.....
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,852	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	48,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,583,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	.....
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,241	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	.....
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	.....
31 Oct. '64	70.0	17.5	53.0	—	61	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	63½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,162	3,667,262	(oper	r. by Re	ading	R. R.)	6	89
31 Oct. '64	130.5	—	63.3	—	31	...	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	348,401	—	31
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,345,315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759,057	4,065,112	10	80
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	232,399	—	1,353,100	315,500	—	1,673,100	24.0	253,739	428,147	207,893	8	51
31 Oct. '64	247.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013,054	9,940,500	10,500	14,963,554	(oper	r. by Pe	nn. R.R.	Co.)	—	29
30 Nov. '64	152.0	46.8	206.6	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879	—	27,716,253	509.5	3,328,229	9,289,341	4,308,150	15	57½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	980,404	—	245,795	999,200	250,000	—	1,249,200	28.2	175,447	624,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197.0	839,238	2,205,560	1,385,200	10	60½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,496	163,004	—	1,770,414	1,500,000	69,235	3,666,877	72.0	256,176	315,723	101,569	—	9½
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,124	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	97½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northm	Cen.	87,070	226,318	107,490	10	40
31 Oct. '61	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,513,526	102,983	—	684,036	1,009,095	162,312	1,855,443	20.4	118,618	273,232	149,817	—	.....
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,584	—	391,800	372,000	1,313	965,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	...	...	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,832	.....	.....	.....	.....	1,499,036	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	125	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	80,029	—	.....
1859.....	47.4	—	2.3	—	4	5	40	Mississippi Central and Tenn.	892,710	82,908	—	317,447	652,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,316	—	144,894	406,000	5,000	.....	34.2	20,065	22,908	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	—	...	...	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	57	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	55.0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,566	—	.....
— — '59	25.0	—	.....	110.0	...	...	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880 277	*	—	1,679,600	633,500	.....	3,033,466	105.0	164,704	428,180	184,470	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	838,269	941 045	262,887	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper	r. by Vt.	Central	.....	8	96
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,053,500	*	—	232,000	700,000	.....	.....	oper	r.b.Troy	& Boat.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	26,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	156,302	43,052	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	545,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,066	.....	167.7	270,846	460,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,865,800	1,851,500	292,842	4,745,256	138.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	36	418	Richmond and Danville	3,726,037	*	—	1,961,197	1,200,000	75 908	6,753,655	142.2	234,014	569,904	282,228	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,580	643,960	96,828	.....	78.6	159,981	279,945	145,585	7	.....
30 Sep. '59	22.7	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,448	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	75
30 Jun. '60	204.7	0.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	...	...	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	988,183	1,711,281	505,280	—	61½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,326	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,795	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	..10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,866	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,261,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.0	.....	—	18	20	387	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,840	20,008	—	.....
1 July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	18,100	136,000	1,799,232	60 0	.....	132-555	36,070	—	.....
								NOVA SCOTIA.													
Dec. '62	51.6	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,161	—	.....
								NEW GRANADA.													
1 Dec 63	45.7	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	—	10,785,723	48.1	.....	5 027,458	1,528,924	12	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,900	7	—	26½
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	46½
Chicago & Alton (preferred)	1,425,200	7	7	107
Chicago & Northwestern (pref.)	2,400,000	7	5½	63½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,976,366	7	5½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	82½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	57
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	272,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	46
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	103
" " (2d pref.)	1,014,000	7	7	89
Milwaukee & St. Paul (preferred)	2,255,000	7	—	65
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,557,345	6	J. & J	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	500,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	94½
Six per cent. Loan	2,452,274	6	A. & O.	1884	92
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	45
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	8,980,670	6	J. & J.	1882	81
Improvement	563,500	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1868	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	82
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	----	---	----
Lehigh Navigation	50	4,282,950	6	54½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	122
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	2½
" " (preferred)	50	2,722,607	—	55½
Susquehanna and Tide Water	50	2,048,260	—	10
Union	---	----	---	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	69

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 50 —	@ 53 —
Pig, American, No. 1		49 —	@ 50 —
Bar, Refined, English		97 50	@100 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
		Store Prices.	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English & American, Refined		125 —	@150 —
Bar, English & American, common		115 —	@120 —
Scroll, English		150 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@155 —
Horse Shoe		150 —	@155 —
Rods, English		127 50	@190 —
Hoop, English		160 —	@265 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— —	@ — —
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English	(gold) per ton	— 56	@ 57 —
Rails, American		— —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	19	@ — 24
English Spring	(1st & 2d qlty.)	— 12	@ — 14
English Blister	(1st & 2d qlty.)	— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	—	@ — 50
Sheathing, Yellow		—	@ — 34
Pig, Chile		—	@ — —
Bolts		—	@ — 50
Braziers'		—	@ — 50
American Ingot	(cash)	— 32½	@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	—	@ — —
Spanish		—	@ 10 25
German Refined		—	@ 10 25
English		—	@ 10 25
Bar	per lb.	—	@ — 11
Pipe and Sheet		—	@ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 27½	@ — 28
Straits		—	@ — 26½
English		— 24	@ — 24½
Plates, Charcoal I. C	per box.	—	@ 15 —
Plates, I. C. Coke		11 —	@ 13 —
Terne, Coke		10 25	@ 10 75
Terne, Charcoal		14 50	@ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash) per 100 lb.	—	@ 3 —
Clinch	(cash)	—	@ — —
Copper		—	@ — 55
Ausable Horse, Norway Iron, Forged		—	@ — 35
Zinc Nails	(6 mos.)	—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 37	@ — 37½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 78	@ — 80
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 62	@ — 62½
Naptha, Refined (60@63 gravity)		— 52	@ — 53

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th. 19	F. 20.	Sat. 21.	M. 23	Tu. 24.	W. 25.
Atlantic M. S. S. Co	145	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	97	----	96	96	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	40½	40½	39½	40	40½	39½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	104
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F. 98	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	85	----	----
Chicago, Burl. & Q.	129½	----	----	----	130	130
" " 8 p.c.	----	----	----	112	----	----
Chic. & Northwest'n.	50½	50½	50	50	81	80½
" " pref.	64½	64½	62½	64	65	63½
" " 1st M.	----	----	----	----	----	81
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	107½	108½	107	109	107½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	127	----	----	----	----	----
Clev. and Pittsburg	76½	74½	72½	77½	79½	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	102	101	100	102	103½	103
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	44½	42	40½	42½	43½	43
Del. & Hudson Canal	----	----	----	----	145½	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-6	----	----	----	101½	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	90½	88½	86½	86½	87½	87
" pref.	84	84	82	83	83	83½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	97	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	93
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	30½	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	105	105	105	106	107	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	102½	----	----	----	----	102
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	135	133½	132	134½	135	133
" Can. bd. sc.	----	----	----	----	----	----
" bonds	105½	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	11	11	11	----	11
Michigan Central	114½	114½	112	111	112½	111½
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	73½	71½	70	69½	72½	70½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F. 98	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	61½	60	57½	58	61	61
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	45	49	----	----	----
Missouri 6s	77	77	76	76½	76½	76
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	78	----	----	----	----
New York Central	96½	95½	94½	96½	98	96½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	100	100	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '87	----	----	----	----	----	----
North Carolina 6s	53½	----	----	----	54	53
Ohio & Miss. cer.	28½	28	26½	27½	27½	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	230
Panama	----	----	----	----	----	----
Penn'a Coal Co.	170	----	174	----	----	----
Phila. and Reading	115½	114½	113	114½	115½	115½
Pitts. Ft. W. & Chicago	98½	97½	96	98½	98½	97½
" " 1M.	----	103½	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	85	----	----	----
Quicksilver Mining Co.	48½	48½	46½	49	48½	48½
St. L., Alton & T. H.	----	----	55	55	----	----
" " pref.	----	----	----	----	----	65
" " 1M.	----	----	----	----	----	----
" " 2M. pref. 79	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	76	76
Tennessee 6s, 1890	82½	81	83	----	83	85
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	70½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th 19.	F.20	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	93½	93	----	93	92½	92½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107½	107	----	----	106½	----
U. S. 6s, 1881, cou.	107½	107	106½	106½	106½	107
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	119	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	118	----	----	----	----	----
U. S. 6s, 1 year certif.	98½	98½	97½	98	98	----
U. S. 6s, 5-20s, coupon	104x	103½	103½	103½	103½	103½
U. S. 6s, 5-20s, new	102½x	101½	----	101½	101½	101½
U. S. 6s, " reg.	101½x	----	----	----	----	101½
7.30 Notes, 1st series.	----	97½	97½	97½	97½	97½
" " 2d series.	97½	97½	97½	97½	97½	97½
" " 3d series.	97½	97½	97	97	97½	----
American Gold	----	146½	----	146½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	W.18.	Th.19	F.20.	Sat.21.	M.23.	Tu.24.
Cattawissa	18	19½	----	23	22½	22
" preferred	33½	35½	35	29	39½	39½
Camden & Amboy	----	126	126	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	88	----	----
" " 6s,'83	90	89½	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	32½	32	----	----	----	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	55	55	----	54½
" 6s, '70	----	----	----	----	----	----
" " 6s,'84	----	----	----	----	----	92
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	----	----	----	93	----	----
Little Schuylkill R. R.	30	----	----	----	29	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56	56	56	56	58	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	122	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	31	31	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44½	----	44½
Pennsylvania R. R.	60½	60½	60½	----	60	----
" 1st m.	103	----	----	----	100	99
" 2d m.	----	----	----	----	----	----
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	90½	----	----	----
" " 6s, W. L.	----	----	----	----	----	100
Philadelphia City, 6s	87½	----	----	----	----	87½
" " new	90½	90½	90½	90½	90½	90½
Philad., Germ. & Nor.	----	----	----	50½	----	----
Phila. & Reading	58	57½	57½	56½	57	58
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	91½	----	----	90½	----
Philadelphia & Erie	----	26½	28½	----	27½	26
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27½	----	----	28	----	28½
" " pref.	54½	----	----	35½	----	----
" " 6s '82	----	----	----	81	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	9½	----	----	10
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '75	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	54	----	----	----	----
Green & Coates, "	----	----	33	----	----	----
Race and Vine, "	----	----	17½	----	----	----
2d and 3d streets, "	82½	----	----	----	----	85
Spruce & Pine, "	26½	27½	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M..23	Tu.24
Baltimore City 6s, 1875	----	----	99	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	98	----	----	----
" " 1890-100	100½	100½	100½	----	----	100½
Balt. and Ohio	113½	113½	----	----	113½	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75-100	----	----	----	98	----	----
" " " '80	----	----	----	----	----	----
" " " '85	99½	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 85	----	----	----	----	----	----
City Passenger R. R.	----	----	----	21½	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th. 19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Lowell	90	----	94	92	----	91
Boston and Maine	117	----	115½	----	116½	117
Boston and Providence	----	----	125	----	125	----
Boston and Worcest.	129	----	128½	----	127	----
Cheshire, pref.	47	----	----	----	46½	----
Concord	----	----	----	----	----	66
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	97½	----	97	----	97	96½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	103	----	100½	100½
Manchester & Lawr'ce.	----	----	----	----	----	106½
Michigan Central	----	----	----	112	----	----
Northern, N. H.	----	94	94½	----	----	93
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	61½	61½	61	60½	60½	60½
Portl'd, Saco & Porta.	95½	----	94	96	----	----
Vermont & Canada	----	----	96½	----	96	----
Vermont & Mass.	----	----	42½	40	40	40½
Western	----	----	132	132½	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	88	----	----	----	----
Metropolitan "	46	----	48	----	45	45½
Middlesex "	50½	----	50	50	----	50
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22½	22½	21	20½	22	21½
Franklin "	40½	38½	----	36	38½	39
Huron "	----	----	----	----	----	----
Isle Royale "	10½	----	----	----	9½	----
National "	----	----	----	----	----	----
Minnesota "	16	----	----	----	----	----
Pewabic "	38½	37½	36½	35	----	----
Pittsburg "	53	----	----	----	50	----
Quincy "	----	----	----	----	52	----
Rockland	3	----	2½	2½	----	3½

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of October:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68	"	68½
Virginia State 5s	48	"	52
Do. 6 per cent.	44	"	46
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	58½	"	59
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, all paid	83½	"	84
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1866	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40

American Railroad Journal.

Saturday, October 28, 1865.

Stock Exchange and Money Market.

The agricultural resources and production of a country may be estimated pretty correctly by the value of its live stock. On a former occasion we took the pains to show that, in this respect, France was far behind the United States. By our last arrivals from England, we received a statement showing the value of its live stock during five years. It is as follows:

In 1859	£85,368,000
In 1863	80,050,000
In 1864	80,729,000
In 1865	82,772,000

which last sum in our money is $163,860,000.

According to our census of 1860, when our currency was at par with gold, the value of our live stock was $1,098,862,355, having about doubled in ten years. In sterling money, at five dollars to the pound, this was £219,772,471, showing a difference in our favor of nearly 700 per cent.! This is a remarkable fact, and we have no doubt but that in many other items of agricultural production, similar differences would be quite as apparent. One would suppose that our exports of salted, cut and packed meats would be something on the same scale; but with our present inflated currency and high prices at home, the export is not in proportion. We have hitherto been large exporters of flour as well as beef; but the same reason can be given for the falling off in this article also.

Looking at the last Liverpool Price Current, we perceive that the best kinds of American flour may be bought there at $6 in gold per barrel. Here, in our currency, and to the consumer, the price is as high as $16. Of course it is not possible to export it at a profit, for this price, reduced to gold, is $7.36, and the shipper would lose by the sale of it at Liverpool, $1.36 per bbl., besides freight, insurance, port charges and duty. At this rate we shall not be surprised if flour should ere long be imported into this country from England, as it now is from Canada, and at a profit to the importers. The truth is, we are now, all of us, no matter what the extent of our means, living at a more expensive rate than any other people in the civilized world. And what is still worse, the present system is making the rich richer, and the poor poorer. If nothing is done ere long to change this, those classes who live by labor, or on fixed incomes, gained by lives of industry and economy, must go to the wall. What will our readers think when we tell them, there are persons before the war independent in their circumstances, who now to maintain their usual position in society, and by no means given to extravagant living, are paying for the board of three persons in private lodgings as much as five thousand dollars a year. At our leading hotels these persons would have to pay $6,000. Certainly there must be something wrong, something rotten, something destructive, when such things are the rule rather than the exception. And if the rich incomists see their property melting away before their eyes, what must be the condition of those in moderate circumstances, when beef is from 35 to 40 cents a lb., butter 60 cents, and even apples 4 to 5 cents apiece! Bad enough, and in many dwellings these articles are now very rarely seen. While those who find employment may obtain nominally high remuneration in paper, it does them but little good, while on the contrary the demand for labor is far below the average, from the high price of the materials on which labor is employed. Thus, in this city, building is at a complete stand still, except in peculiar cases, because the necessary materials are not to be had except at an enormous rate. Thus thousands of industrious and willing laborers cannot find their accustomed employment. Under all the show of prosperity in our city, the extravagance in certain quarters as regards equipage, dress and entertainments, the great masses of the people, all other than the class of speculators, are real sufferers, notwithstanding the plentifulness of our currency. The political economist, the philanthropist, or the patriot cannot shut his eyes to these facts; and seeing them, also sees where to learn the cause. A return to specie payments can alone reverse the

present unhealthy condition of things; and as regards our foreign commerce, as long as everything is dearer here than anywhere else, we must expect to see it dwindle away, and our gold taken from us in a continued stream. Goods of a certain class are forced upon this country at long credits already, and the prices paid for most of them are almost fabulous. Were it not for the constant transmission of our stocks abroad now held by foreigners to the extent of hundreds of millions, we should this day be unable to pay for what we import and consume, in any other way, for the reason that with our immense production as we have shown in a single item at the commencement of these remarks, the prices current here, make them unsaleable abroad. Thus the richest, most productive, and the most industrious people in the world are in danger of falling behind hand from the condition of their paper currency.

Surely it is time for us to attend to this before it is too late. Let us not be misunderstood. No journalists have ever maintained our ultimate solvency with more confidence than ourselves through the darkest moments, or have pointed out our inexhaustible resources with more pleasure; but there is a line beyond which we cannot pass without danger of bankruptcy. If prices held any relation or proportion to gold the evil would not be so great. Gold is in fact the cheapest thing for sale in the market, but the prices of everything else are from 100 to 300 per cent. higher, and solely because we have paper money to tempt the cupidity of the producing classes and the combinations, in possession of large amounts of paper money, and with easily borrowed capital. Consider for a moment the operations of the cotton manufacturers, the flour dealers, the provision dealers, the cattle dealers, the leather trade, the clothiers and the bootmakers, all firmly banded in maintaining high prices, and striving to make fortunes, not by trade or exchange with other nations, but entirely by sales at home. Take the first example that happens to strike us. A good suit of clothes can be bought in London today for from $12 to $15, the price of which here is $60! Have we not wool? have we not manufacturers? What is the reason of this great difference, but paper money? The tariff does not explain it.

We therefore look with unfeigned anxiety to the Treasury department, and trust that the redemption of fifty millions of the compound interest notes will be followed up by other equally decided measures, with the support of other departments by immediate retrenchment. We feel justified in using this precise language and putting forth these opinions, for we regret to perceive in certain quarters, opinions favorable to a continuance of a system, which if persisted in, can end in nothing else but ruin. Paper money in the abstract is invaluable; we cannot do without it. Government stocks are also in several respects of great national advantage, afford the best and safest of all securities, promote investments, ensure certain income to the holders, and steady other securities, but too much of them, is the greatest misfortune that can befal a nation. Too much of them takes away the earnings of labor, depresses their value, increases taxation and impoverishes the people at large. If the hundred and fifty millions of dollars now annually taken from the pockets of the nation to be transferred to those of capitalists, could remain untouched with the producers, and be added to their profits, the wealth of this nation would go on increasing at a rate, which would in a few years secure every industrious man a competence, by the mere effect of economy and aggregation.

Our recent advices from abroad bring us the intelligence, that the Bank of England has been suddenly and rapidly advancing the rate of interest, and whenever this is done it seriously checks all commercial operations, if not occasioning serious losses to operators in stocks. It is a remarkable fact, however, that whatever restraint it thus puts upon speculation, is cheerfully acquiesced in by the large majority of capitalists, and solid merchants who recognize in its transactions a sound and conservative spirit. The old United States Bank, in the days of its best management, exercised a somewhat similar influence; but the public were uneasy under its financial sway, and it fell beneath the repeated blows inflicted upon it by its numerous enemies. Such an Institution as the Bank of England, could not maintain itself long in this country, for conservativism in Banking is not in much favor. Yet the fiats of this institution are not without effect even in New York, for all the numerous British agencies here are compelled to follow the fortunes, the interests and the instructions of their Home principals.

The market, again threatened with rumors of an immediate stringency with an actual attempt to produce it, has after all been too strong to be much influenced by the attempt against it. Money has been quite abundant. Governments have been rather dull under the news of the rise in the Bank of England's rate, and State Bonds were also dull. The English holders of those of the rebel states, have had a meeting to see how they can get their back interest, and will probably offer some proposition for a settlement before long. Railway shares were very animated in the beginning of the week, but some of them fell off from the circumstance that one of the largest holders had met with his second accident on the road by a fall from his wagon. The logic which worked this decline might be good for Wall street, but it could not prove that the stocks in question were in reality one cents worth less in value than they were a few hours previously.

Coal shares are growing firmer and getting into favor. The Coal companies are certainly coining money at the present prices of fuel.

We notice that the Treasury department is about to issue notes payable in gold on deposites therefor. The plan hitherto adopted by the dealers in this article, was to pay very roundly for the privilege of depositing their gold in a Bank, and drawing for it in a particular way.

We think the the Department might therefore be well entitled to receive a trifling per centage for the same operation, since it affords perfect security to the depositors and puts the Sub-Treasury to considerable trouble. Sometime ago we proposed the Government should sell gold notes to the extent of its surplus from time to time, and realise the profit, instead of putting the coin out in driblets, which, as experience proves, have had but a slight effect on the market.

It being supposed that the reconstructed States will require large banking facilities, and cannot be well denied, we think the law should be so altered as to require them to deposit legal tenders instead of bonds. This will at the sametime reduce the circulation, save interest on those bonds, and require no more outlay of capital in the one case than the other.

Foreign exchange is lower again. Bills with documentary security have been sold at 107½, nearly 2 per cent. lower than Banker's bills, this difference being entirely paid for the unquestioned security they offer, and not for any purely commercial reason. Exchange is in fact ruling in favor of this country, if we believe the usual formula. The exports from this port for the week ending Oct. 24, were unusually large, amounting to $5,008,602, consisting mainly of such articles as we exclusively produce, and must be bought at our own price, among these, cotton and tobacco. These at present are our principal safeguards against the enormous imports coming in to us, and to be paid for in gold.

The balance in the Sub-Treasury on Tuesday was still heavy $61,804,585.

Gold has risen and fallen the last week in fractional amounts, but it is a curious fact that the operators for a rise are paying very heavily to sustain themselves.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York 7s Bounty Loan, 98¾; Georgia 6s, 86; Indiana 5s, 83; McGregor Western R. R., 22; Macon and Western, 45; Spring Mt. Coal, 55; Central Coal, 48½; Copake Iron, 1½; Cary Imp., 11; Western Union Tel., 109; Brunswick Land, 10¼; Bank of Commerce, 107; Mechanics Bank, 112½; Bank of Republic, 109; 9th National Bank, 104; Central Bank, 108; Grocers' Bank, 115; 4th National Bank, 97; American Gold, 145½.

Philadelphia.—Alleghany County coupon 5s, 72½; Pittsburg 6s, 70; Chester Valley 7s, 45; Huntingdon and Broad Top 1st mort., 85; Ph., Wil. and Balt. R. R., 60¼; Philadelphia and Trenton R. R., 120; Hestonville R. R., 30; 13th and 15th streets, 28; Keystone Zinc, ¾; Alsace Iron, ¼; Fulton Coal, 7¾; Big Mt., 5⅝; Swatara, 2⅛; N. Y. and Middle Coal Fields, 8; New Creek, 1¼; Shamokin Coal, 6¼; Farmers and Mechanics Bank, 124½; Bank of North America, 191; Mechanics Bank, 29½; Atlas Oil, ⅛; Big Tank, ⅜; Curtin, 2⅜; Caldwell, 1; Dalzell, 1⅛; Feeder Dam, 1⅛; Hyde Farm, 1; Horse Neck, ⅜; Jersey Well, 1⅛; Junction, 1¼; Maple Shade, 6¼; Mingo, 2⅜; Mt. Farm, ¾; McClintock, 2; Story Farm, 2; St. Nicholas, ⅞; Walnut Island, ⅝; Winslow, ¾. The latest quotations are: City 6s, 87@88; do., new, 90¼@90½; State 5s, 90½@91; do., coupon, 90¾@92; do., 6s, W. L., 99½@100½; Phila., Wil. and Balt., 60⅛; Reading, 57⅜@57½; do., 6s, 1870, 91@91⅛; do., bonds, 91@91⅛; do., con., 113@118; Camden and Amboy, 125@126; Penn. R. R., 59¾@60; do., 1st mort., 99⅛@99¼; do., 2d mort., 96@97¼; Little Schuylkill R. R., 28@29; Morris Canal, 80@82; do., pref., 121@128; do., bonds, 90@95; Wyoming Valley Canal, 69@69⅛; do., 6s, 89@89; Susquehanna Canal, 9⅜@9¾; do., 6s, 40@45; Sch. Nav., 28¼@28⅛; do., pref., 35⅛@35⅞; do., 6s, 1882, 80@82; Union

Canal bonds, 20@22; Delaware Div. Canal, 32@32⅛; do., bonds, 90@91; Elmira and Williamsport, 28@30; do., pref., 40@45; do., 7s, 1873, 92@98; Lehigh Coal and Navigation, 54½@55; do., bonds, 1884, 91½@93; North Pennsylvania, 29@31; do., 6s, 85@86; Philadelphia and Erie, 29⅜@29⅝; do., 6s, 88@90; Minehill, 55@55⅛; Catawissa, 21⅞@22; do., pref., 37¼@38; Lehigh Valley, 63¾@64; do., bonds, 93@94; Fifth and Sixth streets, (horse,) 42@42½; Second and Third, 83@84; Race and Vine, 13@15; West Philadelphia, 69@71; Spruce and Pine, 27@29; Green and Coates, 33@36; Chestnut and Walnut, 53@54; Arch, 20@22; Thirteenth and Fifteenth, 28@29; Girard College, 26@26; Tenth and Eleventh, 53@53; Norristown, 51@53; Union, 20@22; Hestonville, 29@30.

Boston.—Rutland and Burlington 1st mort., 70; do., 2d mort., 25½; Vermont Central 1st mort., 80; do., 2d mort., 23; Northern (Ogdensburg) 2d mort., 36; Cheshire 6s, 1880, 89¾; Western R. R., 6s, 1875, 95; Boston, Concord and Montreal 7s, 1870, 98; Ogdensburg and Lake Champlain, R. R., 36⅜; Conn. and Pass. Riv. pref., 75; do., 6s, 1890, 90¼; Granite R. R., 57; Stoney Brook R. R., 82; Maine 6s, 95¾; Massachusetts 6s, 1870, 108½; Boston 5s, 1877, 95; Chicago 7s, 95¾; Portland 6s, 1874, 92½; St. Louis 6s, 1882, 85; Bangor 6s, 1874, 90¾; Boston Water Power Co., 28⅝; Cary Imp. Co., 10; East Boston Co., 10; Waverly Co., 2⅛; Union S. S. Co., 103; Macomb Lead, 1⅜; Mammoth Vein Coal, 11¾; Franklin Coal, 24¾; Short Mt. Coal, 30; Boston Gas, 750; Dorchester Gas, 60¾; South Boston Gas, 90; Cambridge Gas, 96¾; Market Bank, 102; State Bank, 104; 2d National Bank, 130; Bank of Commerce, 110¾; Tremont Bank, 111¾; Hide and Leather Bank, 126; Suffolk Bank, 117; Columbian Bank, 108¾; Webster Bank, 107; 3d National Bank, 99; Howard Bank, 100; Globe Bank, 121; Eagle Bank, 116; Atlantic Bank, 101¾; Old Boston Bank, 61¾; Exchange Bank, 126; Albany and Boston Mining Co., 23; Aztec, 3; Bay State, 11½; Canada, 10c.; Concord, 2; Gt. Western, 1; Hancock, 14¼; Humbolt, 3⅞; Manhattan, 1½; Star, 2; Superior, 2⅞; St. Clair, 2; Toltec, 1; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 86; Maryland 6s, 1890, 100; Maryland Mining Co., 0.60; Copper Hill, 2.70; Bare Hill, 2.50; Mineral Hill, 1.25; Rudisell, 0.50; Penn. Oil, 0.65; Atlantic Coal, 1.35; Santa Clara, 12¼; Baltimore Chrome, 1.55; Banker's and Broker's Telegraph, 12; Farmers' and Mechanics Bank, 44; Union Bank, 74; Franklin Bank, 11⅝. The latest quotations are: Balt. and Ohio, 113@113¼; do., 6s, 1867, 97⅜@98; do., 1875, 99@101; do., 1880, 100½@101; do., 1885, 99@99½; Northern Central, 44¼@44¾; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 97@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s,1891, 85@85¼; Central Ohio 1st mort., 92@100¼; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 84½@87¾; Western Md. bonds, 77@80; do., guar., 100@100¼; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 99@100; Baltimore 6s, 1870, 98@99; do., 1873, 99¼@100; do., 1875, 98½@98¾; do., 1886, 100@100¼; do., 1890, 100@100¼; do., coupon, 100@100¼; do., 5s, 1838-'70, 83@85; City Passenger R. R., 21@22; Canton Co. 90⅝@41; Gardner, 0.50@0.85; Gas Coal, 1.00@1.50; Maryland, 0.40@0.50; North State, 0.10@0.10; Springfield, 1.10@1.85; George's Creek, 107@115; Santa Clara, 10¼@12¾; Balt. Chrome, 1.45@1.60; Bare Hill, 2.40@2.45; Atlantic Coal, 1.25@1.25; Mineral Hill, 1.00@1.25; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.50@4.00.

The Mexican Loan.

We have given place in another column to the proposals for a Mexican Loan, presented and brought forward to the notice of the American people by the banking house of John W. Corlies & Co., 57 Broadway. It has for some time been thought that New York was likely to become as great a financial mart as London or Paris, and that hereafter loans would be negotiated here as readily as in those cities. When the trade and capital of the world are to be shifted from their present routes to the new one, consequent upon the construction of the railway to the Pacific, no doubt we shall see remarkable changes in this direction. But it seems we are not to wait for that. A neighboring country, appreciating our wealth and resources, seeks to rehabilitate itself by asking of us to lend her on good security, enough money to carry her through a struggle, the result of which is to press her under the heel of a foreign despot, or place her once more in the society of the republics. Such an appeal as this should be responded to at once, and we are glad to know that already the loan is making hopeful progress and likely to succeed.

To those persons who look merely to secure investments, we need but remark that in the States of Tamaulipas and San Luis Potosi, five millions of acres of agricultural, and half a million of mineral lands, the former worth up to $50 per acre, and the latter $100, are specifically pledged for the repayment of the loan. In addition to these, and as further security, 60 per cent. of all the Federal and State dues from port duties, imports and taxes in those States is pledged for the payment of the interest, and also to form a sinking fund. Still further, these bonds are to be received as legal tender at par of gold, for all debts and dues to the Mexican Government within those States, port duties, imports and taxes, and for lands. The terms therefore are of the most liberal character.

Aside from all these considerations there is another which should secure the success of the loan at once, and that is the *Munroe doctrine*, which may now receive immediate force, and without a war on our part to sustain it.

The Mexican Republican Government is in want of money and the materiel of war, nothing else. Supply it with money, and its resistance will end in a great triumph.

We therefore call on the press, politicians, and people who have been clamoring for the enforcement of the Munroe doctrine to step forward and subscribe at once to this loan. Let public meetings be held all over the United States to secure this object.

A direct war with France, possibly with England, also would involve this country in a new expenditure of hundreds of millions of dollars at once, and for a time destroy our whole commerce with foreign nations. Now we can avoid all this waste of money, and the waste of life by the simple and cheap process of filling up this loan without delay.

We therefore call upon the Munroe doctrinaires to come up to the mark, and prove their sincerity by their subscriptions. If they are not mere clamorers and pretenders, let them show their truthfulness by their actions. This loan will save us a war with France and enormous financial difficulties, and in that light, politically considered, merely without discussing the financial merits of the case, we recommend its immediate and general support.

California Freight and Passage Agency.

In addition to the agency of Wells, Fargo & Co., for the Pacific Mail Steamship Company, we observe another by the advertisement of F. W. G. Bellows, which gives the days of sailing, and the rates of through and way passage from New York to San Francisco, apparently of a different character. His advertisement being very full and explicit, we refer our readers to the same, for all necessary information. Mr. Bellows assures us that the entire passage from New York to San Francisco can be made in twenty-two days.

Dakin, Olcott & Co.

We publish the card of this new banking house with great satisfaction. Mr. F. P. Olcott is the son of Thos. W. Olcott, Esq., the President of the Mechanic's and Farmer's Bank at Albany, and has been the pupil consequently of one of our soundest and most eminent financiers and bankers. We therefore take great pleasure in recommending his house to our readers and the public, as one which they will find prompt, energetic, able, and worthy of confidence.

French Industrial Exhibition.

We have received a private note from T. D. Stetson, Esq., No. 5 Tryon Row, which fully explains the facilities offered to American exhibitors. Persons desirous of embracing this opportunity of exhibiting their inventions and fabrics in Paris, would do well to see Mr. Stetson at once.

Visit to the Oil Regions.

A very large party of gentlemen from this city and elsewhere visited the oil regions the last week by special invitation from the Hon. Mr. Culver, who having rapidly accumulated a fortune in the oil business, and being about to establish a city on the Alleghany River, took this method of inviting public attention to his new project. This new town is to be called Reno, and Mr. Culver has commenced the construction of a railroad on his own account, between that place and Pit Hole, 18 miles in length. The road will be finished by January, 1866, and in the transit of oil alone pay for itself in six or eight months, as it now costs $3.50 a barrel to team the oil in between the two places. The oil freight will be two dollars, and if there were nothing else to carry, the enterprise would be a fortune to the owners. Gen. Burnside is at the head of this enterprise, and Hon. G. A. Grow, ex-M. C., is, with Mr. Culver, in the land interests of Reno. It is no small labor to build a road to Pit Hole. Hills and streams, creeks and brooks, are in the way of plain and easy work, and it will cost about $650,000 to make the road at this season of the year, but several hundred men are now at work, and all who go to the oil regions, as well as those who have property there, will bless the day of its completion.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the third week in October, 1865, were $205,829 29
Corresponding week of previous year. 175,982 13

Increase $29,847 16

The earnings of the Chicago and Rock Island Railroad for the second week in October, 1865, were $78,215 00
Corresponding week of previous year.. 69,165 00

Increase $9,050 00

The earnings of the Michigan Central Railroad for the 2d week in Oct., 1865, were... $116,430 00
Corresponding week of previous year.. 92,546 00

Increase $23,884 00

The earnings of the Grand Trunk Railway for the week ending Oct. 14th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$60,940 00
Express, freight, mails and sundries..	4,036 00
Freight and live stock	86,844 00
Total	$151,820 00
Corresponding week, 1864	120,089 00
Increase	$31,731 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 14, were:

	1865.	1864.
Passengers	$3,537 95	$3,767 49
Freight	20,163 40	8,365 13
Express	180 22	104 16
Mail	296 58	296 58
Total	$24,128 15	$12,533 36

Receipts from January 1 to Oct. 14:

1865	$541,113 46
1864	452,579 39
Increase	$88,534 07

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Oct., 1865, were:

	1865.	1864.
Passengers	$9,890 00	$10,350 67
Freight	13,041 50	9,169 56
Mail, express & telegraph	1,100 00	1,169 58
Total	$24,031 50	$20,689 81
Total for the fiscal year commencing Jan. 1	$935,178 58	$724,964 77

The traffic of the Great Western Railway for the week ending Oct. 20, 1865, was as follows:

Passengers	$39,737 30
Freight and live stock	44,691 49
Mails and sundries	2,501 16
Total	$86,929 95
Corresponding week of 1864	60,433 25
Increase	$26,496 69

Interest and Dividends.

The Chicago, Burlington and Quincy Railroad Company have made an extra scrip dividend of 20 per cent., and declared a cash half-yearly dividend of 5 per cent. on both stock and new scrip. The profit to the Shareholders is thus made equal to 26 per cent., exclusive of the market premium on the new scrip, should they elect to turn into cash.

☞ Will be sold at public auction on Wednesday, November 8, at one P. M., near the depot of the New York Central Railroad, in Buffalo, N. Y., ten new Eight-wheeled Box Freight Cars, five foot guage. Terms—cash, in government funds.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of September last, are as follows, viz:

Freight	$151,436 83
Passengers	82,104 36
Miscellaneous	6,500 00
Military	3,372 21
Total	$243,413 40
SEPTEMBER, 1864.	
Freight, Passengers, &c.	$215,424 46
Military	26,747 13--242,171 59
Increase	$1,241 81
Increase in regular traffic	24,616 73

The earnings of the Philadelphia and Erie Railroad for the month of Sept., 1865, compared with same month in 1864:

From freight	$128,623 57
" passengers	152,949 87
Total	$281,573 44
Earnings in September, 1864	108,193 64
Increase in 1865	$173,379 80

The following are the comparative earnings of the Norwich and Worcester Railroad during the month of September:—

1865	$78,430 42
1864	56,028 75
Increase this year	$22,401 67

Harlem Railroad Extension.

The Springfield *Republican* says the extension of the Harlem Railroad northward from its present terminus at Chatham, N. Y., to Bennington, Vt., so as to connect at that point with the Western Vermont Road, and thus form a straight through line from New York to Montreal, is a matter now settled upon between the Directors of the Harlem Road and those of the Vermont Road. Stock to the amount of $1,300,000 has been subscribed for, leaving only $500,000 to be taken to secure the construction of the road. The question which is now agitated in the extreme northwestern corner of Massachusetts is, whether the road shall be run outside the State line, or shall be brought up through the Hancock valley, striking the Green River valley at South Williamstown, and so on through North Williamstown, crossing the Troy and Boston road near the college, and then running straight through Pownal, Vt., to Bennington. The road was graded some years ago as far up as Lebanon Springs, New York. It would unquestionably be a great advantage to Northern Berkshire to have the road in question run through it, and the recent election of Messrs. Stanford Blackinton of Adams and P. A. Chadbourne of Williamstown among the directors is thought to augur a favorable decision.

☞ The repairs of the different railroads between Petersburg, Va., and Charleston, S. C., have been completed, and the railway route of travel is now open through from the former to the latter city. It runs via Weldon and Wilmington, N. C., and Florence, S. C. Petersburg can be reached from New York by steamers direct or by rail via Washington, Fredericksburg and Richmond. From Charleston to Savannah there is a regular line of steamers, and from the latter place Augusta can be reached by rail or Savannah river steamers. The roads from Augusta via Atlanta and West Point to Montgomery, Alabama, are now also in operation.

Central Pacific R. R.

The Sacramento *Union* says the Central Pacific Railroad Company has laid its plans for next year's survey. They have developed a better line over the mountains than was anticipated. The Directors, after a full consideration of the work before them, have concluded that they can and will lay a track to Truckee river, on the eastern slope of the Sierra Nevada, 118 miles from Sacramento, before next year. They have given the necessary orders to effect the object.

Pittsburg and Connellsville Railroad.

The Pittsburg *Chronicle* says that the work on the "Sand Patch" tunnel has already been commenced, and a considerable force of laborers are being put to work on the other portions of the line. The Baltimore and Ohio Railroad Company have decided to aid in the construction of the the road, which will ensure its completion.

Russian American Telegraph.

A telegram has been received from Fort St. James, on the Frazier River, British Columbia, announcing the completion of the Russian American Telegraph Line to that point, and that Capt. Conway is rapidly pushing on toward Stuart's Lake. The cable to cross the straits will be laid next August. A party is also on the way to Amoor River to build northward to meet another working party from the Anadyr. The enterprise bids fair to be carried to a successful completion at a much earlier day that generally anticipated. Col. Buckley was on his way to Gulf Anadyr at last advices.

Portland and Rochester R. R.

The bondholders have taken possession of the York and Cumberland Railroad, in Maine, and organized a new corporation, under the title of the Portland and Rochester Railroad Company. It is the purpose of the new management, to complete the line (now in operation between Portland and Saco River) to Rochester, N. H., on the Dover and Lake Winnipissiogee Road, instead of running to Great Falls, N. H., on the Boston and Maine Road, as originally designed.

☞ The Titusville *Herald* says that the stock has all been subscribed for the construction of a road from Union to Titusville, and the work will soon be commenced. The distance is but twenty-three miles; the grade of the road will not exceed, at any point, forty feet to the mile. The company is stocked with a capital of $500,000. It is estimated that it will not cost half that sum to grade the road, and that, by issuing its bonds, the company may obtain the iron, &c., to equip the road.

☞ The Winona *Republican* urges the speedy completion of the railroad connecting that place with the La Crosse road, and says: "if we cannot get an outlet this way we shall get it south through Iowa. There are but 26½ miles of road to be built to give us connection with the heart of Minnesota, and this link should be supplied at once."

☞ The Shore Railroad, which is to reach from New York to Norfolk (Va.) will be completed, it is now given out, in a year from this October. It is to extend through the county of Worcester in Maryland, and Accomac and Northampton, in Virginia, until it reaches Annamessex, a point opposite Norfolk, on this side of the Chesapeake Bay.

Turning the Course of a River.

We have all heard of the River Euphrates having been turned out of its channel, to afford a passage into Babylon for the troops of Cyrus; but to find an example of the current of a river being made to flow in an opposite direction to that in which it ran originally, we must look to Chicago. The river of that name, upon whose banks the modern city grew up, has a scarcely perceptible motion at times flowing into Lake Michigan. On its way it becomes a receptacle of all the washings and other filth which collect in a large city, sending up an effluvium, that is equally unpleasant to the olfactories and detrimental to health.

It is now proposed to open a canal from near the source of the river or bayou to a point on the Des Plaines River, which flows southward into the Illinois and the Mississippi. The two streams discharging in opposite directions, approach within eight miles of each other, the divide consisting of a tract of land so low that a cutting of less than 15 feet will suffice to connect them and force the Chicago River *to run up hill*, making its source to be Lake Michigan, instead of its outlet. The surveys have been made and the work of construction has begun, the expense being borne by the city. It has been ascertained that by deepening the Illinois and Michigan Canal to Lockport a distance of barely 20 miles, a brisk current can be created, which will cause a constant influx of pure, fresh water, instead of the dull, stagnant, poisonous stream, which now creeps lazily through the place. This, with the tunnel improvement, will give that city a supply of water unexcelled in quality as in quantity by that of any other city in America or in the world.

☞ The Great Falls and South Berwick Branch Railroad will be sold by Auction at Portsmouth, N. H., on the 4th of December. The track extends from the termination of the Great Falls and Conway Railroad in Somersworth, and through Somersworth and Rollinsford, in New Hampshire, and Berwick and South Berwick, in Maine, to the Portland, Saco and Portsmouth Railroad.

☞ A despatch from St. Paul to the Chicago *Tribune*, says: "It is currently reported that a company of New York capitalists have purchased the railroad through Wisconsin from Hudson to Bayfield for $175,000. They agree to build 40 miles by the 1st of next September. As the land grant is still held by the State, the sale at such figures is doubtful."

☞ The grading of the first ten miles of the Cedar Falls and Iowa Central Railroad has been begun.

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Government and State Securities, Stocks, Bonds, Gold, &c., Bought and Sold on Commission. Interest paid on deposits in excess of $1,000 at the rate of four per cent. per annum.

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HAVE opened an office in Baltimore, in the Law Buildings, St. Paul street front, and may be consulted or employed in the Location and Construction of Railways and other Roads and their incidental works throughout the United States. Also, the survey of Estates, Water Powers, &c., and will receive a limited number of Pupils for instruction in their Profession. 3m-33

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7 NEW HORSE CARS,

Usual length and width (Body 15 feet by 7.)

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for San Francisco.

The steamers of this Company will sail regularly thereafter, as above, on the 1st, 11th and 21st days of every month, except when such dates fall on Sunday, when the departure will be on the preceding Saturday. The

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Captain JEFFERSON MAURY will sail on SATURDAY, November 11th, connecting on the Pacific with the COLORADO. The

BALTIC,

Captain ROBERT H. HORNER, will sail on TUESDAY, November 21st, connecting with the SACRAMENTO.

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NEW YORK, September 16, 1865.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 4, 1865.

Liability of Railway Companies for Acts of Contractors, Agents, &c.

It seems to be now well established that a railway company is not liable for the act of a contractor's servant, where the contractor has an independent control, although subordinate, in some sense, to the general design of the work. The distinction, although but imperfectly defined for a long time, has finally assumed definite form, that "one is liable for the act of his servant, but not for that of a contractor, or of the servant of a contractor." (Redf. on Railways, § 168.)

The English case of Steel *vs.* Southeastern Railway, 32 Eng. L. & Eq., 366, was an action against the company for flowing the plaintiff's land, by the defective manner in which certain mason work was done, by the workmen of one Furness, who did the work as a contractor under the company, but under the superintendence of one Phillips, the surveyor of the company who furnished the plans. It appeared that the injury resulted from the workmen not following the directions of Phillips. The Court held that the action could not be maintained, and one of the judges remarked, in his opinion, that "if it could have been shown that the plaintiff's land was flooded in consequence of something done by the order of Phillips, the company's surveyor, it might have been said that was the same as if Phillips had done it with his own hands, and then the company would have been responsible. This work was done under a contract, and there is nothing to show negligence in any one for whose acts the company are responsible."

But if the contractor or his servants do an act which turns out to be illegal, or a violation of the rights of others, and it be the very act he was employed to do, the employer is liable. (Ellis *vs.* The Sheffield Gas Consumer's Co., 22 Eng. L. & Eq., 198.) The Chief Justice said, in this case, "The position in effect contended for by the defendants' counsel, I think wholly untenable, namely, that where there is a contractor, the employer can in no case be made liable. It seems to me that if the contractor do that which he is ordered to do, it is the act of the employer, and this appears to have been so considered in the cases."

Some of the earlier cases in this country and in England, held that the employer was responsible for all the acts and omissions of a contractor, the same as for those of a servant, but the course of decisions is now in conformity to the two cited by us, and adopt substantially the same view. (See Hilliard *vs.* Richardson, 3 Gray, 349.)

Sometimes a distinction has been attempted to be drawn in regard to the employer, whether the employment were by the job or by the day, making him liable for the acts of the operatives in the latter and not in the former case. But this is obviously no satisfactory ground upon which to determine the question, although it might in point of fact, come very near to effecting the same, or a similar separation of the instances in which the employer is, or is not liable. But the true ground of distinction is, not the form of employment nor the rule of compensation, but whether the work was done under the immediate control and direction of the employer, so that the operatives were his servants and not the servants of another, who was himself the undertaker for accomplishing the work, and having a separate and independent and irresponsible control of the operatives.

Every man is answerable for acts done by the negligence of those whom the law denominates *his* servants; because such servants represent the master himself, and their acts stand upon the same footing as his own. The *sub-contractor*, and not the persons with whom he contracts, is liable civilly, as well as criminally, for any wrong done by himself or his servants in the execution of the work contracted for. (Laugher *vs.* Pointer, 5 B. & C., 547; Overton *vs.* Freeman, 11 Com. B., 867.) It is said: "The liability of any one, other than the party actually guilty of any wrongful act, proceeds on the maxim *qui facit per alium facit per se*. The party employing has the selection of the party employed, and it is reasonable that he who has made choice of an unskilful or careless person to execute his orders, should be responsible for any injury resulting from the want of skill or want of care, of the person employed; but neither the principle of the rule nor the rule itself can apply to a case where the party sought to be charged does not stand in the character of employer to the party by whose negligent act the injury has been occasioned." (Hobbit *vs.* London, &c., 4 Exch., 255.) Thus, it is often held that municipal corporations, are not liable for the acts or negligence of their contractors, unless the relation of master and servant exists between them. (Barry *vs.* St. Lowis 17, Mis., 121.) So trustees or commissioners, intrusted with the conduct of public works, are not liable for injuries occasioned by the negligence of the workmen employed under their authority. (Harris *vs.* Baker, 4 M. & S., 27; Hull *vs.* Smith, 2 Bing., 156.) As where the corporation of the City of New York, having ordered a street to be graded, contracted with A. to do the grading, the whole work to be done under the direction and to the entire satisfaction of the commissioners, &c. And it was held that the city was not liable for damages caused by the workmen employed by A. (Kelly *vs.* New York, 1 Kern., 432.) So A. contracted with B. to erect a tubular bridge. B. had a surveyor, C., whom he paid a salary of £250 a year to attend to his general business; and, after obtaining the contract for the bridge, contracted with C. to provide the necessary scaffolding, for which he was to receive £40, irrespective of his salary, B. to furnish the requisite materials, in-

cluding lights. One of the poles of the scaffold rested on a highway, and owing to the want of sufficient light to warn the passers by, D. stumbled over the pole and was injured; subsequent to which, additional lights were placed on the spot, and B. paid for them. Held, that B. was not liable, and that D.'s remedy was against C. (1 L. & Eq., 477.)

LIABILITY FOR ACTS OF SUB-CONTRACTORS.

Contractors for public improvements are not liable for the negligence of workmen employed by sub-contractors. (Gourdier *vs.* Cormack, 2 E. D. Smith, 254.) So a railroad company is not liable for the negligence of a contractor's servants. (Clark *vs.* Vermont, &c., 2 Wms., 103; Pawlet *vs.* Rutland, &c., ib., 297.) So, if the owner of goods, in shipping them, has no control over the process, which is entirely in the hands of the master of the vessel; an action for an injury, sustained by one employed by the owner to assist in shipping his goods, by reason of a defect in the tackle, unknown to the injured man, and which by the use of ordinary care might have been cured, should be brought against the master alone; though it would be otherwise when the duty lies wholly upon the owner, or is jointly divided between him and the master. (McGatrick *vs.* Wason, 4 Ohio, 566.) So, the defendant, a builder, employed by the committee of a club to make certain alterations at the club house, employed A., a gas-fitter, by sub-contract, to do that part of the work. By the negligence of A., in the course of the work, the gas exploded, and injured the plaintiff. It was held that the defendant was not liable. (Rapson *vs.* Cubitt, 9 M. & W., 710.) So the defendants were admitted to construct a public sewer at their own expense, and employed one A. to do the whole work at a stipulated price. The plaintiffs received an injury from the negligent manner in which the sewer was left at night. Held, the defendants were not liable. (Blake *vs.* Ferris, 1 Seld., 48.) So a public licensed drayman was employed by the defendant to haul salt from a warehouse, and deliver it at the defendants' store for so much a barrel. While in the act of delivering it, a barrel through the drayman's carelessness, rolled against and injured the plaintiff, being on the sidewalk. The defendant was held not liable. (De Forest *vs.* Wright, 2 Mich., 368.) So upon a declaration that the defendant was licensed to run a skiff ferry across a river, and did run it by his lessee; and that the plaintiff's intestate was taken on board, and by negligence and want of skill of the rower was drowned; held, whether the rower was the lessee or one in his employ, and though the lease was a breach of the defendant's duty to the Government, he was not liable. (Blackwell *vs.* Wiswall, 24 Barb., 355.) So A. contracted, with parish officers to pave a certain district, and entered into a sub-contract with B., under which the latter was to lay down the paving of a street, the materials being supplied by A. and brought to the spot in his carts. Preparatory to the paving, the stones were laid, by laborers employed by B., on the pathway, and there left unguarded at night, in such a manner as to obstruct the same, and C. fell over them and broke his leg. It was held that B. was responsible for this negligence, and not A. (Overton *vs.* Freeman, 11 Com. B.) In Potter *vs.* Seymour, an owner being about to erect a building on his lot, contracted with a person to furnish and set the marble for the front, agreeably to certain specifications, and for a definite sum agreed to be paid therefor. As the owner neither interfered with the work, nor reserved any right of interference, it was held that he could not be held liable to a third person for an injury sustained by the latter in consequence of the negligence of the contractor's employees engaged in setting the marble. (4 Bosw., 140.)

These cases will suffice to indicate the general drift of decisions on this subject.

LIABILITY FOR ACTS OF AGENTS GENERALLY.

For the wrongful acts of an agent, done within the proper range of his employment, the corporation is liable. It has been held in some of the cases, that where a servant pursues his own whim or caprice and acts upon his own impulses, the act is his own, and the company should not be liable therefor.

This doctrine, however, is deemed by lawwriters to be based upon a misconception of the law. Without stopping to discuss the soundness of the general principle, as applicable to the relation of master and servant, we quote the language of an eminent writer on this subject. (Redfield on Railways,) "that it is not applicable to the case of corporations, and especially such as railways. In regard to such corporations, it is altogether, an inadmissible proposition, to excuse them for every act of their servants and agents which is done, or claimed to have been done, positively and wilfully, and which results in an injury to some other party, or proves to be illegal, unless directed or ratified by the corporation."

Of course, where a servant goes out of his employment, and does a wrong, as committing an assault by his own hands, upon a stranger, or stealing goods or any other act, wholly disconnected with his employment, the master is not liable.

It will happen that when the company is under a positive duty to keep or carry things safely as bailee, or to carry persons safely, that while the company will be liable for the mere non-feasance of the servant, the servant will not be liable to the same party for such non-feasance, there being no privity between the servant and such party, no duty owing to such person from the servant. But in such a case, the servant will be liable for his positive wrongs and wilful acts of injury.

The corporation virtually assents to all the acts of its agents and servants, done in the regular course of its employment. A railroad or any business corporation exists and acts only by its agents or servants, and by putting them into their places, or suffering them to occupy them the company consent to be bound by their acts. Thus, a conductor or engineer of a railroad, while he acts with the instruments which the company puts into his hands, to be used on their behalf upon the line of their road, is acting instead of the corporation, and his acts will bind the corporation whether done negligently or continually, heedlessly or purposely.

☞ It is stated in the Mexican *Times* that the railroad between Puebla and the City of Mexico will be completed by the 1st of May next. There are more than 4,000 laborers, at work on the Imperial Railroad from Vera Cruz to Mexico.

James River and Kanawha Canal.

At the annual meeting of this company held in Richmond, Va., on the 23d ult., a vote was passed to carry out an arrangement for the sale to a French house, of the property, conditioned upon its enlargement and completion to the Ohio River, and asking the Legislature to extend the charter of the company in order that the agreement may be consummated.

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 2d of October. The Annual Reports of the President and Directors, Secretary, Superintendent of Transportation, and Superintendent of Machinery and Road Department, were read, adopted, and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the year ending June 30, 1865, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
From pass..	$56,566 89	$51,721 23	$2,588,476 89
" freight	28,102 41	29,088 63	1,250,050 18
" expr'ss	3,409 02	6,672 82	110,802 05
" mails			86,825 00
Total Main Stem			$3,986,154 12
" Lebanon Branch			87,482 68
" Memphis Branch			88,078 32
" Bardstown Branch			12,730 83
Hire of cars and engines by U. S. Gov., rents, and other sources			140,094 10

Total Main Stem and Branches, viz:

From passengers	$2,703,775 04	
" freight	1,311,342 42	
" express	121,828 49	
" mails	37,500 00	
" rents, etc	140,094 10	
		4,314,540 05

And the expenses were:

Repairs of road	$791,759 93	
" bridges	41,926 48	
" buildings	40,849 21	
" cars	125,954 93	
" engines	94,887 02	
Motive power	134,796 89	
Fuel	144,127 24	
Oil and waste	34,562 45	
Watchmen	14,657 45	
Water supply	12,394 79	
Loss and damage	29,615 35	
Salaries	24,719 05	
Transportation	231,468 07	
U. S. tax on earnings	91,892 88	
Reconstruction	73,892 03	
Improvement account	182,021 41	
General expenses	31,810 05	
Discount	32,463 16	
Miscellaneous	9,227 24	
		2,142,024 68
Net earnings (50.4 per cent.)		$2,172,515 42
Interest account		221,758 84
Balance		$1,950,756 58

The expenses of operating the Bardstown Branch, purchased during the year, are included in the above statement.

The company continued during the year, under the former arrangement, the operation of the 14 miles of the Memphis, Clarksville and Louisville Railroad. The earnings of which were $12,628 78, and the expenditures, $16,411 18. The arrangement for its operation being only temporary, and the bridge over Red River needing renewal, this operation will be discontinued, unless new arrangements are made.

The amount of damage done by the Confede-

rate forces and guerrillas to the company's property during the year is stated in the report of the Superintendent of Machinery and Road Repairs at $94,346 45, and the whole damage sustained at $688,372 56. The amount expended in restoring the company's property during the year was $87,288 03; and previously $501,305 57—in all $588,593 60, leaving $99,778 96, yet to be expended to fully repair all the damages sustained during the war.

In the Superintendent's report of last year, the amount estimated for construction and improvement of the road was $1,258,303 71. His present report shows that there was expended for this purpose last year the sum of $490,692 84, and that it still requires $767,610 87 to finish the construction and improvement; making, with the $99,778 96, for reconstruction, $867,389 83.

It has been determined to continue the work of construction, reconstruction and improvement during the current fiscal year; and the Superintendent recommends the expenditure during the year for that purpose of at least $300,000.

A statement is submitted of the extension of the Lebanon Branch. The grade to Stanford, the county seat of Lincoln, a distance of thirty-six and one-half miles, was under contract at the date of the last report. The iron superstructure is being laid, and ought to reach Stanford this year or early next year. The extension has been located to Crab Orchard, a further distance of about eleven miles, and within some twelve or fifteen miles of good coal banks. The $600,000 bonds from the city, and the $600,000 of the mortgage bonds of the Lebanon Branch and extension, provided for the construction, will probably extend the road to Crab Orchard, and leave a surplus, notwithstanding the high price of labor and materials. It is believed the extension will prove beneficial to the business of the road, and make the investment in the branch more profitable.

The Government tax of 2½ per cent. on the gross earnings, and 5 per cent. on the net earnings after paying interest, amounts to about 10 per cent. of the net income.

The expenses of operating proved greater than in 1863–'64, owing to the increased price of labor and materials. The road, engines, and rolling stock are materially improved in condition.

At the stockholders' meeting, in October 1861, a sinking fund of $400,000 per annum was directed to be set apart out of the net earnings of the road to pay—first, the interest of the debt, next to completing the road, and then to the payment of the bonded debt, and the fund placed under the direction of the President and Directors, with a request to report upon its operation. The first year, to the 30th June, 1862, the $400,000 of the sinking fund was applied to the payment of interest and the floating debt; the second year, to the 30th June, 1863, the $400,000 of the sinking fund was applied to the payment of the interest and to the reconstruction of the road; the third year, to the 30th June, 1864, it was applied to the payment of interest, the redemption of the mortgage debt, and completing the road; the fourth and last year, it has been applied to the payment of the interest, the redemption of the mortgage debt, and completing the road. The surplus earnings of the fiscal year, after paying the immediate demands against the company, are for the benefit of the sinking fund, and will be applied to the completion and improvement of the road, and the redemption of the debt as fast as it can be purchased.

Since the establishment of the sinking fund, in 1861, the aggregate sum of earnings to the 30th June, 1865, applied to construction, has been $750,763 98. The stock and stock liabilities of the company, on the 30th June, 1865, were $5,527,870 63; the aggregate bonded debt, exclusive of the Tennessee State Aid Bonds, provided for as heretofore stated, $3,297,000—making $8,824,870 63.

The aggregate cost of the road to the 30th June, 1865, stands at $9,665,563 97, the difference between it and the stock and bonded debt, amounting to $840,693 34, has been paid out of the earnings, as have dividends of 24¼ per cent., paid or provided for, with a surplus for the sinking fund to complete the road and redeem its bonds. The 10¼ per cent. stock dividend has been added to the stock liabilities. The interest on the capital invested in the road has been capitalized, and forms part of the stock liability of the company. The dividends declared are 24¼ per cent.—10¼ per cent. in stock and 14 per cent. in cash. The surplus on hand, and the good condition of the road, motive power, and rolling stock, gives assurance of the ability of the company to pay the interest and principal of the debt, and complete the road in all respects as a first class road, and pay reasonable cash dividends in the mean time. There can be no question but that the suppression of the rebellion will reduce the business of the road and its profits, but it seems hardly possible it will take away the ability to pay interest and principal and six per cent. to the stockholders.

The adjusting of the stock liabilities of the company has been a work of great labor and difficulty. The liabilities outstanding on the 30th June, 1865, were $440,398 99. They consist of tax receipts in the city and counties subscribing to the stock, and applied to the payment of interest and principal of the bonds, and payment on subscriptions. From present prospects, the accounts may not be closed for years.

The road has been operated with but little damage to persons or property, considering the mass of passengers and freights, the guerrilla raids, and the unsettled condition of the country.

The following table shows the cost of road repairs per mile of road, and per revenue train mile, during the past six years:

	Ordinary repairs.	Renewal of iron and ties.	Total per mile of road.	Per revenue train mile.
1859–'60.	$470 73	$135 00	$605 73	26.03 cts.
1860–'61.	339 54	48 93	388 47	14.84
1861–'62.	321 28	219 78	541 06	38.18
1862–'63.	382 29	389 56	771 85	38.30
1863–'64.	616 94	2,547 12	3,164 06	102.30
1864–'65.	1,012 18	2,782 03	2,794 31	99.08
Average ..	$523 84	1,020 40	1,544 24	53.12 cts.

3,538 tons of rails were bought during the year, of which there is still on hand unused 1,130 tons. 991½ tons of rails have been re-rolled, of which 500 tons are still on hand. About 1,500 tons more iron will be required during the current year. 1,000 tons have been repaired and replaced in the track. 39 miles of road have been relaid with new iron, and with improved joint fastenings, making a first class track. 41 miles of road in continuous stretches have received new cross-ties.

The following table shows the number of cross-ties, and the quantity of new, re-rolled, and repaired iron used since the completion of the road:

	Number of cross ties.	Tons of new ties.	Tons of re-rolled iron.	Tons of repaired iron.
1858–'59.....	1,500	.....	.....	.....
1859–'60.....	16,672	109.0	.....	113.0
1860–'61.....	10,082	.....	.....	516.0
1861–'62.....	27,752	463.0	32.50	143.5
1862–'63.....	16,871	433.0	95.25	558.0
1863–'64.....	96,709	2,936.5	471.10	1,104.0
1864–'65.....	112,179	2,268.0	491.05	1,000.0
Total	281,765	6,209.5	1,090.85	3,434.5

The cost of repairs and renewals of the Lebanon Branch during the year was $1,796 82 per mile, or 193.82 cents per revenue train mile; 12.2 miles have been relaid with new cross-ties; 26,014 tons were bought, and 134¾ tons of new rails, while 56 tons of iron have been repaired. There have been used since the completion of the road in 1857, 66,229 cross-ties, 218.25 tons of new iron, and 97.5 tons of repaired iron.

The cost of repairs on the Memphis Branch per mile of road has been $375.08; and per revenue train mile, 49.08 cents; 16.80 cross-ties were bought during the year, and 4 279 ties on hand last year transferred to the main stem; 36 tons of rails have been repaired.

The engines have run in the service of the transportation department 778,423 miles; and in the service of the road department, inclusive of the mileage made on the M., C. & L. R. R., 106,722 miles—total, 983,047. The cost for repairs per mile run has been 10.68 cents. Total cost per mile run by engines, 42.06 cents, against 31.52 cents in 1863–'64. Average cost per mile of all trains, 46.71 cents.

The length of the Main Line is 185 miles; sidings, 17.16 miles—total, 202.16 miles. Length of Lebanon Branch, 37 miles; sidings, 1.49 miles—total, 38.49 miles. Length of Memphis Branch, 46 miles; sidings, 267 miles—total, 48.67 miles. Length of Bardstown Branch, 18 miles. Total length of road and branches, 307.32 miles.

The equipment of the road July 1, 1864, consisted of—52 locomotives; 31 passenger, 8 baggage, 8 express, 257 box, 91 rack, 22 gondola, 95 flat, 57 gravel, and 7 boarding cars. There have been added during the year, 8 locomotives; 26 passenger, 6 baggage, 3 express, 64 box, 21 rack, 19 flat, 13 gravel, 9 boarding and 1 wrecking car. There have been destroyed by raids or accidents, 15 passenger, 5 baggage, 3 express, 26 box, 8 rack, 1 gondola, 7 flat, and 4 boarding cars.—Leaving on the road July 1, 1865, 60 locomotives; 42 passenger, 9 baggage, 8 express, 295 box, 104 rack, 21 gondola, 107 flat, 70 gravel, and 12 boarding cars.

COST, RESOURCES AND LIABILITIES OF MAIN STEM AND BRANCHES.

Lands for road and stations		$105,753 36
Depot grounds		140,798 95
Locomotive works		84,682 02
Shop buildings		8,764 51
Depot buildings		97,427 97
Water stations		28,755 75
Station and division houses		40,246 58
Grading and masonry		2,319,224 92
Railway superstructure		1,659,854 21
Bridge superstructure		311,468 65
Construction account		1,715,031 43
Equipment		1,290,528 80
Engineering expenses		231,294 14
Court and agency expenses		22,491 71
Office and contingent expenses		86,127 90
Sundry interest accounts		1,523,113 07
Total cost of road and branches		$9,665,563 97
Due by U. S. Government and Transportation Department.	$522,176 89	
Due for mail and express service	20,886 27	
Bonds, notes, etc.	328,780 84	
Tennessee State bonds	574,772 76	
Real estate, quarry and timber lands	33,294 18	
Due by railroads, etc.	16,508 51	
Shop stocks	557,941 87	
U. S. 7-30 Treasury notes	580,648 19	
Cash on hand	278,142 15	
		2,913,151 11
		$12,578,715 08

Capital stock, stock issued, and stock liabilities		$5,527,870 63
Due sundry contractors and bills payable		7,298 27
Back interest	$17,509 27	
Second mortgage bonds	14,500 00	
		32,009 27
Dividends Nos. 3 and 4, uncalled for	$162,216 09	
Dividend No. 5 due 1st August, 1865	221,114 82	
		383,330 91
Bills and pay rolls for June		243,490 24
First mortgage bonds	$2,072,000 00	
City of Louisville b'ds loaned	1,225,000 00	
State of Tennessee b'ds loaned	560,500 00	
		3,857,500 00
Profit and loss		2,527,215 76
		$12,578,715 08

President.—JAMES GUTHRIE.

Directors.—James Guthrie, James B. Wilder, W. B. Hamilton, Jo. C. Guild, H. D. Newcomb, R. A. Robinson, W. H. Smith, Russell Houston.

Secretary.—WILLIS RANNEY.

Superintendent of Transportation.—B. MARSHEL.

Superintendent of Machinery and Road Department.—ALBERT FINK.

HANDBOOK of the Steam Engine, and Key to the Catechism of the Steam Engine. By J. BOURNE, C. E.—D. APPLETON & Co., 1865.

We have examined this "Key" with great attention, and it is the best work on its peculiar subjects we have met with, more intelligible, explanatory and useful than anything of the kind we have read in the English language. Its introductory chapters explaining the philosophy of arithmetical and algebraic calculations are really perspicuous and admirable. Their application to the necessities of machinists in the various branches in which their work is required is clearly pointed out, and we recommend that this class of persons should especially make it their study. In addition to the explanation of arithmetic, the other subjects treated of are, the mechanical principles of the steam engine, its theory, proportions, power and performance, and steam navigation generally. Mechanical science is made easy, and the most difficult work explained by this excellent volume of Mr. Bourne. It is got up by the publishers in their best style, and should form a part of every scientific library.

Flint and Pere Marquette Railroad.

The principal opening to this important portion of our State, except that afforded by the navigable waters, is the Flint and Pere Marquette Railroad, which, connecting with the Flint and Holly and the Detroit and Milwaukee Railroad, forms a continuous line between East Saginaw and this city. An idea of the extent of traffic on this line may be formed from the following statement, which we derived from a responsible officer of the company, the figures being obtained from the books of the Flint and Pere Marquette Company, and include a period of eight months, closing the 31st of August respectively:

	No. pass'rs.	Total earn'gs.
Eight months, 1863	39,643	$58,330 65
Eight months, 1864	56,718	69,653 17
Eight months, 1865	65,803	100,680 21

The above table shows a most gratifying increase of business. No railroad in the State is in better repair, nor one that is better managed. Its extension to Lake Michigan is an event to which the citizens of the northern part of the State are looking forward with great anticipation.—*Detroit Advertiser.*

Camden and Atlantic R. R.

The following gentlemen have been elected directors of this company for the ensuing year: R. Frazer, Stephen Colwell, A. J. Antelo, And. K. Hay, S. Richards, W. D. Bell, Jonathan Pitney, Enoch Doughty, Joseph W. Cooper, G. W Carpenter, Jos. C. Potts, H. H. Boody, and H. M. Alexander.

New York State Debt and Taxation.

COMPTROLLER'S OFFICE, ALBANY, Oct., 1865.

At the general election in November, the electors are to decide whether the large amount of bonds issued for bounties under the laws of the last session of the Legislature, shall be paid at once, by direct taxation, or shall become a State debt, payable in twelve years, with interest at seven per cent. per annum, payable semi-annually. For the purpose of enabling the people to act intelligently upon this question, the following statements are published:

The circular issued from this office to the Board of Supervisors in each county, requires the following taxes to be levied in pursuance of the laws referred to:

"For schools, ¾ of a mill, per Chapter 555, Laws 1864.

For general purposes, 2½ of a mill, per Chapter 709, Laws 1865.

For canals, ⅞ of a mill, per Chapter 85, Laws 1865.

For canals, ¼ of a mill, per Chapter 271, Laws 1859.

For extension of Chenango Canal, 3-16 of a mill, per Chapter 185, Laws 1864.

For Champlain Canal, 1-10 of a mill, per Chapter 186, Laws 1864.

* For bounties, 1¾ per cent., per Chapter 56, Laws 1865.

The advantage of paying the debt at once will be, that it will be paid in the same currency in which it was contracted, the credit of the State will be restored to what it was before, and the people will be saved from paying a high rate of interest for twelve years, and then paying the principal, as is most probable, in specie or its equivalent. If the debt could have been confined to ten or twelve millions of dollars, as was originally estimated, it would undoubtedly have been wise to pay it by a tax which would not have exceeded three-fourths of one per cent.; but it has gone up to $23,963,000, and will probably be increased to a somewhat larger amount, and, as will be seen above, the tax required to pay it will be 1¾ per cent. This will be a very heavy amount to be paid in a single year. It is, therefore, submitted, without the expression of any opinion, for the people to decide whether they will vote for the debt, and pay it with interest in twelve years, or against the debt, and pay the whole amount in one year. Chapter 325, Laws of 1865, prescribes the form of the ballots to be used in voting upon this question.

If the majority shall be against the debt, then the whole tax will be 22 13-80 mills upon the dollar; if in favor of the debt, the tax will be 4 53 80 mills upon the dollar.

The total assessed valuation of the State, as fixed by the Board of Equalization, is $1,550,879,685, being an increase of $49,879,808 over the valuation of 1864.

It may be pertinent to add the present debt of the State, exclusive of bounty bonds, is, including canal and general fund debt, $25,634,539 86. It has been reduced since 1860 to the extent of nearly $8,000,000, and would be wholly extinguished within about ten years if the bounty debt should not be added to it. If that shall be approved, estimating the amount at $26,000,000, the total amount of the State debt will be $51,684,539 86.

The canal revenues have fallen off largely during the last fiscal year, and fail to make the usual annual contribution of $550,000 to the general fund, and render heavy taxation necessary for the support of the canals.

The table appended hereto, shows the aggregate valuation of the real and personal estate in each county for the years 1864 and 1865 respectively. It also shows, in one column, what will be the amount of the tax upon each county if the debt shall be rejected, and in another column what will be the amount if the debt shall be approved.

LUCIUS ROBINSON, Comptroller.

A statement showing the aggregate valuation of real and personal property in the several counties, for 1865, as fixed by the Board of Equalization; also, the State tax to be levied for the current year.

Counties.	1865. Valuations.	Tax for pr. ct. bounty 1865 22 13-80 mills.	Tax for '65, omitting 1¾ tax, 4 53-80 mills.
Albany	$43,706,396	$968,648	$203,781
Allegany	8,041,047	178,210	37,491
Broome	8,082,711	179,138	37,686
Cattaraugus	7,855,045	174,087	36,624
Cayuga	20,743,701	459,732	96,717
Chautauqua	14,579,488	323,118	67,977
Chemung	7,847,230	173,914	36,588
Chenango	10,841,168	240,267	50,547
Clinton	5,747,262	127,374	26,797
Columbia	21,653,861	479,904	100,961
Cortland	5,894,931	130,646	27,485
Delaware	9,115,854	202,030	42,503
Dutchess	32,387,534	717,789	151,007
Erie	47,614,230	1,055,250	222,001
Essex	3,948,238	87,503	18,409
Franklin	4,433,136	98,249	20,669
Fulton	4,123,242	91,381	19,225
Genesee	14,088,179	312,229	65,686
Greene	7,585,564	168,115	35,368
Hamilton	509,286	11,287	2,375
Herkimer	11,062,070	245,163	51,577
Jefferson	16,178,456	358,555	75,432
Kings	122,912,918	2,724,058	573,081
Lewis	4,538,719	100,589	21,162
Livingston	15,509,608	343,732	72,314
Madison	12,444,480	275,800	58,022
Monroe	30,024,998	665,429	139,992
Montgomery	8,847,755	196,088	41,253
New York	622,595,040	13,798,263	2,902,849
Niagara	14,652,746	324,741	68,318
Oneida	25,674,054	569,001	119,705
Onondaga	28,424,497	629,958	132,529
Ontario	18,106,122	401,277	84,418
Orange	27,838,694	616,864	129,775
Orleans	10,426,527	231,078	48,614
Oswego	14,606,454	323,716	68,103
Otsego	12,292,748	272,438	57,315
Putnam	5,578,282	123,629	26,009
Queens	21,406,735	474,426	99,809
Rensselaer	29,481,008	653,378	137,455
Richmond	6,540,500	144,954	30,495
Rockland	5,934,996	131,534	27,672
Saratoga	12,362,200	273,977	57,639
Schenectady	5,908,080	130,938	27,546
Schoharie	6,342,051	140,556	29,570
Schuyler	4 951,143	109,730	23,085
Seneca	10,302,676	228,333	48,036
St. Lawrence	15,310,757	339,325	71,386
Steuben	13,478,267	298,712	62,842
Suffolk	9,077,986	201,191	42,326
Sullivan	4,020,380	89,102	18,745
Tioga	5,881,905	130,358	27,424
Tompkins	8,011,892	177,564	37,355
Ulster	14,436,139	319,941	67,308
Warren	2,351,312	52,111	10,963
Washington	16,307,065	361,405	76,032
Wayne	15,688,167	347,689	73,146
Westchester	45,797,919	1,014,996	213,533
Wyoming	3,714,304	193,131	40,630
Yates	8,066,982	178,784	37,612
Total	$1,550,879,685	34,371,371	7,230,976

* If a majority of votes shall be given at the general election in November, in favor of creating a debt for the bounties, this item will be omitted from the tax levy, and a circular directing its omission will be issued from this office."

Albany and Coeymans R. R.

This company was organized at Albany on the 26th ult., by the appointment of the following named gentlemen as directors: Ezra P. Prentice, Billings P. Learned, Benj. A. Sweet, John Taylor Cooper, John Tracey, Franklin Edson, Charles B. Lansing, William A. Rice, Lansing Pruyn, Henry Lansing, Paul Cushman, Cornelius V. Baker, Worthington Frothingham.

The Board of Directors was partially organized by the election of John Tracey, Vice-President; Lansing Pruyn, Treasurer; and W. Frothingham; Secretary.

This company proposes to build a railroad from Albany to Coeymans, and there connect with the Saratoga and Hudson River railroad. The Albany *Journal* of the 27th ult., from which we obtained the above, says:

We regard this as a very important enterprise. The Saratoga and Hudson River Railroad was originally designed to run from Saratoga Springs, connecting at Schenectady with the New York Central, and thence to Athens, which point was intended as the terminus of the steamboat line, including the St. John, Dean Richmond, and all the larger steamboats belonging to the gentlemen principally interested in the railroad, and which boats will probably soon be withdrawn from the Albany line. The road is nearly completed, and it is expected that an excursion train will be run over the road early next month.

There are roads already constructed, or in process of construction, from New York to Newburg, and a route is being surveyed for a road from Newburgh to Catskill. There will then be a hiatus of only six miles between Catskill and Athens and twelve miles between Coeymans and Albany, to connect New York and Albany by a west side railroad.

Our citizens will soon be called upon to sustain this new enterprise and determine, first, whether Albany shall be entirely deprived of the use and enjoyment of what she has been accustomed to call *her* floating palaces. Secondly, whether Albany or Schenectady shall be the terminus of a west side railroad to New York.

Virginia and Tennessee Railroad.

At a late meeting of the stockholders of this road, held in Lynchburg, Colonel Robert L. Owen was unanimously re-elected President. It was resolved to apply to the next Legislature of Virginia for permission to borrow one million of dollars on a mortgage of the road for ten or twenty years.

From the report of the directors, which was presented at the meeting it appears that the gross earnings for the year ending June 30, 1865, were $3,291,907 37; and the expenses of operating, $2,990,504 76—leaving net earnings $301,402 61.

The net earnings are 9.16 per cent. and the expenses of operating 90.84 per cent. of the gross earnings.

There were six different raids during the year by the armies of the United States, and the road destroyed each time for long distances. Much property was also destroyed by the soldiers of the Confederate States, and to such an extent were these injuries committed, that there were only three bridges, original structures, left standing, and but three depots.

The road was open for its entire length one hundred and forty-three days during the year; for ninety-one days closed nearly its whole length, and for one hundred and thirty-one days closed the entire distance. The depots were yet unbuilt, but the bridges were repaired as speedily as possible, and the entire amount, 7,729 feet, replaced with new structures (trestle-work), which will, in a majority of cases, last four or five years. One or two are in danger from high water, and will be replaced by truss bridges, similar to the original structures, as quickly as possible. The wood sheds, water stations, etc., were destroyed the same time with the depots, but are now repaired, and freight cars are now used for the reception and distribution of freight until new depots can be built. There were destroyed at the same time 72 passenger and freight cars and three locomotives.

Finances of Vermont.

From the recent message of the Governor we learn that the receipts of the State Treasury for the past year were $2,009,269 51, and the expenditures $1,996,772 50. The funded liabilities amount to $1,661,179 18, and the current resources reduce this amount by $23,411 60. The extraordinary receipts for the past four years have been:

Taxes	$3,406,093 26
State bonds outstanding	1,650,000 00
Reimbursements from United States	607,303 11
	$5,663,396 37

Disbursements:

Governor's warrants and Auditor's orders approved by the Governor	$1,179,938 08
Extra pay to soldiers	3,275,804 92
Direct tax paid United States	179,407 80
State bonds paid	150,000 00
Ordinary expenses, including interest on bonds	878,245 57
	$5,663,396 37

The amount expended by, and due from, the State for war purposes, may be approximately stated as follows:

General military expenses	$1,180,000 00
Extra pay to soldiers	3,904,000 00
Direct tax to United States	179,407 80
Interest on the debt, over premium and interest received on bonds	320,000 00
	$5,073,407 80

In addition to this sum may be added the sum paid by towns for bounties to soldiers, which will amount to at least $4,250,000.

Profits of the Express Business.

As an illustration of the profitableness of the Express business, we have only to refer to the dividends paid by the American Express Co. This company paid, in 1864, dividends on a capital of $2,000,000, amounting to 38 per cent. in cash, and 50 per cent. in paid-up stock. On its capital, thus increased to $3,000,000, it has already declared, in 1865, cash didends of 25 per cent., and 20 per cent. in stock, with every reasonable prospect, it is said, of an additional 25 per cent. within the coming four months.

☞ The Buffalo and Oil Creek railroad company was recently organized at Buffalo by electing a board of directors of whom Mayor Fargo was chosen as President. The route was also decided upon. The road will start from a point on the Lake Shore Railroad, at or near Westfield, running to Corry *via* Mayville, and connecting at the former place with the Oil Creek Railroad, the line of which extends to Franklin. The work on the projected road will be commenced immediately upon the completion of the surveys.

Cape Cod Central Railroad.

Some five years ago a charter was obtained for a railroad connecting with the rails of the Cape Cod Railroad at Yarmouth and terminating at Orleans, a distance of some twenty miles from Provincetown, to be called the Cape Cod Central Railroad. Actual work was not begun upon the road until about a year since. It is now completed as far as Harwich, and it is hoped the remaining eight or ten miles will be completed by winter, and the road be in running order in the spring. The eight miles of road now completed have cost about $200,000, which includes besides, a couple of miles of partially completed road beyond Harwich. It is not yet definitely settled when the road will begin business, but it is anticipated that an arrangement will be made with the Cape Cod Railroad by which the rolling stock of that company will operate the Cape Cod Central Railroad, or that part of it completed from Falmouth to Harwich. The President of this new road is Benjamin Freeman, Esq., of Brewster, and Freeman Cobb, Esq., of Boston, is one of its leading and most active directors.

Tomah and St. Croix Railroad.

It will be remembered that a few weeks ago we mentioned the fact that some capitalists from New York had been here examining this road, having traveled over the entire line, with a view of taking hold of it. They have returned to New York, and signified their willingness to go ahead nd build the road. In pursuance of an arrangement to this end, Pliny Fisk, a leading banker and capitalist of New York, and one of the gentlemen who was here has been elected President, of the road and the following Board of Directors: W T. Price, Black River Falls; J. G. Thorpe, R. S. Wilson, Eau Claire; J. H. Knapp, Wm. Wilson, Menomonee; John Comstock, D. H. Baldwin, M. A. Fulton, Hudson; Pliny Fisk, Wm. B. Hatch, M. L. Buckly, L. T. Merrill, Daniel C. Fisk, E. P. Hatch, Walter Lamson, New York.

We learn that it is contemplated by the parties now controlling this road, to build it an early day, and that work will be commenced on both ends of the line, as soon as spring opens.—*Hudson Wis., Star.*

☞ A letter to the *Tribune*, dated Brazos, Sept. 25, 1865, says: "The railroad goes on slowly here. About seven miles of the track are now laid, and a part of that lies under water, owing to the rain. In time of a flood the track will be swept by water, and the light, sandy soil will be washed out from the ties. It will be necessary to raise the track some four feet on the flat about this point. A want of rails and ties has been the cause of the slow progress made with the road. A few vessels are now discharging these two articles, and the track will be laid faster. A shed is being put up near the water as a station house, etc., and the track has two switches; one running to the commissary store, and the other to the depot shed. The telegraph is up and at work. The line runs near and along the Rio Grande. An office is now open here for business, and, with the two offices of the express companies, lends an air of business to Brazos."

☞ The profits of quicksilver mining may be inferred from the statement, which appears to be reliable, that the New Almaden mine is now producing 5,000 flasks of quicksilver per month, worth $40 per flask, or $200,000 per month, while the cost of production is set down at not far from $50,000 the 5,000 flasks, leaving the magnificent profit of $150,000 per month.—*Mining and Scientific Press* (San Francisco).

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	23
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3½
Balt. and N. C. ..... N. C.	200,000	5	----	35c
Bare Hill ..... "	----	----	----	255c
Bay State ..... L. S.	20,000	----	3½	10½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	2	2
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	10c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	1
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	21½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	270c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff .. "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	65c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	50c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	3½
Hungarian ..... "	20,000	----	1	1
Huron ..... "	20,000	----	16	41½
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	9½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	1½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	4
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	125c
Minnesota ..... L. S.	20,000	----	3½	16
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	1	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	2½
Pewable ..... "	20,000	----	3½	2
Phila. & Boston .. "	20,000	----	15	11
Phœnix ..... "	20,000	----	----	49½
Pittsburg & Boston "	20,000	----	5½	1
Pontiac ..... "	20,000	----	3½	----
Prince of Wales .. Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	51
Reid Hill ..... Ca.	200,000	1	----	7½
Reliance ..... L. S.	20,000	----	----	----
Richford ..... "	60,000	5	----	3
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair ..... L. S.	20,000	----	5	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	130c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	5	7½	2
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	5	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	75c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	75
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. .. Md.	----	----	----	130c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	80,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	8½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	56
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	24½
Fulton ..... "	60,000	5	----	7½
Gilbertson ..... "	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	107
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	3½
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	7½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	5,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	171
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	3½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	12½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	50
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	45

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chandiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	85c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	5	----	----
Gould & Curry (G. & S.) Nev.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	10½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Monterumra (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	48½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val'n in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.58	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.62	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45
30 Nov. '64	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	90
30 Nov. '64	—	7.5				Dedham and West Roxbury		41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	25	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	85
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,961	6	....	46½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	65,583	81,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—				Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	22,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	5.0	5.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.83	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	16,831	2,942	—	—	48
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	65,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	14.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	125
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	344,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	2.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.85	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	53
31 Oct. '64	8.12	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	22,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	42
30 Nov. '64	24.23	—	235	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,361	24,708	12½	—	76
31 Oct. '64	8.73	—	236	33	3	Green & Coates st. (Phila.)	232,954	150,000	95,000	—	166,776	51,494	20	—	35
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	26½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,820	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.82	—	60	10	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	—	116	18	Pittsb., Alleghany & Manch'r	98,921	75,000	25,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.61	—	—	71	12	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	—	129	22	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,419	—	—	18½
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	150,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	—	11
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	82½
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	—	9
31 Oct. '64	8.88	—	—	115	17	4 Spruce & Pine (Phil. & Gr'nF.)	175,610	169,312	15,500	—	79,670	21,297	6	—	28½
31 Oct. '64	7.65	1.51	—	201	35	3 10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	3.25	—	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	26½
31 Oct. '64	9.31	—	—	316	53	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	65½
						MARYLAND.									
31 Dec. '62	21.00	—	—	540	50	— Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	8.81	—	—	—	—	Passenger (Cinc.)	69,537	50,000	—	—	—	—	—	—	—
31 Dec. '62	8.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd:					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1867	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	....	....	....
Middlesex:					
1st Mortgage	31,000	—	....	....	....
Malden & Melrose bonds	51,762	—	....	....	....
Real Estate	4,000	—	....	....	....
Ninth Avenue:					
1st Mortgage	67,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	[illegible]
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1876	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	....	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Sept. 30, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	94
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..... registered	254,231,000	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	101½
" " " (5-20s) ..... coupon		6	" "	1882	103
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	6	Mar. & Sept.	1904	94
" " " ..... coupon		6	" "	1904	93½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	101
Treasury Notes of July 17, 1861 ..... coupon	332,250	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	97½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	97½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97½
Debt Certificates	62,899,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,964,230	5	" "	----	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	202,012,141	6	"	1867	----
United States Notes (greenbacks)	428,160,589				
Fractional currency	26,487,755				
State Loans.					
Alabama—State bonds ..... coupon	5,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) ... coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" — War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	96
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'83-'89	80
" — " " (R. R.) ..... "	525,000	7	" "	'65-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	97½
—Canal bonds (sterling) ..... "	1,778,426	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1858	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,871,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	63
" — " " special stock "	1,216,787	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1858	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	5	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	74
" — " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'62-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	96½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " " (st'l'g conv.) .. "	200,376	5		1895	----
" — " " (st'l'g) ..... "	6,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1893	----
" — " " (") ..... "	767,580	5		'42-'58	----
" — " " (") ..... "	299,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	25,000	6		1895	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,350	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	600,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	129½
" — " " (" ") "	245,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
"	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	165,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1857	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	76½
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1868	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78½
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	82
" — " " N. Missouri .. "	4,750,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'66-'71	----
" " — " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	100
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	54
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,133,533	6	" "	1870	----
" — " " (" ") ..... "	1,600,000	6	" "	1875	100
" — " " (" ") ..... "	4,095,209	6	" "	1881	98½
" — " " (domestic debt)	125,680	6	" "	1886	95
" — " " (war loan) ..... coupon	1,500	----	" "	1863	103
" — " " (" ") ..... "	270,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " — " " "	10,780,095	5	Jan. & July.	due.	91
" " — " " "	3,886,070	5	Feb. & Aug.	due.	----
" " — " " "	3,690,614	5	Mar. & Sept.	due.	----
" " — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,363	6	Feb. & Aug.	1882	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" " — " " "	675,029	5	Feb. & Aug.	1864	----
" " — " " "	1,045,629	5	June & Dec.	1864	----
" " — " " "	1,658,673	5	Jan. & July.	1865	----
" " — " " "	2,277,755	5	" "	1868	----
" " — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	92
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	960,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	----------	----
" " —Inscribed certificates	1,703,017	6	----------	'58-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (internal impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	508,000	5	----------	1890	87
" — " " (Hermitage) .. "	48,000	6	----------	1890	86
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	50,000	6	----------	'92-'93	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	6	Various.	Var.	----
" — " " (railroad) ...	15,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'95	----
" — " " (sterling) ..... "	1,565,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	75-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,656	3,709,970
1865	354,755	383,147	449,816	406,680	460,422	521,174	595,523	738,527	677,625	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	61,581	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,234	90,296	1,088,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,061
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	196,503	162,723	178,786	236,090	224,257	312,165	354,554	320,579	307,903	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,816	343,985	315,944	391,674	399,602	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,467	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	151,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,850	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	186,172	227,200	311,180	232,287	288,095	354,290	------	------	------	------
Chicago and Northwestern:													
1863	232,206	202,321	221,709	240,051	286,209	359,888	275,506	299,607	473,186	551,122	435,945	404,182	3,975,931
1864	273,876	317,339	390,355	371,461	496,830	565,145	477,743	519,206	669,605	708,714	705,498	545,942	6,912,313
1865	535,675	481,165	506,290	467,710	668,904	727,193	688,172	743,359	930,515	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,289	79,673	76,304	82,229	780,256
1860	78,170	67,210	86,200	75,052	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	86,289	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,461	105,258	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	142,536	185,920	1,579,509
1864	154,068	176,105	208,329	158,077	125,000	100,000	113,515	154,945	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,226	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,784	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,535,424
1861	404,507	391,982	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,542	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,821	10,469,481
1864	984,837	954,133	1,114,508	1,099,507	1,072,293	1,041,976	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,642
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,523	1,152,803	1,364,128	1,346,456	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,775	121,123	141,269	115,444	125,308	155,164	156,978	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	228,157	205,343	167,580	139,751	150 808	122,683	114,804	135,299	146,424	175,261	197,762	246,283	2,025,557
1862	307,330	281,568	308,963	202,346	192,442	149,427	159,769	193,442	212,118	239,911	270,083	493,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	288,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	556,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,906	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	299,643	321,059	243,163	226,196	2,864,548
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,248	269,282	261,079	362,786	414,543	410,336	372,593	359,483	3,446,327
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,879	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,256	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	599,661	631,996	661,548	706,740	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,472	51,329	55,257	45,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	56,704	52,864	77,112	83,059	76,764	68,962	710,225
1864	77,010	74,409	89,901	72,389	53,993	78,597	91,809	90,972	93,078	93,546	99,908	96,453	1,033,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,815	90,900	44,895	709,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,855	1,163,754
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,358	155,417	206,055	138,342	112,913	1,247,256
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,626	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	105,689	146,943	224,838	217,159	170,554	228,020	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,484	170,842	175,481	134,688	127,273	196,821	233,851	275,722	203,492	134,972	2,068,896
1861	140,925	116,938	163,170	186,951	170,362	161,391	125,558	178,773	235,090	276,181	231,265	189,077	2,189,077
1862	163,152	155,728	157,500	163,120	200,826	181,983	180,915	226,819	276,109	328,818	305,284	279,559	2,647,823
1863	248,784	230,508	257,227	268,618	264,935	241,236	189,145	238,012	308,106	375,367	332,260	348,043	3,302,541
1864	256,600	304,445	328,454	330,661	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,811	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,992	236,846	307,332	242,089	200,134	2,126,314
1862	230,159	199,688	151,902	175,896	186,039	174,002	172,189	218,624	295,956	322,389	307,474	296,634	2,660,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	329,794	300,186	3,168,065
1864	252,435	278,848	348,302	338,276	271,553	205,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	460,661	------	------	------	------
New York Central:													
1859	380,249	370,544	509,211	478,563	409,628	447,813	604,217	591,920	743,509	709,671	637,792	520,396	6,503,703
1860	387,128	402,530	561,078	585,141	551,709	495,943	544,494	692,382	868,985	811,468	730,736	523,047	7,164,627
1861	489,065	420,793	627,061	689,888	677,073	558,743	623,138	562,076	696,175	927,036	952,990	872,985	7,998,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	986,228	1,002,796	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,093,953
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,196,435	1,167,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	216,475	225,464	230,377	248,862	241,695	254,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,932	3,315,501
1861	161.106	160,588	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,966,529
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	486,647	484,526	4,088,827
1863	335,686	361,834	396,771	429,929	506,517	454,809	461,884	574,456	714,302	815,902	746,955	525,009	6,224,983
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	784,561	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,544	231,253	191,158	2,336,264
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,986	352,791	302,790	301,968	3,034,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,980	3,745,316
1863	387,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	503,814	456,200	487,542	5,132,994
1864	290,676	457,227	611,297	583,066	525,751	482,911	506,641	625,547	675,360	701,552	691,556	914,082	7,129,466
1865	684,260	696,735	886,511	758,107	661,228	650,311	612,128	718,016	759,405	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,554	112,384	93,766	67,721	85,359	95,969	118,887	129,168	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,563	216,737	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,054	61,414	73,679	67,946	67,423	84,579	122,785	106,100	125,027	77,589	51,296	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	125,722	142,537	162,858	137,086	92,874	1,172,100
1862	82,235	47,142	56,006	83,582	100,845	113,573	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	130,596	161,062	134,562	111,229	1,439,798
1864	70,735	95,843	132,895	123,987	127,010	146,338	139,626	244,114	241,840	221,570	220,209	266,154	2,060,322
1865	144,084	139,171	155,753	144,091	138,788	194,525	271,799	374,024	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	582,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	600,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1856	96
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1875	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	5,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	700,000	6	Jan. & July.	"	1880	100½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	96
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	568,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	859,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1845	
1st Mortgage	300,000	7	" "	New York.	1856	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
3d Mortgage Coupons	250,000	7	" "	New York.	1870	97½
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,342,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	65,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	88
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1857	
Central Military Tract, 2d Mort.	69,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	97
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1985	97
General 1st Mortgage	5,000,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	766,000	7	May & Nov.	" "	1883	85
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	240,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1875	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	255,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1857	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York.	1856	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	50,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	102
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	100
2d Mortgage	2,616,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,588					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,963					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1870	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	94
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1883	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,500,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan						
1st Mortgage	100,000	6	Jan. & July.	New York.	1881	
Louisville and Nashville:	176,000	6	" "	" "	'66-'78	
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R.R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	109
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1866	100
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,907,383	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	685,556	7	Jan. & July	" "	1875	15½
1st Land Grant	3,612,000	7		" "		45
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1880, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1906	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State ondorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	95½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'61 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	100
Exchanged St'ks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	93½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	105,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	97
5th Mortgage	1,002,500	7	June & Dec.	"	1888	94
Buffalo Branch	156,400	7	Jan. & July.		1891	93
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,500	7	Jan. & July.		1867	96
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,098,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$247,000	6	Feb. & Aug.	New York.	73-'75	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,000	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1885	85
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction Main Line	1,314,000	7	" "	" "	----	55
" S. W. Branch	3,232,000	7	" "	" "	----	----
St. Louis County bonds	13,000	7	" "	" "	1865	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,021,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	6	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1865	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1887	----
" 1836, "	182,400	5	" "	"	1880	----
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
" 1849, "	67,000	6	" "	"	1880	91
" 1857, (convertible)	564,000	6	" "	"	1886	110
" 1866, "	60,000	7	" "	"	1866	----
Bonds and mort. on Real Estate	696,579	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago						
1st Mortgage	1,200,000	---	----	----	1875	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1861	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1550	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,005	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1868	6
Sacramento Valley:						
1st Mortgage	600,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.	----	1900	----
2d Mortgage	77,000	7	----	----	1868	----
3d Mortgage	201,500	7	----	----	1875	----
Six per cents	75,398	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1865	----
Sterling	183,333	6	----	----	1862	----
Sterling	2,000,000	6	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,297,000	7	June & Dec.	New York.	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,865	7	----	----	----	88
Equipment bonds	600,000	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	925,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	----
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	----
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'65-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	98
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	----
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1869	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,526	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,566	—	.....
28 Feb. '60	30.3	—	.....	58.1	2	2	12	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	47.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	256,791	76,773	21,006	—	.....
1 May, '61	469.3	18.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	253	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	25,579	2,582,506	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,550	*	—	793,550	700,000	—	1,493,550	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	56,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,290,998	254,000	137,036	2,350,000	927,000	—	4,280,209	72.6	458,245	1,232,307	585,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	25,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,558	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	54.8	9.3	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	550,000	.....	.....	—	49,663	197,387	85,946	24	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	555,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	55
31 Mar. '65	61.3	1.0	62.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	144
30 Nov. '64	50.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,000	607,000	10,962	3,238,531	66.4	344,463	931,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,086	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	42.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	52	697	Central of Georgia (and Bank)	4,566,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,843	232.0	.....	1,159,188	525,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,434	—	669,250	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	23	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	339	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	106
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	138
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,541	13,147,136	242.0	.....	1,083,054	448,503	—	34
31 Mar. '65	181.8	—	.....	—	59	60	1,196	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	106½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,856,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,434,066	2,201,481	1,270,408	6	—
31 May, '62	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.6	.....	—	126	78	3,527	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,366,550	6,329,447	2,463,194	8	138
1 Jun. '55	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,553,955	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	30½
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,076	803,767	—	44½
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,050,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,951	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,567,039	274,081	26,641	611,050	1,254,500	15,000	2,102,761	109.0	.....	442,898	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,639	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,632	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,554	1,015,907	621,000	—	2,175,223	108.0	212,859	527,882	268,156	—	—
31 Mar. '64	86.0	45.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	122.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	38½
30 Nov. '64	78.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,069,108	73.0	370,555	1,007,979	431,284	18	154½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,243,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,285	—	—
1 Jun. '58	58.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	62,499	—	921,449	570,000	—	.....	58.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	55
								KENTUCKY.													
31 Oct. '59	90.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,592,169	2,930,000	337,532	4,275,998	111.8	.....	426,403	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	905,296	52,300	—	514,578	79,000	—	726,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	68.1	—	8.6	—				Louisville and Frankfort	1,532,545	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '64	135.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,334	3,930,500	255,670	11,886,430	300.0	841,558	3,961,690	1,803,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	329,297	5,555,220	80.0	150,204	461,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,855,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,681	*	—	.....	.....	.....	.....	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,276,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,566,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,062	18	113½
31 Mar. '65	346.0	277.5	.....	—	96	101	1,389	Mich. S'th'n & N'th'n Indiana	18,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.5	2,187,124	4,289,466	1,881,113	7	73½
								MINNESOTA.													
31 Dec. '63	14.5	—	—	608.5	2	2	16	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	—	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	85.2	—	.....	50.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,859	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	555	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	80½
28 Feb. '65	263.8	—	17.7	65.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,250,000	93,378	7,695,870	168.8	480,186	950,499	540,541	—	—
31 Dec. '62	152.0	—	5.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	480,633	649,212	12,580,308	283.0	598,415	1,097,782	211,210	—	—
28 Feb. '65	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	3,008,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	—
28 Sep. '64	86.5	5.5	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40,558	6,362,109	90.1	240,189	899,291	81 379	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n) Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,658	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	142.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	51,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	823,032	174,028	—	—
31 May, '63	51.5	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.5	161,056	450,222	236,767	6	95½
May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,768	*	—	169,200	555,500	—	—	37.0	—	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,758	3,990,254	16,151,962	10,781,533	630,555	33,673,564	286.8	1,963,769	4,481,859	3,054,658	6	113
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,132,267	30.0	—	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	540,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	94½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	8,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	116½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,605,159	61.8	457,640	1,117,340	393,908	9	125
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,986	487,864	10	128
30 Nov. '64	48.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	125,805	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,286	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,501,100	250,000	— —	2,079,944	52.4	223,318	472,321	165,932	6	106½
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	229,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	8	97
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	8,189,551	350,149	—	3,540,000	—	—	3,846,585	93.4	434,622	868,352	309,341	8	103½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,583	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	96,654	—	600,000	—	50,465	809,362	71.0	185,647	291,618	68,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	509,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	33.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	28	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,000,000	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,364	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	— —	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	150	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.5	151,527	342,297	124,363	—	45
30 Nov. '64	166.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,718	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	135½
30 Nov. '64	46.7	—	9.8	—	10	12	148	Worcester & Nashua (par 83½)	1,088,598	116,000	—	1,141,000	76,980	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	— —	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '63	58.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,256	—	2,085,925	685,400	—	2,969,852	53.6	238,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.2	.....	470,078	125,286	7	59
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,500	20,904	operated	by	Concord	R. R.	83,524	7	106½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	93
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,356,285	*	—	997,112	2,193,000	252,484	3,442,097	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	68.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,804,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	175
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,861,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	61.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,588	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,020	20	122½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	870,764	171,785	7	80
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	8,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,406,300	600,000	—	2,008,300	18.2	.....	290,022	120,510	6½	46½
31 Dec. '64	58.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	888,400	700,000	—	1,238,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	36.0	29,920	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,385	388,059	—	919,158	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	43,045,284	807.0	6,916,324	13,439,643	4,594,725	8	92½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,650	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,298	8	107½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	103.5	290,474	497,259	335,287	14	46
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,987,890	3,506,745	9	100½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,108,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,869,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,243	176,640	—	33½
30 Sep. '64	55.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,086	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	223,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	25	34	398	Rome, Water'n & Ogdensb'g	3,095,871	365,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	920,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	15.0	—	0.8	—	2	6	6	Staten Island	282,317	84,287	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,552	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,286	411,378	240,450	—	.....
30 Sep. '64	34.0	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,445	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,933	38,572	—	.....
— —	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	151.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,900	1,340,218	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,600	76,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	—	2,562,251	1,040,580	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,138	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	.....	1,241,857	503,228	19	128
31 May, '59	131.8	—	.....	31.0	16	10	382	Cinc., Wilmington and Zanesv.	6,280,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	780,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,388	2 499,348	1,235,162	15	127
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	128,867	2,917,322	67.0	248,387	375,200	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,476	Cleveland and Pittsburg	8 575 965	*	4,125	4,256,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,807	2	80½
31 May '65	109.3	79.4	.....	—	37	37	658	Cleveland and Toledo	6,099,572	724,449	56,737	4,299,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	103½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,593	*	—	569,675	575,350	382,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.8	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,500	—	2,128,089	oper. r. w. Lit.		Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,803	.....	2,366,705	3,782,450	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,554	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,483,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	152.2	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	183.9	62.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	8,988,495	595,400	251,567	3,348,946	1,341,063	14,202	5,172,183	205.9	856,409	719,921	145,900	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,535,156	*	—	962,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec '64	242.4	—	.....	—	43	18	980	Toledo & Wabash	10,080 918	*	—	3,427,050	5 551,568	—	10,243,018	250.0	1,244,858	2,050,322	945,492	2½	30

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,089	*		1,763,506	3,856,000		5,634,089	100.0		360,215	171,286	—	—
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	29
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,962	152,901	8	83½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,960	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	145½
31 Oct. '64	55.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,290	1,210,880	37.7	153,041	233,560	202,009	—	.....
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,520,000	—	2,520,000	78.0	208,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	—	2.6	—	5	0	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	.....
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,468	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	.....
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	68.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,330	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	.....
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	64
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	.....		2,646,100	560,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	28½
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	.....	.....	3,700,000	(	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705	.....	6,255,855	69.8	320,638	741,977	346,401	—	81½
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,578	3,385,815	5,604,810	19,860,080	16,684,840	.....	43,520,356	356.9	5,846,778	14,759 057	4,065,113	10	60
31 Oct. '64	17.0	2.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,358,100	315,500	.....	1,673,100	24.0	285,739	428,147	207,893	8	82½
31 Oct. '64	247.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	.....		5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	28½
30 Nov. '64	152.0	46.8	206.5	—	216	81	14699	Philadelphia and Reading	18,998,276	5,736,480	784,788	20 072 323	7,271,879	.....	27.716,253	509 5	3,328,229	9,239,541	4,308,150	15	57½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	.....	245,696	999,200	250,000	.....	1,249,200	28.2	175,447	224,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000	.....	9,349,300	197.0	839,288	3,205,560	1,365,200	10	60½
31 Dec. '64	59.5	—	7.2	80.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569	—	9½
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000	.....	23,942,670	468.3	3,940,773	7,110.466	3,019,067	10	106½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	67,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,318,526	102,985		684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,282	149,817	—	.....
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,258	165,884		391,800	372,000	1,343	968,137	29.6	95,666	206,338	211,317	8	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	195	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	.....	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	148.2	21.5	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	524,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,199	126,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*		985,743	900,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	—	62	89	790	South Carolina	.....	.....	.....	.....	2,648,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	90,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	290,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	330,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,864	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,261,000	146,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.5	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		795,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	22,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	—	.....	169.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,953	57,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	52,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*		455,000	975,000	869,000	.....	70.0	102,200	282,846	190,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	230	Connect. & Passumpsic Rivers	2,830 277	*		1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,706	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,585		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	93½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612		516,164	705,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*		332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	.....	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,181	1,854,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	2	5	221	Manassas Gap	2,942,548	210,580		2,969,861	775,500	118,789	.....	113.7	703,034	158,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	.....	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*		468,606	5,719,229	.....	.....	103.5	845,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,617,500	590,056	.....	187.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	674,996		1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,832	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*		1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	262,328	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	648,950	96,828	.....	76.6	159,981	279,945	145,385	7	.....
30 Sep. '59	92.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		685,750	204,808	26,853	.....	48.5	1,058,054	163,752	79,585	6	.....
30 Sep. '59	21.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	22.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	.....	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	350,446	121,055	7	.....
30 Sep. '60	178.2	.....	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,130	5	73
30 Jun. '60	304.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,198	740,489	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	109.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	.....	8,452,851	234.4	958,183	1,711,281	805,350	—	75
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,228	6,692,471	142.3	466,042	430,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£)	11,988,000	*		11,750,000	185,000	.....	11,938,000	16.10	.....	236,758	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,468,539	*	15,811	1,631,130	911,029	22,984	2,663,276	48.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	75.0	204	150	2,399	Grand Trunk	24,210,345	*		15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,868,510	1,154,855	—	.....
31 July, '63	229.6	118.5	63.0	—	92	121	1,659	Great Western	23,933,750	*	1,250,000	16,902,745	9,281,485	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	537	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	769,559	5,678,939	90.1	402,670	467,296	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,669,418	*		4,658,706	.....	.....	4,658,706	108.0	100,421	107,640	20,005	—	—
1 July, '63	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,743	102,358		1,280,000	13,100	136,000	1,709,232	60 0	.....	132 456	86,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.6	.....	—	20	15	180	Nova Scotia	4,273,401	*		4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
1 Dec 68	48.7	—	—	—	11	22	120	Pan ma	8,000,000	*	615,658	8,000,000	1,875,000	.....	10,782,728	48.7	.....	5 027,458	1,228,924	13	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd).	2,404,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	70½
Buffalo, N. Y. & Erie, (guarantied)	550,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	47½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47
Chicago & Alton (preferred)	2,425,200	7	7	105
Chicago & Northwestern (pref.)	2,400,000	7	5½	66½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	5	----
" (2d preferred)	243,000	8	5	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,978,868	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	54
Hannibal & St. Joseph (preferred)	5,253,856	7	---	57
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	46
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,778,500	8	8	105
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,256,000	7	---	53
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71
Toledo & Wabash (preferred)	884,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,543	6	J. & J	1886	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,603	6	M. & S.	1870	94½
Six per cent. Loan	2,482,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1865	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	425,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,869	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	55½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	31½
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	28
" " (preferred)	50	2,722,607	---	54
Susquehanna and Tide Water	50	2,048,260	---	9½
Union	----	----------	---	----
Union (preferred)	50	2,750,000	---	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash) per ton	50 —	@ 53 —
Pig, American, No. 1		49 —	@ 50 —
Bar, Refined, English		97 50	@100 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
		Store Prices.	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English & American, Refined		125 —	@150 —
Bar, English & American, common		115 —	@120 —
Scroll, English		155 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@155 —
Horse Shoe		150 —	@155 —
Rods, English		127 50	@190 —
Hoop, English		160 —	@225 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— —	@ — —
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English	(gold) per ton	— 56	@ 57 —
Rails, American		— —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¼ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 19	@ — 24
English Spring	(1st & 2d qlty.)	— 12	@ — 14
English Blister	(1st & 2d qlty.)	— 13	@ — 20
English Machinery		— 14	@ — 18
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— —	@ — 50
Sheathing, Yellow		— 31	@ — 31½
Pig, Chile		— —	@ — —
Bolts		— —	@ — 50
Braziers'		— —	@ — 10
American Ingot	(cash)	— 32½	@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— —	@ 10 12½
German Refined		— —	@ 10 12½
English		— —	@ 10 12½
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 27½	@ — 28
Straits		— 26½	@ — 26½
English		— 24	@ — 24½
Plates, Charcoal I. C	per box	15 —	@ 15 50
Plates, I. C. Coke		12 —	@ 13 50
Terne, Coke		10 50	@ 11 25
Terne, Charcoal		14 50	@ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash) per 100 lb.	— 8	@ — —
Clinch	(cash)	— —	@ — —
Copper		— —	@ — 55
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails	(6 mos.)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 35½	@ — 36
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 78	@ — 79
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 52	@ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th 26.	F. 27.	Sat 28.	M. 30.	Tu. 31.	W. 1.
Atlantic M. S. S. Co	----	148	154	154	153½	
At. & Gt. W. (O) 1st m't.	96	----	97	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	95½	----	
California 7s	115	115½	----	----	----	
Canton Co.	40½	41½	41½	42½	43½	44½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	105	106	----	
" " pref.	----	105	----	----	----	
" " 1M.	----	96	----	----	----	
" " S. F.	97	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	138	139	----	138½	138	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n.	30½	30½	30½	31½	34½	36½
" " pref.	63½	66	65½	68½	68½	69
" " 1st M.	----	----	----	----	81½	82
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	107½	108	107½	109½	109½	109½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	127	----	----	----	----	----
Clev. and Pittsburg	81½	81½	82½	81	82½	83
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	103½	----	103	105	105	104½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43	43	42½	45½	43½	45
Del. & Hudson Canal	144	----	----	----	146	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	100	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	91½	93½	92½	92½	92½	93½
" pref.	82½	83½	----	84	84	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	94	----	94	94	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	106½	106½	----	107	108½	109
" scrip	----	----	----	----	----	85
" 1M. 7 p.c. '69-102½	----	----	----	----	----	----
" 2M. S. F.	----	----	102½	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	136½	137	138½	138	138	
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11	11½	11½	11½	----	10½
Michigan Central	112	112½	112½	113	----	113½
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	72½	73½	73½	74½	74½	75
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	61½	63½	65	69½	73	75½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	68	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	48	----	----	----	----	----
Missouri 6s	76½	77	77½	77½	77½	77
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	78	78½	----	----
New York Central	97½	97½	97½	99½	100½	100½
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	102	----	----	----	----	102
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83. 93½	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	95	----	
North Carolina 6s	84	----	84	84	----	----
Ohio & Miss. cer.	27½	28	27½	29	29½	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	235
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	171	----	
Phila. and Reading	114½	115½	114½	115½	115½	116½
Pitts. Ft. W. & Chicago	98	98½	99½	106½	107	106½
" " 1M.	----	----	----	102	----	----
" " 2M.	----	----	----	----	95½	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	48½	49	----	48½	49	48½
St. L., Alton & T. H.	57	----	----	58	----	48
" " pref.	66	----	67	70	----	71½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	75	75	----
Tennessee 6s, 1890	87½	88	87½	88	87½	88
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	71	----	----	----	----	71½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	92⅝	92¼	92	92⅛	92⅛	92⅛
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	107	----	106¼	106¼
U. S. 6s, 1881, cou.	106⅛	106⅛	----	----	106¼	106¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	105	----	----	----
U. S. 6s, 1867, reg.	119	----	----	119	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98	98	98	98	97⅞	97⅞
U. S. 6s, 5-20s, coupon	103¼x	103⅛	102⅝	103	102⅝	103
U. S. 6s, 5-20s, new	101¼x	101⅛	101⅛	101⅛	101⅛	----
U. S. 6s, " reg.	----	----	----	101	----	101⅛
7.30 Notes, 1st series.	98	98⅛	97⅝	97⅞	97⅞	98
" " 2d series..	97⅛	97⅛	97⅛	97⅛	97⅛	97⅛
" " 3d series..	97⅛	97⅛	----	97⅛	97⅛	97⅛
American Gold	145⅛	----	----	145⅛	146⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26	F.27.	Sat.28.	M.30.	Tu.31.
Cattawissa	22	24	23⅛	23⅛	23⅛	26⅛
" preferred	37⅛	39⅛	38⅛	38⅛	40	42⅛
Camden & Amboy	----	----	126	126	----	125
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	90	----	----	----	----	----
" " 6s,'89	----	----	90	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	90	----
Del. Div. Canal	----	----	----	----	31⅛	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55	55	----	----	55	55⅛
" 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	91	----	91
Lehigh Valley R. R.	----	----	----	----	----	64
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	28⅛	----	----	----	28⅛	28⅛
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55	----	56	----	56⅛	56
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	121
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	29⅛	----	----	----	----	31⅛
" " 6s	----	----	----	85	85	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	45
Pennsylvania R. R.	60	60	59⅛	59⅛	59⅛	60
" 1st m.	99	100	100	----	----	100
" 2d m.	----	----	----	----	----	94⅛
Penn. State, 5s	----	----	90	----	90	90
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	99
Philadelphia City, 6s	----	----	87	----	87⅛	87
" " new	90⅛	90⅛	90⅛	90⅛	90⅛	90⅛
Philad., Germ. & Nor.	51	----	52	----	----	52⅛
Phila. & Reading	57⅛	57⅛	57⅛	57⅛	57⅛	----
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	----	91	----	----	----	91
Philadelphia & Erie	29	28⅛	28⅛	27⅛	----	----
" " 6s	----	----	----	----	----	90
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28	----	----	----	----	----
" " pref.	----	----	35⅛	35⅛	----	34
" " 6s '82	----	----	80	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	9⅛	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	53	----	----	----	----	----
Green & Coates, "	----	----	----	----	33	33
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	84	----	----	----	----	82⅛
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.
Baltimore City 6s, 1876	----	----	----	100	----	99
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	98	----
" " 1890	100⅛	100⅛	100	100⅛	100⅛	----
Balt. and Ohio	113⅛	----	113	113	----	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	100	100	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	83	83	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	21⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th. 26.	F.27.	Sat.28.	M.30.	Tu.31.	W. 1
Boston and Lowell	94	----	94⅛	----	----	----
Boston and Maine	117	117	116⅛	----	----	----
Boston and Providence	----	----	124⅛	125	----	125
Boston and Worcest.	----	----	128	128	128	----
Cheshire, pref.	----	----	47	----	----	----
Concord	----	50	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	----	97	----	97
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	101⅛	101⅛	103⅛	103	103⅛	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	113	----	113⅛	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	----	----	----	----	----	104
Phila, Wil. & Baltimore	60⅛	60⅛	60⅛	60⅛	60⅛	----
Port'd, Saco & Porta.	95⅛	----	----	----	95	95⅛
Vermont & Canada	95	----	93⅛	----	----	----
Vermont & Mass.	----	41	----	----	44	43
Western	----	----	----	----	135⅛	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	45⅛	46⅛	46⅛	----	----	----
Middlesex "	50⅛	50	----	----	----	50
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	22	21⅛	21⅛	21⅛	21⅛
Franklin "	----	----	38⅛	37⅛	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	9⅛	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	26	----	----	----	----
Pittsburg "	50	50⅛	49⅛	----	----	----
Quincy "	51	51	----	----	----	----
Rockland "	3⅛	----	----	----	----	3⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of October:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64	"	64⅛
Virginia State 5s	48	"	52
Do. 6 per cent.	44	"	46
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	57	"	57⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	83	"	85⅛
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42

American Railroad Journal.

Saturday, November 4, 1865.

Stock Exchange and Money Market.

The National bank system is making its way in the Southern States.

In Virginia there are 16 banking institutions with capital as follows	$1,622,000
Tennessee 7	1,000,000
North Carolina 2	100,000
Georgia 3	300,000
Alabama 8	402,000
Mississippi 1	50,000
Louisiana 2	800,000
Texas 1	100,000
Kentucky 2, recently added	280,000

We are pleased to observe this as an indication of returning confidence and prosperity. It is proper in this connection to remark, the common impression that the State Bank issues are rapidly increasing upon us is erroneous, for the fact is, that on the 1st of October the total bank note circulation was by several millions less than on the 1st of Jan. 1863, for the reason that the old State Bank issues have been generally withdrawn to give place to the new, and this is limited by law. On a former occasion we showed that the old circulation was habitually excessive in proportion to the actual means of resumption, particularly in some neighboring States. This is therefore rectified under the restrictions of the national system. The truth is, that the circulation of the new banks is now in the whole but 50 cents on the dollar of the secured issue, a much better state of things in this respect than has ever existed before in this Country.

Our late English exchanges are rejoicing at the great increase in the American trade. The following table shows the fact, with this additional circumstance however, that the value of the articles exported is 50 per cent. greater than in former years, say 1861 and previously:

EXPORTS FROM LIVERPOOL TO NEW YORK IN PACKAGES OF BRITISH MANUFACTURES.

	1861.	1862.	1863.	1864.	1865.
January	13,600	13,330	11,700	15,505	5,945
February	4,791	11,361	11,696	14,806	9,014
March ..	9,010	8,196	11,280	11,340	9,595
April ...	1,910	5,613	9,266	8,613	6,192
May	2,238	5,967	5,458	10,367	6,174
June....	1,114	6,864	5,281	12,132	9,421
July	2,386	13,000	10,453	9,188	13,975
August .	3,758	11,582	8,725	5,218	16,669
Sept....	4,040	10,237	11,429	4,213	17,659

The shipments from Liverpool to Boston show a similar increase for this autumn, and also of foreign goods transhipped from Havre steamers at Liverpool for New York and Boston.

These figures express the number of packages, chiefly consisting of manufactured articles of cotton, woollen, hardware and many other we fear of American origin like tobacco.

In looking over the lists of freights, we still find many articles which we really do not require, and which seem to be sent us as a pure speculation in a very buying market. Notwithstanding the recent decline of our National securities in London, we see they continue to bring 2 to 3 per cent. more on the continent, where no attempt at "repression" is attempted, as in England.

The question of a resumption of specie payments is beginning to be discussed more eagerly than ever. We have a very strong party forming, to favor and continue the paper currency as it is, and this party is chiefly composed of the Bank interest, which no doubt is in favor of making large profits out of the Government and the people, the latter in both cases being the real parties whose purses have to bear the attenuation. How strong it will be is not yet perceptible, but if there is one principle more than another popular in this country, it is of holding the Banks to the strict fulfillment of their engagements. And when the struggle fairly gets into Congress, there will be seen and felt a most decided determination to keep them within their legal and natural bounds. Any party which makes unredeemable paper money in time of peace, the basis of its policy will fail as it has failed before.

Thus far the Secretary of the Treasury has not wavered in his opinions, nor hesitated in his action. The public wait anxiously to see if he is as firm as he is wise.

We notice a movement in England in favor o

changing the present systems of customs and excise in that country, the ground being taken, that they are diminishing consumption and trade. It has been fully ascertained that the reduction in the *number* of dutiable articles has resulted in an increase of the revenue, a statement which almost seems a paradox, but it is nevertheless true. Nearly the whole revenue the last year was derived from six articles; malt spirits, sugar, tea, tobacco and wine, we say nearly, meaning within about twenty millions of dollars while the receipts were in the aggregate, greater by thirty millions than in the time of Sir Robert Peal, when he began his change of policy, and the number of articles subject to duty was 1,400. Another curious circumstance in which the American shippers are much interested, is the injurious delay at the British Custom Houses, which it is now attempted to remove. These difficulties are indeed worthy of being considered in our future commercial treaties with that Government. A carge of tobacco can only be stored in certain specified warehouses. If they are full the vessel must wait, or find other places approved by the Board of Customs, and thus it may be detained under heavy charges for weeks. But even when the cargo is landed, the owner must wait his turn for weighing, sampling and other official manipulations, and until these are finished, he cannot offer a hogshead or box for sale, and this delay may last from one to three months. Then again no allowance is made for damaged tobacco, though it should be as much as 50 or 75 per cent. The Custom House demands the duty on the whole or none. It cannot be landed to be rid of its moisture by drying, and so it is often sold at merely nominal prices, shipped at once to Bremen, which is a free port, there landed direct, repacked and shipped to a British port, and then actually sold at a handsome profit. The entries of goods are also very tedious and formal, the short working hours of the proper officers occasioning further delay. Corn cannot be bonded, the duty must be paid at once; coffee must submit to the delay of weighing each box or cask, which must be emptied and weighed by itself; the duties on gold and silver plate are very heavy, and so on many articles of far less intrinsic value.

On a barrel of apples there are five separate items of charges at Liverpool, amounting to the original value of the article here, and we have seen an account on an ordinary package sent to Liverpool of the following character; customs bond and entry, duty and entry, cocket and entry, dock dues, warehousing, charges, porterage, dock rent, weighing, opening for customs, examination and carriage, bills of lading, freight, insurance, policy, agency and commission. And this is what is called free trade. We are happy to say that no such ingenuity of charges is encountered by any foreign shipper to any American port, nor any such delay as we have mentioned.

The Bank of England, notwithstanding the large amount of coin it is constantly receiving from this country has found itself compelled to put up the rate of interest to 7 per cent., and more than this, that it was itself compelled to become a borrower, and to have according to the London *Daily News*, to raise a "considerable sum in the Stock Exchange or Government securities." We notice a curious speculation somewhat connected with this subject, which may really account for the anxiety the late movement of the bank created in the British Money Market. Traver's well-known and very authoritative Circular received by the last steamer, makes the following curious suggestion, that if the British shippers continue to send out goods to the United States and take bonds in return, they "will soon have a heavy drain of specie from this (that) country to pay for the raw material of which those goods are composed, as well as for the imported articles of food consumed by the operatives, whose highly paid labor has been expended upon them."

This certainly is an unexpected view of the subject, and one well worthy of consideration by our financiers and by no means impossible. Such an event would most materially assist us in the resumption of specie payments.

There has been quite a buoyancy in our own particular market. The principal railway shares have increased in favor, some of them showing considerable improvement. In the beginning of the week, the market was strong, and we perceive no good reason why it should not continue so, especially in regard to the Western companies, which are less under particular and individual control in Wall street. United States 5-20s have drooped a little in London, being sold until a recent date at 64 ex-coupons, equal to 67, but they fluctuate very little here, being as steady, if not steadier than consols in London. State bonds are firmly held, but at prices which ensure a good profit at no distant day. The Southern States when uninfluenced by repudiators always were tenacious of their credit and punctual to their engagements. Their staple was always cash and a sure reliance. The exports of cotton continue on a large scale, about 1,000 bales a day is the rate for the last few days at this port, in all about ¾ of a million of dollars.

We took occasion last week to remark on the great falling off in our exports of cereals which we attribute not so much to the want of a foreign demand, as to the enormously inflated price they bear in our paper currency market. This statement as to quantity is verified by the latest Liverpool Price Current issued to their correspondents by Bigland, Athya & Co. From this we learn that for the first half of the month of October, there were received at Liverpool from the United States, 545 bbls. of flour, and 2,867 qrs. of wheat. Last year during the same period the shipment of these same articles was 4,042 bbls., and 22,241 qrs.—a difference of about 800 per cent. in one case, and 1,000 per cent. in the other.

The news by the Damascus shows a growing improvement in American securities, and an increase of £54,000 in the bullion of the bank, which very small addition to its resources has had a wonderful influence on the good temper of the public. The sum to American financiers appears quite inconsiderable as a basis for the large operations likely to be renewed under its influence. The amount would not be considered very imposing in any respectable bank parlor in Wall street.

Gold remains at about the same figure as usual. It has risen and fallen a trifle during the week. The death of Lord Palmerston, could not be used except to a very trifling extent by the operators His probable successor is Earl Granville, who it will be remembered, succeeded Lord Palmerston for a short time in the Foreign Office in 1851.

The brokers of the Stock Exchange in this city for greater convenience, have determined to refuse all checks not drawn on institutions which are not members of the clearing house, and these are 58 in number.

The Custom House receipts in this city have amounted within a single week up to Nov. 1, to the sum of $7,679,964. This seems to justify the expectation in some well informed quarters that the total revenue for the fiscal year ending June, 1866, will be 500 millions. The balance in the Sub-Treasury on Tuesday was $57,200,121.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 98⅝; do., 7s, 1870, 101½; Illinois Canal bonds, 1860, 98; Onio 6s, 1881, 98⅛; Brooklyn 6s, Water Loan, 96½; Chicago and Milwaukee R. R., 59; Central R. R. of New Jersey, 120; Morris and Essex R.R., 101; McGregor Western R. R., 22; Milwaukee and St. Paul 1st mort., 85; Pacific Mail scrip, 240, Mariposa int. scrip, 90@95; Central Am. Transit, 34; Brunswick Land, 12; Copake Iron, 1¼; Central Coal, 56; Spring Mt. Coal, 58; Wyoming Valley Coal, 42; Western Union Tel., 69; Corn Exchange Bank, 108; Bank of Commerce, 106; St. Nicholas Bank, 98; Central Bank, 108.

Philadelphia.—Alleghany County coupon 5s, 72⅝; Pittsburg 5s, 70; Richmond 6s, 87½; Philadelphia and Trenton R. R., 120; Union Passenger R. R., 20; 13th and 15th streets, 28; Hestonville R. R., 26½; Girard College R. R., 26½; West Philadelphia, R. R., 69; Fulton Coal, 7⅞; N. Y. and Middle Coal Fields, 7¾; Green Mt., 3¼; Clinton Coal, ¾; Big Mt., 5¼; Swatara, 2⅜; New Creek, 1¼; Mechanics Bank, 29½; Girard Bank, 55; Consolidation Bank, 39; Farmers and Mechanics Bank, 124½; Philadelphia Bank, 139; Curtin Oil, 2¼; Corn Planter, ⅛; Crescent, ⅜; Caldwell, ⅞; Dalzell, 1⅝; Duncard, ¼; Era, 2; Eldorado, ⅜; Feeder Dam, 1⅛; Hyde Farm, 1; Horse Neck, ⅜; Jersey Well, 1¼; Mingo, 2¼; Maple Shade, 6; McKean, 8; Mt. Farm, 1; Olmstead, ½; Oil Creek, Sugar Creek, 4⅛; St. Nicholas, ⅞; Sugar Valley, 1½; Story Farm, ⅜; Union Petroleum, ¼. The latest quotations are: City 6s, 87@87½; do., new, 90@90¼; State 6s, 90@90¼; do., coupon, 90½@91; do., 6s, W. L., 99@99¼; Phila., Wil. and Balt., 60⅞; Reading, 57¾@57⅞; do., 6s, 1870, 91@95; do., bonds, 91@91; do., con., 115@118; Camden and Amboy, 125@125½; Penn. R. R., 57½@57⅝; do., 1st mort., 100@100½; do., 2d mort., 94@95; Little Schuylkill R. R., 28@29; Morris Canal, 80@82½; do., pref., 121@122; do., bonds, 90@93; Wyoming Valley Canal, 66@66; do., 6s, 89@89; Susquehanna Canal, 9@10; do., 6s, 40@45; Sch. Nav., 28¼@28½; do., pref., 34¾@35; do., 6s, 1882, 80@81; Union Canal bonds, 20@22; Delaware Div. Canal 31¼@31½; do., bonds, 90@91; Elmira and Williamsport, 28@30; do., pref., 40@43; do., 7s, 1873, 90@93; Lehigh Coal and Navigation, 55@56; do., bonds, 1884, 90@91½; North Pennsylvania, 82@82½; do., 6s, 85@85½; Philadelphia and Erie, 28¾@29; do., 6s, 89@90; Minehill, 56@56½; Catawissa, 31@31¼; do., pref., 47⅝@47¾; Lehigh Valley, 64@65; do., bonds, 93@94; Fifth and

Sixth streets, (horse,) 42@42½; Second and Third, 82½@83½; Race and Vine, 13@15; West Philadelphia, 68½@70; Spruce and Pine, 28¼@30; Green and Coates, 33@35; Chestnut and Walnut, 53@54; Arch, 20@22; Thirteenth and Fifteenth, 28¼@29; Girard College, 26@26½; Tenth and Eleventh, 52@53; Norristown, 52@53; Union, 20@22; Hestonville, 26@27⅞.

Boston.—Rutland and Burlington 1st mort., 70; do., 2d mort., 26; Vermont and Mass. 6s, 91½; N. Y. and Boston Air Line 6s, 1877, 30; Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 36; Vermont Central 1st mort., 80; Chicago, Burlington and Quincy 8s, 1883, 112; Michigan Central 8s, 1882, 110; do., 1869, 109; Boston, Concord and Montreal 7s, 1870, 97¾; Conn. and Pass. Riv. pref., 72½; South Shore R. R., 6; Ogdensburg and Lake Champlain, R. R., 37½; Granite Railway, 57; Vermont 6s, 1874, 95; Maine 6s, 1883, 95½; Bangor 6s, 1874, 89¾; Chicago 7s, 1881, 93¾; Boston 5s, 1875@1884, gold, 95; do., 6s, 1874, currency, 100; Boston Water Power Co., 28½; Union S. S. Co., 100¼; Waverly Co., 8½; Boston and Roxbury Mill, 47½; Macomb Lead, 75c; Cambridge Gas, 98; Boston Gas, 750; Market Bank, 103; Hide and Leather Bank, 125; State Bank, 103¾; Bank of Commerce, 110¼; 3d National Bank, 98½; North Bank, 100; Exchange Bank, 127; Bank of Republic, 112; Webster Bank, 104½; Merchants Bank, 110; Tremont Bank, 111½; Washington Bank, 115½; Eliot Bank, 102; Columbian Bank, 107; Continental Bank, 101½; Howard Bank, 99¾; Shawmut Bank, 100; Bay State Mining Co., 10½; Brandon, 50½; Eagle River, 2; Humbolt, 3⅝; Hancock, 14⅞; Manhattan, 1½; Native, 50c.; Petherick, 2½; Pontiac, 1; South Side, 1⅜; Star, 2; St. Clair, 2½; Superior, 2¾; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 85; Maryland 6s, 1870, 100¼; do., inscribed, 100; Maryland Mining Co., 40; Bare Hill, 2.55; Gardner Hill, 0.65; Deep River, 0.10; Maryland Anthracite, 0.19; Atlantic Coal, 1.30; Baltimore Chrome, 1.60; Lake Chrome, 0.15; Penn. Oil, 0.55; Banker's and Broker's Telegraph, 10½; Franklin Bank, 12; Marine Bank, 31; Union Bank, 74. The latest quotations are: Balt. and Ohio, 112¼@113; do., 6s, 1867, 93@98; do., 1875, 99@102; do., 1880, 101@101¼; do., 1885, 98@100; Northern Central, 43@44½; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 85@86; Central Ohio 1st mort., 80@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 100@100; Maryland 6s, coupon, 1870, 100@100¼; do., Ins., 100@100; do., 1890, 99@100¼; Baltimore 6s, 1870, 98@98; do., 1873, 99¼@100; do., 1875, 98½@99; do., 1886, 100¼@100½; do., 1890, 100@100¼; do., coupon, 100@100¼; do., 5s, 1838-'70, 83@85; City Passenger R. R., 21@22; Canton Co. 42@44; Gardner, 0.50@0.50; Gas Coal, 1.00@1.50; Maryland, 0.40@0.45; North State, 0.10@0.10; Springfield, 1.25@1.40; George's Creek, 115@115; Santa Clara, 12@15; Balt. Chrome, 1.50@1.55; Bare Hill, 2.55@2.60; Atlantic Coal, 1.10@1.25; Mineral Hill, 1.10@1.15; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

McGregor Western R. W.

The shares of the McGregor Western road are now dealt in at the Stock Exchange. The line runs west from Prairie du Chien, and is under a favorable permanent (or thirteen years) traffic arrangement with the Milwaukee and Prairie du Chien Company, into whose second preference shares the mortgages are prospectively convertible at par, and with whose common shares the McGregor stock is prospectively convertible at the rate of two for one, provided that within three years after their own bonds are extinguished (in 1866) the Milwaukee and Prairie du Chien Company elect to purchase the McGregor road out and out. The new road is being built at a cost of $18,000 mortgages and $22,000 stock per mile. Fifty-one miles are now in operation and 69 miles in progress.

Phila. & Baltimore Central R. R.

This road is not yet finished to the Susquehanna river. The cars have been running for several years to Oxford, in Chester county, Pa., and the graduation is completed and the track is now being laid to Rising Sun, in Cecil county, Md., a distance of eight miles; but it is not expected to reach that station until about the end of November. Between Rising Sun and Susquehanna river but a very small amount of work has been done, and on three-fourths of the distance the ground has not been broken, and this part of the line contains some very heavy work, including the descent into river valley. The distance from Rising Sun to the river is about seven miles.

☞ An election will be held at the office of the Toledo, Peoria and Warsaw railway company, in Peoria, Ills., on the 1st of December next, to vote for approval of the consolidation of this Company with the Mississippi and Wabash Railroad Co., upon terms agreed upon between said companies, agreeable to an act to provide for the reorganization of the Logansport, Peoria and Burlington Railroad Co., approved February 14, 1863, and agreeable to an act to amend an act entitled "An act to incorporate the Mississippi and Wabash Railroad Co.," approved February 10, 1863.

☞ The Office of the Toledo, Peoria and Wabash Railway Company has been removed from 54 Wall Street, to the Scranton Buildings, No. 26 Exchange Place, second floor front.

Memphis Railroad Connections.

A letter to the *Herald*, dated Memphis, Oct. 2, 1865, says: "Four important railroads radiate from this city. The Memphis and Little Rock Railroad has not been running since the war, and was never completed. It is owned chiefly by capitalists in New York, who are taking steps to rebuild and extend the road. The Memphis and Ohio and the Mississippi and Tennessee railroads are in process of repair and in partial running order. They will be completed some time this winter, opening up to trade and communication extensive and rich districts which for years have been shut out from the world. The Memphis and Charleston Railroad is in operation to Tuscumbia, Ala., a distance of one hundred and forty-five miles, leaving a gap of twenty-one miles which is crossed by hacks carrying passengers and making regular connections. These, however, will soon give place to the railroad which is rapidly advancing to completion, when the great tide of travel will again sweep over this thoroughfare. The river business furnishes active employment to several of the finest lines of packets on Western waters. These also bear the travel of the Southwest in the absence of available railroads."

Bright & Co.

We call the attention of our readers to the card of Messrs. Bright & Co., 19 New street, and 64 Broadway, who with the best references and ample means propose to do a regular banking and commission business.

Tilford & Bodley.

This banking house, whose card is in another column, is composed of gentlemen who enter upon its business with a most favorable prestige. Mr. Bodly was formerly with Gilliss, Harney & Co., of Broad street, in this city, and Mr. Tilford is an old and well-known banker of fifteen years experience in Lexington, Kentucky, and well known among the business men of the West. The references of this house are of the best character.

Bounty Taxation.

We publish in another place a statement of the Comptroller of this State, in relation to the amount of war bounties which has to be met by the people of this State, either now, or hereafter, according to the vote they may cast at the election coming off in the present month. It is a question of immediate payment by immediate taxation, or a postponement of payment, by the payment of interest. Every reader of the Journal may decide the question for himself, having reference to his own pecuniary condition, and therefore we express no opinion on the subject.

Lawrence Railroad.

The New Castle *Courant* says the Lawrence railroad, from New Castle to Youngstown, is ready for the iron to within a short distance of Lowelville. Fifteen car loads of iron for this road have arrived, and track laying has commenced. The company expect to have the cars running to Lowelville Ohio, early in December. From that place a line of hacks will run to Youngstown—only eight miles.

Jamestown and Franklin R. R.

The Venango *Citizen* says: "We are assured that the required stock has been taken in the Jamestown and Franklin Railroad, and parties have gone to Cleveland to make the necessary arrangements there, for the completion of the road. Several hundred workmen have been advertised for, and the road, it is expected, will be completed to this place in three months at farthest."

Philadelphia and Erie Railroad.

The earnings of this road for September were $281,573 44. Of this, under the agreement with the Pennsylvania Railroad Co., its lessees, the Philadelphia and Erie Co., receive 30 per cent., amounting at this rate for the year to about one million of dollars, out of which it has to pay interest on one million of 7 per cent. bonds issued by the Sunbury and Erie Co., on five millions of 6 per cent. bonds endorsed by the Pennsylvania Railroad Co., and on three millions of 7 per cent. bonds which are being issued for finishing the road, construction of piers, etc., at Erie—making an aggregate annual interest of $580,000—leaving of the annual receipts $420,000 for dividends on the capital stock of five millions of dollars. The State holds the company's bonds for four millions of dollars, issued in payment of the State Works, which will draw interest after 1872, at which time, it is hoped, the road will have increased its annual revenues in much greater amount than this additional interest.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Oct., 1865, were:

	1865.	1864.
Passengers	$12,132 00	$10,193 58
Freight	14,326 50	10,006 04
Mail, express & telegraph	1,250 00	1,169 58
Total	$27,708 50	$21,369 20
Total for the fiscal year commencing Jan. 1	$962,887 08	$746,338 97

The traffic of the Great Western Railway for the week ending Oct. 27, 1865, was as follows:

Passengers	$37,937 05
Freight and live stock	45,051 91
Mails and sundries	4,293 24
Total	$87,282 20
Corresponding week of 1864	61,684 38
Increase	$25,597 82

The earnings of the Michigan Central Railroad for the 3d week in Oct., 1865, were... $100,202 82
Corresponding week of previous year.. 90,013 14

Increase.... $10,189 68

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Oct., 1865, were.... $122,601 00
Corresponding week of 1864.... 87,137 00

Increase.... $35,464 00

The earnings of the Chicago and Rock Island Railroad for the third week in October, 1865, were.... $78,363 00
Corresponding week of previous year.. 79,866 00

Decrease.... $1,503 00

The earnings of the Chicago and Alton Railroad for the 3d week in Oct., 1865.... $90,927 00
Corresponding week of previous year.. 67,943 00

Increase.... $57,790 00

The earnings of the Grand Trunk Railway for the week ending Oct. 21st, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$60,905 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	82,166 00
Total	$147,107 00
Corresponding week, 1864	123,370 00
Increase	$23,737 00

The Detroit and Milwaukee Railroad traffic for the 3d week in Oct., was.... $47,853 00
Corresponding week of previous year.. 32,688 00

Increase.... $15,165 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 21, were:

	1865.	1864.
Passengers	$3,346 38	$3,535 23
Freight	20,441 45	8,867 43
Express	130 22	104 16
Mail	296 58	296 58
Total	$24,214 63	$12,803 40

Receipts from January 1 to Oct. 21:

1865	$565,328 09
1864	465,382 79
Increase	$99,945 30

Gettysburg R. R.

It is stated that an arrangement is about being made by which the Hanover Branch Railroad Company will operate the Gettysburg road.

The Maine and Provincial Railways.

While the great Canadian Inter-colonial railway is yet a measure in doubt, the connection between Maine and the lower British provinces is becoming more of a certainty every day. On both sides of the line, companies are at work on various parts of the routes. When the whole are completed there will be a continuous line between Boston and Halifax, some seven hundred miles in length, *via* Portland, Lewiston, Waterville, Bangor, Oldtown and Calais, on our side of the line, and St. Stephens, St. John, Moncton, Shediac, Pt. du Chene, Amherst, Truro and Richmond, in the Provinces. The Nova Scotia Railway, which forms the extreme eastern section of this line, will also connect with Picton, Windsor and other principal ports on the Gulf of St. Lawrence and Bay of Fundy, thus securing a western outlet for their trade at all seasons of the year. This road is already completed between Halifax and Truro, and the European and North American between St. John and Pt. du Chene on Northumberland Channel. The connection between this point and Truro is yet to be made, and also westward between St. John and Oldtown, on the Penobscot, which latter is at present the terminus of the Maine Central Road. But the connecting lines are now to be put through as fast as capital, labor and engineering skill can accomplish it.

Baltimore and Ohio R. R.

A newspaper correspondent who is traveling with the English tourists, made a trip with them the other day over the east end of the Baltimore and Ohio road. He was captivated with the scenery no less than with the wonderful energy shown by the company all through the war and since the return of peace. He alludes to the frequency with which the road changed possession, being one week within the Federal lines and the next week held by the Rebels. He notes the wrongs to which it was subjected by the enemy, who burned and blew up its great and expensive bridges, tore up its track, twisted its rails, destroyed its rolling stock, exploded its culverts, its water tanks and stations; in a word, who utterly destroyed it ever so many times so far as ability to earn money was concerned. After noting all these things, the correspondent says:

I made an effort to obtain the cost of this railway to the Government during the past five years in lives and wounds and dollars, its expense may be barely calculable. The three great rivals of the Baltimore and Ohio road to the North have enjoyed gigantic commerce all the while, but I do not think that any of these have demonstrated the powerful corporate energy of American railway people so well as this oft battered and as oft resuscitated route, which rallied at the first mention of peace, and brought home all the disbanded armies in a fortnight.

☞ During the ensuing year it is probable that an important line of railway connecting New York with St. Paul, Minn., will be near completion. This is to be accomplished by the connection of the Minnesota Central with the McGregor Western at Austin, near the State line of Iowa. Both of these roads are progressing rapidly to the point of junction, and when united will form, *via* the Chicago and North Western, and Milwaukee and Prairie du Chien, a continuous railway route to St. Paul and Minneapolis. A very large and important trade is to be opened by this and the Northwest, drawing from the valleys of the Red river of the North and the Saskatchewan, will develop resources not yet appreciated by Eastern people.

Commerce of New York.

The New York exports for the nine months from January 1st, compares as follows:

	1864.	1865.
Domestic produce	$153,851,993	$107,984,357
Foreign free goods	1,582,348	772,180
Do. (dutiable)	13,961,235	2,741,641
Specie and bullion	34,936,661	22,689,116
Total exports	$204,332,237	$134,137,294
Do. exclusive of specie.	169,395,576	111,448,178

The revenue from customs at New York compare as follows:

	1864.	1865.
In Sept	$4,084,492 84	$12,929,615 64
Previous 8 months.	52,286,437 59	59,587,543 22
Total 9 months	$56,370,930 13	$71,517,158 86

The New York imports for nine months, from January 1, compare as follows:

	1864.	1865.
Entered for consumption.	$93,411,384	$80,958,556
Entered for warehousing	85,395,103	58,146,535
Free goods	8,839,129	7,542,144
Specie and bullion	1,859,144	1,681,759
Total entered at port	$189,504,760	$148,323,994
Withdrawn fr. wareh'se	50,046,782	67,942,971

Toledo and Southwestern Trunk Railway.

We learn that a new railway organization is attracting considerable attention at the West. The line is stated to be from Goshen, Indiana, a station on the Michigan Southern and Northern Indiana Railroad, direct to Springfield, Ills. It is proposed to call the new organization the "Toledo and Southwestern Trunk Railway Company." The Chicago *Tribune*, speaking of the route destined to be occupied by this new company says:

The people of nine counties in Illinois, and six in Indiana, are determined to keep up with the improvements of the age, by the construction of a railway from Toledo, Ohio, to Springfield, Illinois. In traversing that fine agricultural and stock raising country, this road will strike the county seat of every county but one through which it passes. It will connect with the Southern Michigan Railroad, which is one of the links to connect in a direct line northeastwardly with railway lines for a distance of 850 miles.

From Springfield, Illinois, there is a road now in operation to Jefferson City, Missouri, with a determination on the part of the people in that section of the country to continue the road so as to connect with the Eastern Texas Railroad, at Sherman, on Red River, thus connecting Austin, the capital of Texas, with Montreal, Canada, in almost a direct line; and when thus finished, will be over 3,000 miles long, the most direct and longest line of railroad in the world. This enterprise is a very important one for the counties through which it runs, as there is no railroad running in the same direction nearer, on each side of the line of this road, than from thirty to seventy miles. The country will be of easy grade, and good timber for bridges and cross ties plentiful.

The officers of this road are well known by the people in the several counties in which they reside, for honesty and business qualifications, and in consequence of which the stock solicitors have met with good success in procuring stock.

☞ At a meeting held in Lowell, Mass., on the 25th ult., a motion was made and carried that an advertisement, giving notice of intention to petition the next Legislature for a charter for another railroad between Lowell and Boston, be published without unnecessary delay, to answer the requirements of the law; and a committee of five was appointed to attend to that duty, and also to investigate other matters having a bearing on the subject the meeting had under consideration.

Interest and Dividends.

The Long Island Railroad Company have declared a quarterly dividend of two per cent., payable November 1.

The Wyoming Valley Canal a dividend of 4 per cent., payable on the 6th of November, free of tax.

The Concord Railroad Company a semi-annual dividend of 4 per cent., payable Nov. 1.

The November coupons of bonds of the Indianapolis and Madison Railroad will be paid by J. and S. Ferguson, No. 65 Pine st.

Pennsylvania Canals.

The Wyoming canal, it will be remembered, suffered severely early last spring from one of the most disastrous freshets ever experienced in the Northwestern part of the State. It was, in consequence, interrupted in business up to the first week in August, and yet the active demand since for coal and iron has so quickened its business that its tolls up to Thursday of last week topped a hundred thousand dollars. The Pennsylvania Canal, formerly a part of the State Works, and a connecting link in the outlet for the trade of the Wyoming Canal, correspondingly profits from the activity of the coal, iron and lumber trade of that region of the State. The steady increase of business through the Valley of the Susquehanna renders it probable that all the canals centreing in it, the Wyoming, the West Branch, the Pennsylvania and the Susquehanna, will be enlarged, and probably, the three upper ones at least consolidated.—*Phila. Ledger, Oct.* 23.

☞ At a meeting of the Commissioners of the Washington County Railroad, held at Hagarstown, Md., on the 27th ult., Edward M. Mealey, Esq., of Hagarstown, was elected President, and J. L. Randolph, Esq., of Baltimore, appointed Chief Engineer. The meeting was adjourned to the 2d of November, at Baltimore. At this meeting it was understood that arrangements would be made, specifications, &c., prepared, and the whole line put under contract at once, and in running order early next year. It is the general impression that this company intend during the coming winter and spring to have further surveys made looking to an extension of their line west, some say to the coal fields of Western Maryland, and others that they intend to strike for the anthracite coal regions of Pennsylvania. The friends of the Western Maryland Railroad are very sanguine that this important road will also soon be ready to let.

☞ The Cape Cod Central Railroad is now completed to Brewster, and its construction to Orleans is being pushed forward with all possible despatch. A special meeting of the stockholders of this road, held in Brewster on the 28th ult., voted to accept the act of the Legislature of May 5, 1865, and authorize the directors to increase the capital stock at their discretion. Also to give the directors authority to issue additional bonds, or to mortgage the road to secure the payment of bonds, &c., as they may deem expedient.

☞ A meeting of the citizens of Dorchester Co., Md., was held at Cambridge on the 23d ult., to take measures to construct a railroad from that town to Bridgeville, and thus form a connection with the cities of the North. Addresses were made by several gentlemen, and a committee appointed to draft a charter to be presented to the Legislature. Subscriptions have already been secured to the amount of several thousand dollars. The cost, it is stated, will not exceed $850,000.

Western Maryland Railroad.

At a meeting of the recently elected directors of this company, held in Baltimore on the 26th ult., Captain Robert Irwin was re-elected president of the road for the ensuing year. John B. Boyle Esq., was also re-elected secretary and treasurer of the company and P. H. Irwin, Esq., superintendent.

Captain Irwin on being informed of his re-election, acknowledged the compliment in a few brief remarks, thanking the directors for their continued confidence. He also spoke of his earnest endeavors heretofore to extend the road through to Hagerstown, and gave full assurance that in the future, as in the past, nothing should be left undone upon his part to accomplish that most important and desirable object.

Gwynn's Falls Railroad.

A sufficient amount of the stock—fifty thousand dollars—required by the charter, having been subscribed, the corporators of this enterprise met on Saturday last, and organized by appointing Hon. John Wethered, Chairman, and J. Howard Mc Henry Esq., Secretary. On motion, G. Slothower, Esq., was chosen permanent President of the company, and the following named gentle Directors to serve for one year, viz: John Wethered, T. J. Myers, J. H. McHenry, Mr. Harris and Theodore Motte. There was an earnest and energetic spirit manifested at the meeting. Nearly or quite one hundred thousand dollars of the stock has already been subscribed. The road will cost to complete it about $250,000.—*Baltimore Sun, Oct.* 10.

☞ The following gentlemen have been elected directors of the Alexandria and Fredericksburg railroad for the ensuing year: R. W. Latham, of New York; H. G. Fant and L. P. Suit, of Richmond; J. B. Stewart and L. Huyck, of Washington; S. M. Shoemaker, of Baltimore; Alexander Hay, of Philadelphia; Julius Stahl and E. D. Burr, of New York. President, R. W. Latham; Secretary, J. B. Stewart; Treasurer, L. Huyck. It is stated that the most feasible and direct route to Fredericksburg will be immediately surveyed and put under contract.

☞ A Desmoins dispatch to the *N. Y. Tribune*, says that the Chicago and Northwestern Railroad Company are about to purchase the Decorah Branch Railroad, in Iowa, with a view to extend it northwardly from Decorah in the direction of St. Paul.

☞ The amount of income charged with income-tax in the United Kingdom in the year ending the 5th April, 1864, was £326,775,501—namely £276,514,250 in England, £27,137,918 in Scotland, £23,123,333 in Ireland.

☞ A proposition is on foot to construct a railroad in Michigan from Saginaw to the Straits of Mackinaw, which would intersect the road from Esconaba to the iron mines of Lake Superior. The contemplated link would be one hundred and thirty miles long.

☞ The Brooklyn and Rockaway Beach railroad, which starts from East New York and runs to Canarsie, where ferryboats take passengers direct to Rockaway beach, has just been completed.

☞ The survey for a railroad from Lawrence, Kansas, to Pleasant Hill has been completed. The distance is 53¼ miles, or 19 miles shorter than the route *via* Kansas City.

Pittsburg and Connellsville R. R.

Through the aid of the Baltimore and Ohio Railroad Co., the Pittsburg and Connellsville Railroad Co., are enabled at once to resume operations on the Sand Patch tunnel. A large force will without delay be placed upon the work, which will be pushed on to completion as fast as possible.

Atchison and Pike's Peak R. R.

Major Gunn, Chief Engineer of the Atchison and Pike's Peak Railroad has received a dispatch from Col. Osborne, contractor for the road, directing him to push forward the work with all possible speed, and hire all the men he could obtain, as laborers. He states that ample funds are now in possession of the company to complete the whole road.—*Atchison Champion.*

☞ The Raleigh *Standard* says that the North Carolina railroad from that point to Goldsboro' has been turned over to the stockholders, and the company now have possession of it. This places the whole line from Goldsboro' to Charlotte in the hands of the stockholders.

☞ Work has been recommenced on the Delaware and Maryland Railroad, running from Smyrna, Delaware, to Easton, Md., and a large force is now engaged in laying rails.

☞ The railroad from Chestertown, Kent Co., Md., to the Delaware Railroad, it is expected, will soon be commenced, nearly all the stock having been subscribed for.

☞ By a return just published, the population of Paris consists of 1,796,141 persons.

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CHARLES FROST, President.

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THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,
6t44 ROBERT L. BANKS, Secretary.

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The steamers of this Company will sail regularly thereafter, as above, on the 1st, 11th and 21st days of every month, except when such dates fall on Sunday, when the departure will be on the preceding Saturday. The

ATLANTIC,

Captain JEFFERSON MAURY will sail on SATURDAY, November 11th, connecting on the Pacific with the COLORADO. The

BALTIC,

Captain ROBERT H. HORNER, will sail on TUESDAY, November 21st, connecting with the SACRAMENTO.

THROUGH PASSAGE RATES,

INCLUDING RAILROAD FARE.

First Cabin, $350; Second Cabin, $250; Steerage, $125. Children between 6 and 12 years, ½ fare; children from 2 to 6 years, ¼ fare; children under 2 years, free.

Bankable funds (currency) only taken in payment.

Out of town applicants may secure passage by remitting bank drafts on New York to the Company's agent, who will send tickets by mail or express, as may be directed.

Baggage checked through in charge of baggage masters over the entire route.

100 pounds baggage allowed each adult passenger. For all over this weight 10 cents per pound must be paid to the purser on board. No merchandise nor bedding taken as baggage.

WAY PASSAGE RATES,

NEW YORK TO ASPINWALL.

First cabin, $125; second cabin, $50; Steerage, $50. Children at proportionate rates.

WAY-BAGGAGE.—On all over 100 pounds to each adult passenger three cents per pound, payable to the purser on board.

ASPINWALL TO PANAMA.

$25 in gold, and children in proportion, payable at Aspinwall.

An Experienced Surgeon assigned to each Ship, Medicines and Professional Services free of Charge!

For Passage Tickets, or further information, apply at the COMPANY'S TICKET OFFICE, on the wharf, foot of Canal Street, North River.

In BOSTON, to

C. L. BARTLETT & CO., 16 Broad Street.

For Freight, to

WELLS, FARGO & CO.,

84 Broadway,

OR, ON THE COMPANY'S WHARF,

Freight Agents of the Pacific Mail Steamship Company.

F. W. C. BELLOWS, Agent.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,

STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanised rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

THE

Norris Locomotive Works

ARE prepared to contract to build for early delivery, Freight or Passenger Locomotives of the design and celebrated coal burning boiler of Mr. JAMES MILL-HOLLAND, Engineer, &c., of Philadelphia and Reading Railroad Company.

NORRIS BROTHERS,
LANCASTER, PA.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

CAMERON & BARKLEY,

No. 142 Meeting Street,

CHARLESTON,

South Carolina.

RAILROAD AND STEAMBOAT

GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

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JAMES JEFFRIES & SONS, Philadelphia.
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Jos. WOOD & Co., New York.
JOHN FRASER & Co., Charleston, South Carolina.
GEO. W. WILLIAMS & Co., Charleston, S. C.
E. W. MARSHALL, Esq., Charleston, S. C.
Capt. JOHN FERGUSON, Charleston, S. C.
H. T. PEAKE, Esq., Supt. South Carolina Railroad.
H. S. HAINES, Esq., Supt. Charleston and Savannah R. R.
S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 38

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, November 11, 1865.

The Railroad Interest and Taxation.

The general government and people of the United States cannot justly charge the railroad interest with *disloyalty*, during the terrible crisis which has happily passed. With exceptions so few that they became noticeable, those in charge of our public thoroughfares were among the first and most earnest to identify themselves with the national cause, as they were to continue such until the contest came to an end. They foresaw the magnitude of the struggle, the load of taxation which it would involve, but did not, in consequence shrink from their duty as citizens and officers. At a time when an extraordinary flush of prosperity visited every industrial interest at the North, the railroads received aught but the lion's share. The prices of labor and materials advanced rapidly from day to day; but the rates charged for passenger transportation did not keep pace with the upward movement in expenses. The advance in freight charges has about kept abreast with the enhanced cost of everything else; in carrying passengers the gain is certainly not 25 per cent. *per capita*, as compared with the rates which existed before the war.

It may be alleged that if passenger fares have continued low, the fault rested with the managers themselves, who had the power to advance them. This is not true, however. The New York Central Railroad Company are compelled by the terms of their charter to charge only two cents per mile, and this is rigidly construed, albeit the two cents should be worth no more than one, as measured by the gold standard. This rate on the Central in a measure becomes the standard adopted on all the great east and west lines, which are competitors for the same business; with low *through* charges it also comes to pass that the companies are compelled to make *way* fares to correspond. Branch lines, and even the entire railroad system of the country, thus feel themselves compelled to conform more or less to the standard of the Central, though the currency should depreciate to ever so great an extent. There is no feasible means of escape from this cruel necessity of conforming to the letter of the law on transportation charges, whatever advance its spirit might justly warrant.

If we take the five great industrial interests of our country, the agricultural, the manufacturing, the mercantile, the mining, and the carrying, it will be admitted that the last has been exposed to the greatest risks and losses, the past four years, while it has been by far the least profitable. The farmer, the merchant, the miner, the manufacturer never did so well as while the war lasted, and even since its close. Their average profits have more than doubled what they were before the rebellion. Has this been the case with our railroad companies? Have those which divided annually five or six per cent. before 1860, divided ten or twelve since that date? Their business has improved, it is cheerfully admitted; but not in a degree to correspond with the general prosperity, and not at a ratio corresponding with the growth of expenses. The interest which most cordially stood by the cause of the country has fared, on the whole, the least prosperously, as far as net profits are concerned.

It is not usually taken into consideration that dividends are not paid in gold, but in currency, which reduces the amount on their face nearly a full third. In reality, a ten per cent. dividend today is not so good, as far as respects its purchasing power, as one of seven per cent. was, only five years ago.

Look at the manner in which high taxes and high prices everywhere bear down upon this great interest. The rails used in laying the superstructure cost double their former price. If imported, a tariff duty is levied nearly twice as high as formerly, added to which is the difference between specie and currency, in reckoning the rate of exchange. If made at home, they are taxed, first, as pig, next as bar iron, to say nothing of miners' and manufacturers' licenses. The assessor levies upon the material used in making locomotives, as pig iron, as bar iron, as wheels, axles, boilers, rivets, tubes, smoke-stacks, lamps, and finally a duty of six per cent. upon the finished machine. It has been estimated that at one time the taxes paid upon a single first-class locomotive amounted to $5,000, or fully 20 per cent. of the whole cost. As the several manufacturers through whose hands it passed, charged a higher sum than they paid as internal revenue, to make up for trouble and advancing money, it is believed the sum stated above was not in excess of the truth. Even at the present time, the aggregate imposition on an engine of the kind is not far from $2,500, a rate which is unknown in the most heavily taxed country in Europe.

We might go over all other parts of the equipment, passenger and freight cars, in particular, with the same result. But as if these visitations were too light or infrequent, the law imposes a further tax of 2½ per cent. on gross receipts, and a further tax of five per cent. upon all dividends; while the individuals have still to pay a heavy income tax upon what remains. Even the repairing of engines is made to contribute no inconsiderable sum.

Without being disposed to complain, we submit that the tax-gatherer is too ubiquitous a person altogether. There is no escape from his visits, his inspections or his decisions. In the case of corporations like railroad companies, "the uttermost farthing" is both obtainable and obtained.

It is understood that Congress will address itself at an early day to re-casting our whole system of taxation, which was devised to meet a state of affairs happily no longer existing. When this vast subject is taken up, we trust the railroad interest,

second to none other in usefulness and importance, whether during war or peace, will be largely relieved from the too onerous burthens now imposed on it. The reduction of our national armaments has proceeded at so rapid a rate as to warrant the belief that a revenue of $400,000,000 a year, after the close of 1865, will not only suffice for all purposes, but provide quite a decent contribution to the sinking fund for the extinguishment of the principal of our national debt. With the much greater perfection of our government machinery, making every tax-payer contribute his full quota, it is certain that very liberal reductions can safely be made, without imperiling the credit, or crippling the strength of the Federal government.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1864 and 1865 have been as follows:

	1863–'64.	1864–'65.
From passengers	$1,221,819 32	$2,167,901 77
" freight	3,198,419 62	4,448,598 57
" express	54,972 48	90,045 97
" mail	62,551 94	67,885 91
" miscellaneous	49,044 04	46,317 53
	$4,681,807 40	$6,820,749 75

The expenses of 1864–'65 were:

Repairs of engines	$505,028 10	
" cars	548,891 42	
" buildings	72,660 56	
" fences	20,213 16	
" bridges	88,012 23	
" track	813,223 05	
" tools, etc	84,127 78	
Fuel used by locomotives	655,790 04	
Oil and waste used	83,390 35	
Fuel and lights used on cars and at stations	86,535 96	
Office and station furniture and expenses	44,604 32	
Furniture and fixtures for cars	17,378 06	
Foreign agents	22,529 94	
Stationery, etc.	67,218 52	
Engineers, etc.	294,452 23	
Conductors, etc.	185,972 75	
Laborers and switchmen	304,608 03	
Agents and clerks	236,227 00	
Superintendence	47,354 99	
Damages	55,023 11	
Operating ferry & bridge across Mississippi river	24,890 09	
Miscellaneous	31,721 51	
Exp. N. Y. office	10,624 66	
		4,295,472 86
Earnings less operating expenses		$2,525,276 86
State, Co. & town taxes.	$168,119 91	
Government tax, 2½ per cent. on gross earnings	157,769 07	
		325,888 98
Balance		$2,199,387 91
Interest and sinking fund on bonds	$750,470 00	
Dividend on preferred stock, Dec. 1, 1864	372,872 15	
Rents of leased roads	397,115 98	
		1,520,458 13
Surplus, May 31, 1865		$678,929 98

The operating expenses are 62.98 per cent. of gross earnings; including state, county and town taxes, they are 65.43 per cent.; and including Government tax, 67.75 per cent. The total expenditures, including operating expenses, taxes, rent of leased roads, interest on bonds, and dividends on preferred stock, amount to $6,141,819 97.

The second dividend of 3½ per cent. on the preferred stock, then outstanding, was paid on the 20th of June, and therefore is not included in the above statement. It amounted to $447,846; which deducted from the above surplus, still leaves a surplus of $231,083 78, which is equal to nearly 2 per cent on the present amount of common stock of the company.

The different lines now operated by the Chicago and North Western Railway Company are: Dixon Air Line (Chicago to Mississippi River), 138 miles; Freeport Line, (Junction to Freeport,) 91 miles; Madison Line, (Belvidere to Madison) 68 miles; Elgin and State Line road, (Elgin to Richmond, including branch from main line) 35 miles; Kenosha and Rockford Line, (Kenosha to Rockford,) 73 miles; Green Bay Line, (Chicago to Green Bay) 242 miles; Chicago, Iowa and Nebraska railroad (Mississippi river to Cedar Rapids) perpetually leased, 82 miles; Peninsula Line (Escanaba to Iron mines), 70 miles; Cedar Rapids and Missouri River Railroad (Cedar Rapids to Boonsboro') perpetually leased, 122 miles.

The lines not yet built are: Green Bay to Escanaba, to connect the Green Bay and Peninsula lines, 110 miles; and Boonsboro' to Missouri River, to connect with Union Pacific Railroad, 180 miles.

The company own 154 locomotives: 79 first class and 15 second class passenger cars; 83 caboose, 75 baggage and mail, 2,000 box, 611 platform, 109 cattle, and 53 coal cars; also 214 iron ore cars on Peninsula division—making a total of 3,289 cars.

The earnings of this company's roads for the past fiscal year, ending May 31, 1865, exceeded, it will be seen those of the previous year, $2,188,942 35; being 45.69 per cent. increase. The earnings for the first four months of the present year (June to September inclusive) show a still further increase over the same months of last year of $930,083, being 61.62 per cent., making the earnings of these four months more than twice the amount earned in the same months but two years since, and without any material additional earnings from new, additional or extended lines of road. A comparative statement of monthly earnings for the past and preceding years, and to the close of October of the present year will be found on page 1077 of our present issue.

There is every reason to expect a continuance of an important increase of earnings throughout the ensuing year; and with the addition from time to time of adequate machinery, and with ordinary crops in the country, the earnings of their roads must go on increasing largely for years to come.

Since the close of the fiscal year on the 1st of June last, the floating debt then existing, as shown in the annexed statement, has been substantially paid from surplus earnings over current operating expenses accrued interest on bonds, etc.

Since the consolidation with the Galena company, in June, 1864, the common stock of the company has been increased $1,150,458 52, viz: amount issued and agreed to be issued in exchange for the stock of the Peninsula Railroad Company, $1,000,000; amount issued in settlement of claims against the old Chicago, St. Paul and Fond du Lac Railroad Company in accordance with the plan of re-organization of 1859, $150,458 52.

The preferred stock has also been increased $4,564,248, viz: amount issued and agreed to be issued in exchange for the stock of the Peninsula Railroad Company $1,000,000; amount issued for the purchase of 12,741½ shares, out of 22,500 shares of the stock of the Chicago and Milwaukie and Chicago Railway Company, $1,372,000; amount issued at par in exchange for the stock of the Beloit and Madison Railroad Company, at 80 per cent., $32,248; amount issued for additional equipment, permanent improvements, and additional working capital, $2,160,000.

The amount of common stock issued is stated at $12,773,421 18; to be issued, $387,500—total, $13,160,921 18. The amount of preferred stock issued is $12,396,019 79; to be issued, $598,700—total, $12,994,719 79. Total common and preferred stock, $26,155,640 97.

The funded debt of the company amounts to $12,020,482 87. A full and comprehensive statement of these bonds, giving the amount of each class, date of maturity, rate of interest, and when and where payable, may be found on pages 1078, 1079 and 1080, of our present issue.

The preferred sinking fund bonds are secured by a first mortgage on road and equipment from Chicago to Oshkosh, 193 miles. The general first mortgage bonds are a lien, next to preferred sinking fund, and funded coupon bonds, on road and equipment from Chicago to Oshkosh. The funded coupon bonds, issued for first six coupons from general first mortgage bonds, (funded that earnings might be applied to increased equipment,) are secured by mortgage lien next to the preferred sinking fund bonds, on road from Chicago to Oshkosh. The Appleton Extension bonds are a first lien on the road from Oshkosh to a point 23 miles north of Oshkosh, and on 76,000 acres of land received from the U. S. Government. The Green Bay Extension bonds are a first mortgage lien on road from north end of Appleton Extension to Green Bay, about 26 miles, and on 76,000 acres of land received from U. S. Government. The Flagg Trust bonds are secured by mortgage on depot grounds in Chicago. The equipment bonds are a first mortgage lien on locomotives and cars purchased with the said bonds. The consolidated sinking fund bonds are secured by a mortgage on all the different lines of road and equipment of the company in the States of Illinois and Wisconsin, subject to prior liens. The mortgage provides for an issue of $2,000,000, with the right to increase $500,000 for the purpose of equipment, after February 1, 1866, making $2,500,000; and also provides that the company may at any time make further issues of this class of bonds for the purpose of exchanging them for any of the prior bonds of the company, dollar for dollar. The first $2,000,000 of these bonds are convertible into the preferred stock of the company, at par, at the option of the holder, at any time before the first day of May, 1870.

The first mortgage bonds of the Galena and Chicago Union Railroad Company, are secured by a first mortgage on road and equipment from Chicago to Mississippi River, near Fulton, 138 miles; from Junction to Freeport, 91 miles; and from Belvidere to Wisconsin State Line, at Beloit, 20 miles—in all 249 miles. The second mortgage on same road and equipment as above described. The Mississippi River Bridge bonds are secured

by lien on the net earnings of the Galena Division, after the payment of interest and sinking funds on the first and second mortgage bonds. The bonds issued for the purchase of the Elgin and State Line Railroad are secured upon the net earnings of the Galena Division after the payment of interest, and sinking funds on the first and second mortgage, and Mississippi River Bridge bonds.

The first mortgage bonds of the Peninsula Railroad Company of Michigan are a first mortgage lien on Peninsula Division from Escanaba to Negaunee and extensions to iron mines, about 70 miles, and on the lands received from the United States and the State of Michigan in aid of building said road. The mortgage provides for an issue of $1,200,000.

BALANCE SHEET, May 31, 1865.

Old construction.		
Cost of road and property in accordance with terms of consolidation between the G. & C. U. R. R. Co., the C. & N. W. R. Co. and the Peninsula R. R. Co. of Michigan.		$34,870,931 98
New construct'n since June 1, 1864.		
Right of way and depot grounds	$31,642 85	
Buildings and improvement of depot grounds	350,478 67	
Fencing	26,168 42	
City limits connection	70,686 49	
Side tracks	121,837 90	
Civil engineering	5,661 40	
Clinton shops	85,826 19	
Missis'pi river bridge	187,862 07	
Discount on securities and interest on unfunded debt	521,326 19	
		1,350,835 18
New equipm't since June 1, 1864.		
New locomotives and cars purchased and built	1,006,514 43	
New tools for shops	95,509 97	
		1,102,024 40
Securities on hand.		
2d mort. bonds of G. & C. U. R. R. Co	7,000 00	
1st mort. bonds of C. R. & M. R. R. Co.	27,500 00	
1st mort. bonds of Beloit and Madison R. R. Co	4,000 00	
Sterling Bridge Co.'s Stock	2,000 00	
Dubuque and Sioux City R. R. Co.'s Pfd. Stock	8,323 44	
Dubuque and South Western R. R. Co.'s 1st mort. bonds	2,000 00	
Waupacca & Weyauwega town bonds	5,100 00	
Propeller Favorite st'k	10,455 00	
Chicago and Milwaukee Railway Co.'s stock	1,274,350 00	
		1,340,728 44

NOTE.—In addition to the above securities the company has on hand the following bonds:

1st mort. bonds of the Peninsula R. R. Co. of Michigan	$171,000
Consolidated sink'g fund bonds of the C. & N. W. R. Co., balance of the issue of $2,000,000	1,052,000
	$1,223,000

Materials on hand.		
Materials in shops and in store	$541,191 11	
Wood and coal on hand	438,404 55	
Wood lands	36,336 40	
		1,015,932 06
Materials on hand June 1st, 1864	$511,369 26	
Inc. since June 1st 1864	504,562 80	
	$1,015,932 06	
		$39,680,452 06
COMMON STOCK.		
Amount issued on 31st May, 1865	$12,773,421 18	
Add amount to be issued in exchange for stock of the G. & C. U. R. R. Co. still outstanding	191,000 00	
Add amount to be issued in exchange for stock of the Peninsula R.R. Co. still outstanding	196,500 00	
		$13,160,921 18
PREFERRED STOCK.		
Amount issued on 31st May, 1865	$12,896,019 79	
Add amount to be issued in exchange for stock of G. & C. U. R.R. Co. still outstanding	191,000 00	
Add amount to be issued in exchange for stock of Peninsula R. R. Co. still outstanding	196,500 00	
Add amount to be issued in exchange for second mort. bonds of C. & N. W. R. Co	211,200 00	
		12,994,719 79
FUNDED DEBT.		
Flagg trust bonds	$245,000 00	
Pref. 1st mort. bonds	1,250,000 00	
Appleton extension bonds	184,000 00	
Green Bay extension bonds	800,000 00	
Funded coupon interest bonds	756,000 00	
General first mort. bonds	8,600,000 00	
Equipment bonds	270,482 87	
1st mortgage bonds Peninsula R.R. Co. of Michigan	1,029,000 00	
Consolidated sinking fund bonds	948,000 00	
1st mortgage bonds G. & C. U. R.R. Co.	1,963,000 00	
2d mortgage bonds G. & C. U. R.R. Co., $1,311,000, less 1st mort. bonds of G. & C. U. R. R. Co. deposited with Trustees as security for same am't of 2d mort. bonds due to the sinking fund, $225,000	1,086,000 00	
6 per cent. bonds of G. & C. U. R.R. Co. issued for purchase E. & St. L. R. R	189,000 00	
Miss., River Bridge bonds of G. & C. U. R.R. Co.	200,000 00	
Amount of funded debt May 31st, 1865		12,020,482 87

UNFUNDED DEBT.		
Bills payable in Chicago and New York	$852,779 57	
Amount ($3 a share) to be paid to holders of unexchanged Galena stock when surrendered	5,931 00	
	$858,710 57	
Add operating debts—		
Balances due sundry railroad Co.'s for ticket balances	134,787 56	
Audited bills and accounts, including pay roll for May, 1865	735,755 84	
	$1,729,253 97	
Less bal'nces due from R.R. Co.'s for ticket balances; at stations for uncollected freights; from U. S. Government; and sundry corporations and individuals ..$489,196 68		
Cash	414,658 85	
	903,855 53	
Amount of unfunded debt May 31, 1865		825,398 44
INCOME ACCOUNT.		
Being excess of earnings over operating expenses and amounts paid for interest on bonds, dividend on stock, rent of leased roads, &c., from June 1, 1864, to May 31, 1865		678,929 78
		$39,680,452 06

President.—WILLIAM B. OGDEN.

Directors.—William B. Ogden, Perry H. Smith, George L. Dunlap, John B. Turner, William H. Ferry, Chicago, Ill.; John J. R. Pease, Janesville, Wis.; Albert L. Pritchard, Watertown, Wis.; Thomas D. Robertson, Rockford, Ill.; George M. Bartholemew, Hartford, Conn.; Samuel J. Tilden, Wm. A. Booth, Henry H. Boody, Lowell Holbrook, James D. Fish, James W. Elwell, John M. Burke, Benjamin Nathan, New York.

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Secretary.—JAMES R. YOUNG.

Treasurer.—GEORGE P. LEE.

Assistant Secretary.—JOSEPH B. REDFIELD.

George L. Dunlap, General Superintendent.

James H. Howe, General Solicitor.

E. B. Talcott, Chief Engineer.

Wm. H. Ferry, Acting Director of Galena Division.

H. H. Boody, Transfer Agent in New York.

☞ We are informed that the State Commissioners appointed by Pennsylvania and New Jersey have agreed upon a site for the Lehigh Navigation Company's Railroad bridge across the Delaware River at Easton; the spot chosen is north of and near to the Lehigh Valley Railroad Company's bridge. This new bridge, it is said, will be built forthwith, to connect the Lehigh Canal Company's Railroad with the Central Railroad of New Jersey—the short and direct route to New York—and also with the Morris and Essex Railroad. The Lehigh Canal Company will also build a railroad bridge across the Lehigh at Allentown, to connect their road with the East Pennsylvania Railroad, and also with the Allentown and Norristown Railroad when built. The Lehigh Canal Company intend to tie their iron line to all the railroads which approach and intersect the Lehigh Valley.—*U. S. R. R. and Mining Register.*

Journal of Railroad Law.

ASSIGNABILITY OF BOND—ASSIGNMENT IN BLANK, NEGOTIABLE.

In the case of Sarah Brainard, *vs.* The New York and Harlem Railroad Company, the action was brought to recover the amount of a sealed bond for $1,000, with interest coupons annexed, issued by the defendants, and payable to Edward Bement as his assigns. The bond was underwritten: "For value received I assign this obligation to ———— Witness my hand and seal this 18th day of June, 1851.

"E. Bement." (Seal.)

The bond thus underwritten was purchased by the plaintiff in the market.

The cause was tried on the 28th day of May 1862, before Mr. Justice Monell, and a Jury.

The only defence made upon the trial was that the bond was a speciality, and that the fact of its being assigned in blank did not make it negotiable by delivery, and that some connection must be shown between the payee and the plaintiff.

The court over-ruled this objection, and directed the jury to find a verdict for plaintiff for $1,057 76, subject to the opinion of the court at General Term.

The following opinion was given at General Term by

BARBOUR, J.—The general rule in regard to the transfer of sealed obligations of corporations as well as those of government, has been much relaxed of late years. Thus we find in Wookey *vs.* Pole, (4 B. and Ald., 1,) an exchequer bill, to blank, was held to be payable to the holder; and in Georgia *vs.* Mielville, (3 B. and Cres., 45) a like decision was made as to a bond of the Prussian Government payable to whomever should be the holder. It passed from hand to hand like exchequer bills. Ch. J. Abbott said it was precisely analogous to a bank note payable to bearer or to a bill of exchequer indorsed in blank. In our own courts, bonds of states and corporations, payable with coupons annexed, to the bearer, have repeatedly been held to be negotiable instruments of which the title would pass by mere delivery. (State of Illinois *vs.* Delafield, 8 Paige 527; S. C. in Ct. of Errors, 2 Hill, 159; Fisher *vs.* Morris, Canal Co., 3 Am. Law Reg., Gould *vs.* Town of Sterling 1 Am. L. Reg. [N. S.] 290). In the case of White *vs.* The Vt. & Mass. R. R. Co., (21 How., U. S. R., 575,) bonds had been issued by the company, payable in blank, the name of the payee being inserted; and the plaintiff before suit brought, filled the blank with his own name. Justice Nelson in delivering the opinion of the court: "As to the negotiability of this class of securities when shown to be intended that they should possess this character by the form in which they are issued, and mode of giving them circulation. We think the usage and practice of the companies themselves and of the capitalists, and business men of the country dealing in them, as well as the repeated decisions or recognitions of no principle by courts and judges of the highest respectability, have settled the question." * * "Until the plaintiff chose to fill up the blank, he is to be regarded as holding the bonds as bearer and held them in this character till made payable to himself or order." So, too, in Mechanics' Bk. *vs.* N. Y. and N. Haven R. R. Co., (reported in 4 Daer, 480,) where an assignment of stock, and, in the same instrument, a power of attorney to transfer were executed in blank as to the name of the transferee and attorney, it was held that the holder of the certificate had the right to fill the blank with his own name. In the court of appeals, Judge Comstock said: "It is common to deal in this manner in the stock of corporate companies; and I do not say that any rule of law or of public policy is violated by it. The dealers unquestionably acquires an equitable title to the stock of his vender." (p. 579.) This decision overrules that in Hibble White *vs.* McMarine (6 Mees and Wels., 200,) as does White *vs.* Hoyle, in Exchequer Chamber, (18 Com. R. R., 373.)

We see no distinction, in principle, between the two American cases last cited and that now under consideration. Aside from judicial determinations in other cases. We cannot ignore the fact that bonds of railroad, and other companies, issued and payable, or assigned in blank, are daily transferred and passed from hand to hand here by mere delivery, to the amount of millions. This much we are bound to know of the current commercial transactions of the country in which we live. Considering this fact, and the obligation in this case is of the same general character as the bonds thus circulating in the market, it must be presumed that the company designed that the title should pass by delivery alone; or in other words, that they should be negotiable by delivery; and it intended by his assignment in blank to accomplish the same object; and it follows that, under the decisions last mentioned, the defendants are legally liable to the holder of the bond. Even if this were otherwise, however. We should have no hesitation in holding that the plaintiff, who has, in good faith, purchased the paper in open market, where the payee named therein must have permitted it to be placed, stands in equity, in the place of such payee, and is equitably entitled to all his remedies as against the obligors.

The plaintiff is therefore entitled to a judgment upon the verdict.

Chicago and Northwestern Railway.

We have received the Sixth Annual Report of this company, now operating the most extensive system of railroads in this country, composed of various consolidated interests having a common commercial purpose. The total length of all the railway lines now owned and operated by this company is 930 miles, viz: the lines owned by the Chicago and Northwestern railway company before the consolidation, 315 miles; the lines owned and leased, contributed by the Galena and Chicago Union railroad company, 545 miles; and the road contributed to the company's lines by the Peninsula railroad company, 70 miles. The report is very lengthy, and is sub-divided into three distinct parts—the first, giving a history and description of the Galena and Chicago Union railroad; the second, the history and character of the Chicago and Northwestern railway company, previous to its consolidation with the Galena company; and third, the history of the Peninsula railroad. We give below the first portion of this interesting statement, to be continued from week to week until completed. The financial statements are given in another portion of this week's issue:

In presenting their first report of the Chicago and North Western Railway Company as now consolidated, the Board of Directors think proper, in order that the stock and bondholders of the company, and all parties interested, may more fully understand and appreciate the origin and exact extent and character of the lines of road now included in, and owned in fee, by the present consolidated Chicago and North Western Railway Company, or operated by it under lease, preliminarily to present a brief history and description of the roads, property and interests of this company, as now organized and conducted. The map accompanying this report will show the location, direction and connections of this company's lines of road.

Before proceeding with this history and description, however, the Board would remark, that under the provisions of the articles of consolidation executed between the Chicago and North Western Railway Company and the Galena and Chicago Union Railroad Company, on the 2d of June, 1864, the fiscal year of the consolidated road was made to terminate on the first day of June in each year thereafter. Previous to said consolidation, the fiscal year of the Chicago and North Western Railway Company terminated on the first day of April, and that of the Galena and Chicago Union Railroad Company on the first day of January in each year; and the annual reports of the respective companies were ordinarily published some two or three months subsequent to the close of the fiscal year, and as soon thereafter as the accounts could be conveniently made up.

The change made by virtue of the consolidation of June 2d, 1864, fixing the terminus of the fiscal year thereafter on the first of June, together with the enlarged operations of the company under its new organization, and its partially changed and quite extended system of accounts, necessarily required a longer period to arrange and adjust them than will hereafter be necessary; and has contributed to the lapse of time between the close of the first fiscal year and this first report of the consolidated company.

And the Board also think proper further to state, that the principal reasons for adopting the name of the "Chicago and North Western Railway Company," instead of the pioneer name of the "Galena and Chicago Union Railroad Company," at the time of consolidation, will be apparent, when it is understood that the town of Galena is not situated on any portion of either of the consolidated roads; that the name selected is pertinent, descriptive and sufficiently comprehensive, and broad enough to include the large territory now penetrated by these united roads; that the adoption of it involved no change of books and blanks; and that, between the two cardinal points of the compass "North" and "West" from Chicago, there are no other roads, leading out of that city, except those entirely or chiefly represented by this company.

On the 16th of January, 1836, the "Galena and Chicago Union Railroad Company" was incorporated by the State of Illinois, with power to construct a railroad from Chicago to Galena, and with power to construct, maintain and use such other lateral route or routes of road as said company might deem advantageous, expedient and necessary. And the said corporation was further authorized to unite (the word "consolidate" not having at that time been applied to railroads) with any other railroad company already incorporated, or which might be incorporated, on such terms as might be agreed upon by the directors of said companies so uniting; and also to construct such other and lateral routes as might be necessary to connect them, that is, these united roads, with any other railroad route or routes which might be deemed expedient.

Under this charter, the Galena and Chicago Union Railroad Company, in 1847, commenced the construction of its present line of road from Chicago, *via* Elgin, Belvidere and Rockford, to Freeport, and by February, 1850, had completed its first 42 miles from Chicago to Elgin, and thereafter extended that line of its road to Rockford

and to Freeport, from whence it yielded its right of construction to Galena to the "Illinois Central Railroad," and unfortunately lost thereby the control of the direction of the business of the Mississippi River at Dunleith and Galena.

Soon after completing the road to Freeport, the error in losing the control of the Mississippi River business, by surrendering it to the "Illinois Central Railroad," became so apparent, and the Mississippi River connection so important, that the company sought a remedy and relief in the construction of another line of road, as authorized under their charter, from the Junction, so called, about 80 miles west of Chicago, on a line due west through Geneva and Dixon to the Mississippi River at Fulton, now commonly called the "Dixon Air Line," and an air line it almost literally is, reducing the distance from Chicago to the Mississippi River, on this now much the most important line of road, then owned by the Galena Company, to less than 138 miles.

While constructing this air line road, the Galena Company thought proper to consolidate with the Mississippi and Rock River Junction Railroad Company, which latter Company was incorporated by the State of Illinois on the 15th of February, 1851, and its charter amended by an act approved June 21st, 1852, and again on the 28th of February, 1854, and whose charter contained powers at that time desirable to possess, including ample powers of consolidation.

By an act of the Legislature of the State of Illinois, approved February 25th, 1854, the Galena and Chicago Union Railroad Company was authorized to connect its (air line) road by lease, purchase or consolidation, with any railroad extending to the Mississippi River at or near Fulton. Under these powers, and under the general law of the State of Illinois authorizing railroad consolidations, the Galena and Chicago Union Railroad Company and the Mississippi and Rock River Junction Railroad Company did, on the 9th of January, 1855, unite and consolidate their roads, under the name of the "Galena and Chicago Union Railroad Company."

Under said consolidation, the said air line road was constructed and completed to Fulton aforesaid; and thereafter, by an act of the Legislature of the State of Illinois approved February 15th, 1855, the said articles of agreement and consolidation, so made and executed between said companies, were not only sanctioned, confirmed and approved, but it was especially declared in said act, that henceforward all the immunities, franchises and privileges theretofore granted to either of said companies should be united and consolidated in the one consolidated company, and the capital stock of said companies should be blended in one capital stock.

Under the powers possessed by the Mississippi and Rock River Junction Railroad Company, which powers were, by the act of February 15th, 1855, declared to be conferred upon the consolidated "Galena and Chicago Union Railroad Company," the last named company acquired and exercised a right which it did not otherwise possess, to increase its capital stock, and also the right "to consolidate its stock and franchises with the stock and franchises of any other railroad company."

After completing its air line of road to the Mississippi at Fulton, and on or about July 3d, 1862, the Galena Company obtained a perpetual lease of the franchises of the "Albany Bridge Company," having the right to maintain a ferry or build a bridge across the Mississippi River, from a point near Fulton, to Clinton, in the State of Iowa; and also a lease of the "Chicago, Iowa and Nebraska Railroad," extending west from Clinton, on the west bank of the Mississippi River, to Cedar Rapids, Iowa, a distance of 82 miles, and also a lease of the "Cedar Rapids and Missouri River Railroad," the line of which extends westward from Cedar Rapids to the Missouri River opposite Omaha, and opposite the "Union Pacific Railroad," commencing at Omaha.

But a small portion of the "Cedar Rapids and Missouri River Railroad," however, was constructed at the time of making the said lease; the lessors have since extended this road west to Boonsboro', on the east bank of the Des Moines River, about 122 miles west of Cedar Rapids, about 204 miles west of the Mississippi River, at Clinton, and leaving but about 130 miles of road to be constructed, to complete the line from Chicago to a connection with the Union Pacific Railroad on the Missouri River at Omaha.

These leased roads and ferry were operated by the Galena Company from and after the date of said leases.

Just previous to the consolidation of the Galena Company with the "Chicago and North Western Railway Company" in June, 1864, said Galena Company had commenced the construction of a bridge over the Mississippi River at Clinton, which bridge has since been completed by this company, and is the second bridge built over that river below St. Paul, the bridge at Rock Island being the first.

The extension of the Cedar Rapids and Missouri River Railroad to Boonesboro', and to the abundant coal-fields on the Des Moines River in that vicinity, is a matter of great value and importance to this company in the economical operation of this entire line of road, running through a country so rich in productions and so destitute of wood.

This company now enjoys in this direction a continuous and almost air line of road, running due west through an extraordinarily rich and fertile country, from Chicago to Boonesboro', about 342 miles.

The "Cedar Rapids and Missouri River Railroad Company" have now under consideration the prompt extension of their line of road from Boonesboro' to the Missouri River, at the point of connection with the "Union Pacific Railroad," and we may now confidently hope for the early extension of this route of road by the "Union Pacific Railroad Company" up the valley of the Platte River, and on a line scarcely less directly west, to and beyond Denver and the rich gold-fields of Colorado, making much the shortest line of road that is contemplated, or can probably ever be built, from the east to Colorado and the Pacific, near the same parallel of latitude.

The lessors of these Iowa leased roads build them, and all extensions of them, at their own cost, and when constructed according to the terms of the lease, and accepted by this company as the lessee, they are equipped, maintained and operated by this company perpetually thereafter.

The lease of the Chicago, Iowa and Nebraska Railroad, 82 miles long, is at fixed rates, not of themselves considered favorable, but by virtue of the lease the entire traffic of this road and of the "Cedar Rapids and Missouri River Railroad," and all extensions of it, are for all future time secured to this company's road from Chicago to Fulton, 138 miles.

The lease of the Cedar Rapids and Missouri River Railroad from Cedar Rapids to the Missouri River, of which 122 miles are in operation, is perpetual also, but the rent is only fixed for three years from the time of acceptance of the different portions of the road as they are from time to time constructed, and the lease provides for an equitable adjustment and division of earnings between the lessor and the lessee after the expiration of three years; such equitable division to be ascertained and established by proper and impartial arbitrators. This lease may, therefore, be fairly considered as desirable of itself, and is important as a feeder to this company's road from Chicago to Fulton, and also as a connecting link with the Union Pacific Railroad.

The entire distance of this line of road from Chicago to its junction with the Union Pacific Railroad at Omaha, on the west side of the Missouri River, will be less, it will be seen, when completed, than 500 miles; and all of which, except about 130 miles, as has been before stated, is already constructed and in operation.

While treating on this part of the Chicago and North Western Railway Company's line of road, it may be pertinent to add, that the Union Pacific Railroad, beginning at Omaha (the western terminus of this company's air line road,) and extending thence to and up the broad valley of the Platte River, over an almost perfect plain for some five or six hundred miles, to the extensive mineral deposits of Colorado, and thence through the gold and silver regions of Utah, Nevada and California to the Pacific coast, has already commenced the work of construction at Omaha; has near a hundred miles of road-bed, more or less, under process of grading, the first forty miles of which, from Omaha to the valley of the Platte, is far advanced toward completion; has about six miles of track already laid; has engines, cars, ties, bridge-timber and machinery on hand and accumulating; has iron rails on hand at Omaha for about fifty to sixty miles of track, and expects to complete one hundred miles, extending to the vicinity of the "Loup Fork," and a little beyond it, by the 1st June next, and to progress annually and more rapidly to Denver and beyond thereafter.

There would seem to be no good reason why this Union Pacific Railroad, aided by its large subsidy from Government, and its extensive grant of public lands, should not be extended well toward Denver about as soon as the road across Iowa, under lease to this company, can be extended to it.

The Central Pacific Railroad Company of California, (whose line of road extends from the navigable waters of the Pacific at the City of Sacramento, east, across the Sierra Nevada Mountains, to Virginia City, and beyond, until it meets the Union Pacific Railroad of the Atlantic slope,) in a recent report, announced the completion of their road to Clipper Gap, forty-four miles from Sacramento, and state that twelve miles more will be opened by the 15th of September, 1865, and that they expect to open a further section of twenty-two miles, to Dutch Flats, by the 1st of April next, sixty-eight miles from Sacramento, and by a year from this time they hope to complete to Crystal Lake, twenty miles further, and within fifteen miles of the summit of the Sierra Nevada Mountains.

They further propose to commence the construction of their road down the eastern slope of the Sierra Nevada before completing the heavy work near the mountain top; carting the iron rails past the unfinished portion, and thus expediting the extension of their road.

The President of the road states in his report, that the road may be extended to Salt Lake by the summer of 1868, and expresses the hope that he shall there meet the Pacific road from the Atlantic side of the mountains.

This company have extensive means besides the large Government subsidy which they receive for the prosecution of their work.

Should the progress of the Union Pacific Railroad on the eastern side equal that proposed for the western slope of the Rocky Mountains, the public would in a short period of time be agreeably surprised at the completion of the greatest and most important national work, both politically and financially, now before the country.

With the construction of this road through the extensive gold and silver regions of this country, which it is to traverse, will begin a new era of more intense and extended enterprise perhaps than any that has ever preceded it, and resulting in an annually increasing development and production of gold and silver, probably many times exceeding all that has, as yet, ever been produced; the effect of which upon the traffic and business of all Western roads, in connection with the Pacific road, will of itself be likely to be such as severely to test their capacity.

The buoyant effect of the increased production of coin to follow the completion of the Pacific road, will be likely also to give a spring of increased and extended action to the business transactions of the country, enlarging values and operations, and adding materially to the general prosperity of all undertakings.

Resuming the history and further description of the Galena and Chicago Union Railroad Company, we add, that previous to 1854 the said company

constructed and completed the branch road from Belvidere to Beloit, a distance of about twenty-one miles, calling it the Beloit Branch; and in the year 1854 they entered into a contract or lease with the Beloit and Madison Railroad Company, extending from Beloit to Madison, the capital of Wisconsin, a distance of forty-seven miles.

This company, although materially aided by the company, failed to complete its line, was sold out, re-organized and subsequently leased to the Galena Company in perpetuity, which, as its principal creditor, held a majority of its stock under the new organization.

A new first and only mortgage was made, after re-organization, and $400,000 of bonds were issued under it, to provide funds for the completion of the Beloit and Madison road, most of which bonds were guaranteed by the Galena Company, and with the proceeds of which, together with a stock subscription, the road was completed about September 1st, 1864, and was previously thereto operated by the Galena Company, so far as completed, and until the consolidation of June 2d, 1864, when its management and further completion came under the control and direction of this company.

At the time of consolidation aforesaid, the Galena Company held and owned all the stock of the Madison and Beloit Railroad Company except about $115,000, upon which it was bound to pay (if earned by the company, in accordance with the terms of the lease) a dividend of not exceeding six per cent. per annum.

The lease also bound the company to equip and maintain the road permanently. The $115,000 of stock of this road not owned by the Galena Company was distributed, generally in small amounts, along the line of the road, and among some two to three hundred stockholders.

This small interest, not exceeding nominally $115,000, held by others, made it necessary to maintain an efficient organization of the Beloit and Madison Company, and a separate set of accounts, at an expense and trouble approximating the sum of the limited six per cent. dividend upon all the stock not held by this company.

As the Galena Company held a majority of the stock, and had guaranteed nearly all the outstanding bonds of the Beloit and Madison Company, (which guarantee now rests upon this company as its successor,) it became desirable to retire this outstanding $115,000 of stock, to avoid further continuance of a separate organization and accounts.

With a view to effect this object, this company proposed to issue its preferred stock at par in exchange for the outstanding Beloit and Madison stock at eighty cents on the dollar. Nearly half of said outstanding stock has already been exchanged in this way, and it is desirable that the balance be thus exchanged.

The Galena Company, also, some time prior to 1857, became identified with the construction of the "Fox River Valley Railroad," and became unavoidably to some extent large holders of its bonds, and they also became the lessees of said road,

Subsequently said road was sold and re-organized, and the Galena Company became the owners of it, holding all its stock, and issuing their six per cent. bonds to the extent of $189,000 in payment of all claims of others against said road, leaving the road itself, at that time, free of all incumbrance, other than for its stock held by the Galena Company.

The name of this road, at the time of the re-organization, was changed to that of the "Elgin and State Line Railroad." It extends from Elgin, northerly, to Richmond, near the north line of the State of Illinois.

It is about 33 miles in length, and, by the consolidation of the Chicago and Northwestern Railway Company with the Galena Company, is now the property of, and is controlled and operated by this company.

The Galena and Chicago Union Railroad Company, also some years since purchased the entire rights and franchises of the St. Charles and Mississippi Air Line Railroad Company, including all its road and track then constructed, and its right of way and depot grounds, paying a large price for the same.

Only about nine miles of this road, from the south branch of the Chicago River to Harlem, on the Galena road, was ever constructed, and this the Galena used chiefly as a connecting track with other roads in the City of Chicago.

That part of this St. Charles and Mississippi Air Line Railroad, between the western limits of the City of Chicago and Harlem, has been removed by this company since its consolidation with the Galena, and a new track, commencing near the west line of the City of Chicago, at the present western terminus of this St. Charles road, and extending north parallel with, and a little west of and outside of the western limits of the city, to the main track of the Galena road, has been constructed, making a shorter and more convenient connection with other roads than formerly existed by way of Harlem; and when this connecting track shall be extended still further north to the track of the original Chicago and Northwestern Railway, now the "Wisconsin Division" of the present Chicago and Northwestern Railway, and to the track of the Chicago and Milwaukee Railway Company, it will form a very complete and desirable outside connection between all the railroads of the city.

This completes the history and description of the Galena and Chicago Union Railroad Company up to the time of its consolidation with the Chicago and Northwestern Railway Company, at which time the said Galena Company comprised the following lines and lengths of road, to wit:

1st. The original "Galena and Chicago" line, extending from Chicago, *via* Junction, Elgin, Belvidere and Rockford, to Freeport	121 miles.
2d. The Dixon Air Line, extending from the Junction, 30 miles west of Chicago, due west, through Geneva to Dixon, and to Fulton on the Mississippi River; and to the east end of the bridge over the Mississippi, near two miles below Fulton	108 "
3d. The Beloit Branch, from Belvidere to Beloit, about	21 "
4th. The St. Charles Air Line, extending, at the time of consolidation, from the South Branch of the Chicago River, in Chicago, to Harlem, about	9 "
5th. The Elgin and State Line Railroad, extending from Elgin north to Richmond, near the State Line of Wisconsin, about	33 "
Add the branch or arm from the old main line to Elgin, over	2 "
Making in all	294 miles.

The double track from Chicago to the Junction (30 miles) is only counted as 30 miles in the above statement, the second track not being taken into account.

In addition to the above 294 miles of road owned by the Galena and Chicago Union Railroad Company previous to its consolidation with this company, that company was, as has been hereinbefore stated, the perpetual lessee of the Chicago, Iowa and Nebraska R.R., about	82 miles.
Also, of the Cedar Rapids and Missouri River Railroad, of which there is now in operation	122 "
And said Galena Company was also perpetual lessee of the Beloit and Madison Railroad	47 "
Making a total of leased roads operated by the said Galena Company, equal to	251 miles.

Less, however, about 24 miles from Nevada to Boonesboro', which has been constructed and put in operation since the consolidation of June 24, 1864.

Total number of miles of road owned by the Galena Company at the time of consolidation	294 miles.
Total number of miles of leased roads operated by the Galena Company at the time of the consolidation	227 "
Add to this the extension of 24 miles of leased road from Nevada to Boonesboro', since consolidation	24 "
	545 miles.

Making a total of 545 miles of road contributed by the Galena and Chicago Union Railroad Company, as owner and lessee, to the Chicago and Northwestern Railway Company, without counting the second track, of 30 miles, from Chicago to the Junction.

For convenience in operation, the line of road from Clinton to Cedar Rapids and Boonesboro', is now designated as the "Iowa Division."

The line from Chicago, *via* Dixon to Fulton, and Clinton, and from the Junction, *via* Belvidere and Rockford, to Freeport, and the Elgin and State Line road, are designated as the "Galena Division."

And the Beloit Branch, from Belvidere to Beloit, and the leased road from Beloit to Madison, are now known as the "Madison Division" of the Chicago and Northwestern Railway Company.

And it may be as well to add here, that the main line of the old Northwestern Company, from Chicago to Green Bay, 242 miles, is now called the "Wisconsin Division," and the line from Kenosha to Rockford, 73 miles, is now called the "Kenosha Division," and the Peninsula Railroad of Michigan is now called the "Peninsula Division" of the present consolidated Chicago and Northwestern Railway Company.

(To be Continued.)

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Oct., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	920,100	13,026,000	8,930,700	1,837,100
1865	650,700	6,707,800	14,397,200	2,864,900
Dec.	269,400	6,613,200	*5,466,500	*1,027,800

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,533,040 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Oct., in the years indicated:

Canal opened—	1863. May 1.	1864. April 30.	1865. May 1.
Flour, bbls	1,071,200	920,100	650,700
Wheat, bush	16,356,600	13,026,000	6,707,800
Corn, bush	20,813,500	8,930,700	14,397,400
Barley, bush	1,679,800	1,837,100	2,874,000
Oats, bush	7,905,100	8,872,900	8,071,300
Rye, bush	353,700	503,200	642,600
Malt, bush	.....	.....	444,900
Beef, bbls	10,000	6,850	8,503
Pork, bbls	228,390	56,500	15,050
Lard, lbs	3,501,500	561,500	1,278,100
Butter, lbs	1,891,300	404,800	386,400
Cheese, lbs	18,689,900	1,896,800	1,991,400
Wool, lbs	5,250,800	1,393,700	9,915,000
	253,200	1,101,700	527,600

Work has recently been commenced upon the track for another street railway, in avenue B. The line will convey passengers from Fulton ferry through New Bowery, East Broadway, Clinton street and avenue B to Fourteenth street. The railroad is the property of the Dry Dock Railroad Company, and the management propose having the cars running by the middle of December next, or the first of January next.

DEBT ON WHICH INTEREST HAS CEASED.

Authorizing Acts.	Character of Issues.	Amount Outstanding.
Sept. 9, 1850.	B'ds, Texas Indemn'y	$760,000 00
July 17, 1861.	Notes, three years	908,150 00
April 15, 1842	Bonds	185,808 45
Prior to 1857.	Treasury notes	104,511 64
Dec. 23, 1857.	Treasury notes	8,800 00
Dec. 17, 1860.	Treasury notes	600 00
Mar. 2, 1861.	Treasury notes	6,350 00
July 11, 1862	Tempor'y loan coin.	1,200 00
Ag. of debt on which int. has ceased.		$1,373,920 09

DEBT BEARING NO INTEREST.

Authorizing Acts.		Amount Outstanding.
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. notes		$392,070 00
	Amount outstanding	392,070 00
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. notes		399,607,930 00
	Less amount withdrawn	59,607,930 00
	Total	$400,000,000 00
	Issued in redemption of temporary loan, U. S. notes	49,800,202 00
	Less amount withdrawn	21,189,633 00
	Balance	$28,160,569 00
July 17, 1862, fractional currency		8,734,951 64
Mar. 3, 1863, fractional currency.		17,322,517 68
	Total fractional	$26,057,469 20
	Total	$454,218,068 20
	Suspended requisitions	660,900 00
	Total	$454,876,938 20
	Amount in Treasury, coin	$34,554,987 15
	Amount in Treasury, currency	33,800,691 54
	Total	$68,355,678 69
	Aggregate of debt not bearing int.	$386,523,259 51

RECAPITULATION.

	Amt. Outstanding.	Interest.
Debt bearing interest in coin	$1,161,137,691 80	$67,670,340 50
Debt bearing interest in lawful money	1,191,819,787 46	71,267,733 09
Debt on which int. has ceas'd	1,373,920 09	.....
Debt bearing no interest	386,523,259 51	.....
Total	$2,740,854,758 86	$138,938,073 59

LEGAL TENDER NOTES IN CIRCULATION.

One and two years' 5 per cent. notes.	$32,536,901
United States notes, old issue	392,070
United States notes, new issue	427,768,499
Compound int. notes, Act of June 30, 1864	173,012,141
Total	$633,709,611

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 31st of Oct., 1865.

HUGH McCULLOCH,
Secretary of the Treasury.

☞ We record with great satisfaction the following favorable statement with regard to the financial condition of the State of Pennsylvania: The debt was reduced some $800,000 during the last year, and a large sum is still available and applicable to its liquidation. In addition to this, the State has paid some $800,000 of military claims, $200,000 for transportation, $1,800,000 of direct tax, and $750,000 for militia called out under an order of the President. It is a most remarkable record that Pennsylvania, with all her generosity and immense expenditures to sustain the Government and defend herself, has less debt to-day than before the war.

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.		When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds, Central Pacific R. R. Co	6 per cent.		$1,258,000 00	Payable after Jan. 16, 1895	$75,480 00	Jan. 16 and July 16.
July 11 1862	Temporary loan	4 per cent.		612,727 98	Ten days' notice after thirty days	24,509 11	
July 11, 1862	Temporary loan	5 per cent.		31,309,710 65	Ten days' notice after thirty days	1,565,485 53	
July 11, 1862	Temporary loan	6 per cent.		67,185,306 83	Ten days' notice after thirty days	4,031,118 40	
March 1, 1862	Certificates of indebtedness	6 per cent.		55,905,000 00	One year from date	3,354,300 00	One year from date.
March 3, 1863	One and two years' notes	5 per cent.	$211,000,000 00				One year from date.
Less withdrawn and destroyed or ready to be destroyed			178,463,099 00				
				32,536,901 00		1,626,845 05	
March 3, 1863, & June 30, 1864	3 years' compound interest notes	6 per cent.	223,864,140 00				
Less withdrawn and destroyed			50,851,999 00				
				173,012,141 00	Three years from date		At maturity.
June 30, 1864	3 years' Treasury notes	7 3-10 pr ct.	234,400,000 00				
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.	65,600,009 00				
				300,000,000 00	Three years from date	21,900,000 00	Aug. 15 and Feb. 15.
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.		300,000,000 00	Three years from date	21,900,000 00	June 15 and Dec. 15.
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.		230,000,000 00	Three years from date	16,790,000 00	July 15 and Jan. 15.
Aggregate of debt bearing lawful money interest				$1,191,819,787 46	Aggregate lawful money interest	$71,267,733 09	

DEBT BEARING INTEREST IN COIN.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When redeemable or Payable.	Interest.	When Payable.
January 28, 1847	Bonds	6 per cent.	$9,415,250 00	Payable after Dec. 31, 1867	$564,915 00	Jan. and July.
March 31, 1848	Bonds	6 per cent.	8,908,341 80	Payable after 20 years from July 1, 1848.	534,500 50	Jan. and July.
June 14, 1858	Bonds	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859.	1,000,000 00	Jan. and July.
June 22, 1860	Bonds	5 per cent.	7,022,000 00	Payable after 10 years from Jan. 1, 1861.	351,100 00	Jan. and July.
February 8, 1861	Bonds	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880	1,104,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	3,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds exchanged for 7 3-10	6 per cent.	139,331,400 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,359,884 00	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862	30,886,830 00	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per cent.	100,000,000 00	Do. do. November 1, 1864	6,000,000 00	May and Nov.
March 3, 1863	Bonds, 5-20s—Exchanges	6 per cent.	44,479,100 00	Do. do. November 1, 1865	2,668,746 00	May and Nov.
March 3, 1864	Bonds, 10-40s	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864	8,638,505 00	Mar. and Sept.
March 2, 1861	Bonds, Oregon War	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861	60,960 00	Jan. and July.
March 3, 1863	Bonds	6 per cent.	75,000,000 00	Payable after June 30, 1881	4,500,000 00	Jan. and July.
Aggregate of debt bearing coin interest			$1,161,137,691 80	Coin interest	$67,670,340 50	

The Minnesota Valley Railroad.

The first locomotive and cars for the Minnesota Valley Railroad are now at La Crosse. This is the old Root River road and leaves the Mississippi river at La Crescent. It will be in operation some eighteen to twenty miles this winter. It penetrates a rich and productive region, and will add to the business of the St. Paul road very materially during the next winter.—*Milwaukie Wis.*

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. HUGH McCULLOCH, Secretary of the Treasury:

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Oct. 31, 1865.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		6	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	6	" "	1871	93
" " " ..... coupon		6	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..registered	264,231,400	6	" "	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,730,500	6	May & Nov.	1882	101
" " " (5-20s) ..... coupon		6	" "	1882	102½
Loan of March 3, 1865 (5-20s) ..... exchanges.	44,479,100	6	May & Nov.	1885	100½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ....registered	172,770,100	5	Mar. & Sept.	1904	92½
" " " ..... coupon		5	" "	1904	92
Loan of March 3, 1864 (5-20s) .....registered	100,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	308,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	97½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	97
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	96½
Debt Certificates	55,906,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	173,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,057,409				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	999,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " ("). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" " — " 1860 ..... "	198,500	7	" "	1880	----
" " —War bonds ..... "	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " — " " " ..... "		6	" "	'81-'82	95
" " — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " — " " (R. R. & B'k) ... "	2,073,750	6	" "	'85-'90	80
" " — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,987	6	Jan. & July.	1870	98
" " — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1880	96
" —Refunded stock ..... coupon	2,187,000	6	" "	'85-'90	96
" —War bonds ..... "	2,000,000	6	" "	1879	97½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" " — " " (dollar) ..... "	1,969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,225,200	5	Jan. & July.	1886	80
" " — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	83
" " — " special stock "	1,216,787	5	" "	.....	----
" " — Deferred stock ..... "	1,243,000	5	" "	.....	----
" " — special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1866	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" " " " ..... "	54,000	7	May & Nov.	1878	----
" " " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " — " " ..... "		5	" "	'81-'91	----
" " — " " ..... "		5	" "	'93-'96	----
" " — " " (bank) ..... "	600,000	5	" "	1891	----
" " — " " ..... "	67,500	6	" "	'91-'95	96
" " — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	.....	d'm'd.	71
" " — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'96	----
" " — " " (banks) ..... "	5,398,583	6	.....	.....	----
" " — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'62-'77	93½
" " — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" " — " " (st'k'g conv.) ... "	200,376	5		1865	----
" " — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" " — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" " — " " (dollar) ..... inscribed	500,000	3		1890	----
" " — " " (") ..... "	100,000	4½		1888	----
" " — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'68	----
" " — " " (") ..... "	292,406	5		1880	----
" " — " " (") ..... "	148,711	5		'89-'90	103
" " — " " (") ..... "	133,689	5		pleas.	----
" " — " " (") ..... "	3,000,000	6		1870	107
" " — " " (") ..... "	55,000	6		1885	----
" " — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) ..stg.	3,995,555	6	April & Oct.	'68-'71	----
" " — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" " — " " (" ") ..dollar	416,500	6	" "	'90-'91	121
" " — " " (" ") ... "	300,000	5	" "	1893	123½
" " — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" " — " " (" ") "	342,000	5	April & Oct.	'65-'74	----
" " — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " — " " (" ") "	94,000	5	Jan. & July.	1874	----
" " — scrip ..... "	200,000	6	" "	'84-'86	----
" " — ..... "	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	5	Jan. & July.	'71-'76	106½
" " — " " " ..... "	600,000	5	" "	'77-'78	98
" " —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" " —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" " —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " " "	199,000	6	" "	1868	77½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1868	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	78½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	82
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ..coupon	531,520	6	" "	'65-'71	----
" " — " " (") ... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,699	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'66-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	54
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (") ..... "	1,015,000	5	" "	1865	95
" — " " (") ..... "	379,866	6	" "	1868	----
" — " " (") ..... "	2,183,532	6	" "	1870	100
" — " " (") ..... "	1,000,000	6	" "	1875	94½
" — " " (") ..... "	4,095,309	6	" "	1881	98
" — " " (") ..... "	2,490,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	----	.....	1866	----
" — " " (") ..... "	279,313	----	.....	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	90
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	----	" "	1854	----
" — " " "	675,029	5	Feb. & Aug.	1854	----
" — " " "	1,045,629	5	June & Dec.	1854	----
" — " " "	1,558,673	5	Jan. & July.	1855	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	93½
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation	97,360	----	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates ...	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) ..coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	81
" " — " " (interest impr.) "	2,063,666	5	.....	Var.	54
" " — " " (railroads) .... "	12,799,000	6	.....	Var.	81
" " — " " (capitol) ..... "	605,000	5	.....	1890	57
" " — " " (Hermitage) ... "	48,000	6	.....	1890	86
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" " — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	6	Various.	Var.	----
" " — " " (railroad)	18,264,642	6	Jan. & July.	'83-'95	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" " — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,296	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,555	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	551,174	595,523	758,527	677,625	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	51,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,457	104,254	80,296	1,098,464
1862	73,160	93,691	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,054	132,301	145,542	149,137	157,943	170,044	170,910	156,989	155,294	1,675,706
1864	100,991	154,418	195,503	162,723	173,786	206,090	224,257	312,165	354,554	329,579	307,808	252,915	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	815,944	891,574	899,902	855,075	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	92,895	132,049	134,500	145,939	92,575	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,059
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	133,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,425	201,134	1,959,267
1864	158,735	175,492	243,150	185,013	198 679	243,175	224,990	307,574	375,960	324,903	336,617	321,037	3,095,470
1865	305,554	246,331	299,403	186,172	227,200	311,180	252,287	288,095	354,290	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	266,100	281,334	296,169	473,186	551,122	425,945	407 658	2,811,544
1864	278,876	317,839	390,365	421,363	466,830	503,145	490,710	519,306	629,605	729,759	716,278	563,400	6,114,506
1865	541,005	482,164	499,296	468,353	585,623	747,942	702,681	767,598	945,707	921,586	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,586	66,573	84,503	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,563	90,324	65,302	53,137	52,269	60,285	84,540	98,528	88,401	105,253	953,959
1862	106,263	88,468	103,175	87,916	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,276	103,407	99,589	90,882	96,134	130,551	150,397	143,536	155,920	1,579,509
1864	154,056	176,105	208,329	158,077	150,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,992
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,598	372,296	330,343	349,953	330,657	361,819	359,114	455,225	465,959	536,606	414,764	4,651,043
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,542	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	455,560	547,174	506,610	430,063	372,705	419,010	515,949	719,364	734,108	714,211	6,214,193
1862	699,097	601,595	638,006	626,070	587,416	528,542	595,024	615,962	756,421	885,138	902,906	963,859	8,400,234
1863	846,695	839,949	956,445	948,089	848,783	770,148	731,243	687,092	816,801	965,294	1,024,549	1,035,321	10,469,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,103,384	1,301,005	1,222,668	1,224,909	1,234,217	13,429,648
1865	908,341	886,039	1,240,528	1,472,120	1,339,279	1,225,528	1,152,803	1,264,126	1,346,456	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,309	155,164	156,973	170,157	157,443	222,093	1,923,634
1860	212,714	209,422	161,047	134,806	156,281	129,956	140,360	167,220	180,900	193,951	189,549	220,370	2,075,826
1861	228,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,116	239,911	270,062	403,671	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,789	253,049	273,726	306,595	361,900	340,900	340,738	507,552	4,274,586
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	155,926	209,994	183,758	219,890	188,060	192,931	248,971	259,643	321,059	243,163	225,196	2,664,849
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	258,983	289,862	284,020	243,249	224,401	2,999,613
1862	190,180	236,687	181,084	191,648	206,246	269,282	261,079	362,786	414,542	410,336	372,593	339,463	3,445,227
1863	299,944	271,065	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,021
1864	327,900	416,588	459,762	422,797	406,872	510,100	423,576	640,179	799,286	661,291	667,141	603,402	6,329,447
1865	646,410	522,555	592,276	491,297	454,604	590,061	551,996	661,548	705,740	621,549	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,665	29,384	37,271	56,687	65,452	51,329	55,257	49,544	515,218
1863	38,203	53,778	60,540	64,306	55,336	40,706	58,704	52,564	77,112	83,089	76,764	68,963	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,545	96,908	96,453	1,036,166
1865	98,112	86,829	93,503	82,156	75,842	110,196	106,652	112,156	120,051	117,604	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	57,429	60,229	139,761	163,615	90,900	44,595	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	103,721	76,163	109,661	154,369	132,272	61,895	1,163,794
1863	67,180	76,132	44,925	68,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,259
1864	102,749	116,135	88,221	140,413	186,747	212,209	159,547	113,390	168,218	179,526	149,099	117,013	1,711,281
1865	96,182	74,283	70,740	106,589	146,943	224,838	217,189	170,564	226,020	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,485	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	238,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	156,951	170,362	161,391	128,558	178,778	235,690	276,181	231,265	189,077	2,189,677
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,519	276,109	326,818	305,284	279,539	2,647,893
1863	248,784	230,509	257,227	268,612	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,045	3,302,541
1864	256,800	304,445	338,454	330,651	267,126	315 258	276,891	355,862	402,219	407,107	448,954	411,506	4,120,153
1865	365,900	366,361	413 322	366,245	353,194	402,122	309,063	424,206	484,173	521,525	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,065	128,393	193,540	261,422	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,560	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,150	159,558	151,902	175,898	156,039	174,002	172,189	216,624	296,956	322,869	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,325	215,449	305,158	375,458	339,794	306,186	3,168,055
1864	252,485	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,963	329,105	412,501	460,651	490,894	------	------	------
New York Central:													
1859	280,349	270,544	309,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	620,396	6,203,703
1860	387,128	402,630	561,078	586,141	561,709	496,943	544,494	692,382	868,985	811,456	730,786	623,047	7,164,622
1861	489,065	420,793	627,051	689,588	677,073	555,743	622,138	562,078	695,175	927,036	922,960	872,986	7,996,783
1862	749,163	681,966	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,375	966,228	1,002,765	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,561	1,041,522	1,046,401	1,157,818	11,069,553
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,795	1,275,117	1,450,076	1,196,435	1,157,818	1,089,902	13,230,417
1865	899,478	691,372	915,500	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	223,464	230,577	248,562	241,895	264,622	283,846	238,619	245,977	2,785,296
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,205	249,032	3,315,501
1861	161,106	160,535	191,266	252,154	263,917	270,051	289,967	265,358	234,456	276,209	291,763	278,219	2,908,339
1862	192,216	217,161	244,423	258,674	288,996	264,285	288,725	414,707	443,994	463,873	466,557	454,526	4,088,337
1863	336,685	361,534	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,956	626,009	6,234,083
1864	436,742	532,796	617,021	669,384	757,178	926,182	711,457	1,170,241	1,125,625	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	185,795	154,032	203,853	245,938	286,844	251,253	191,138	2,335,554
1861	217,262	202,071	285,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,946	3,031,787
1862	298,420	274,358	296,778	282,595	277,009	261,210	249,419	277,380	397,525	401,299	384,331	370,988	3,745,318
1863	337,350	366,598	451,965	462,987	427,094	396,545	350,753	407,077	463,509	505,514	466,300	457,642	5,132,934
1864	290,676	457,227	611,297	588,006	525,751	432,911	506,541	625,547	675,260	701,552	691,556	914,082	7,129,466
1865	684,260	696,735	886,511	738,107	601,238	650,311	612,123	718,016	759,405	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	66,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,196	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,756	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,555	155,780	144,943	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	54,414	73,879	67,946	67,428	84,870	122,785	126,100	125,027	77,599	51,296	926,736
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	135,722	142,537	162,558	127,086	92,874	1,172,100
1862	82,235	47,142	56,006	83,582	106,846	113,578	116,214	168,219	179,880	172,870	147,848	139,528	1,403 147
1863	96,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	129,666	151,062	134,663	111,339	1,439,798
1864	79,785	95,843	132,896	123,987	127,010	146,558	139,926	244,114	241,840	221,570	230,209	266,154	2,060,822
1865	144,084	139,171	155,763	144,991	134,738	194,525	271,799	376,024	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	922,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1852	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1863	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1853	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1853	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	700,000	6	Jan. & July.	"	1890	100½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	93
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	582,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	98
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1860	
Converted Sterling Loan	800	5	"	"	1903	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $500,000	423,850	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1862	90
" " $2,500,000	987,000	6	"	"	1908	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1899	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	85
4th Mortgage (S. F.)	1,365,500	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	457,000	8	Jan. & July.	New York.	1863	112
" " " inconvertible	3,167,000	8	" "	" "	1903	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1866	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	504,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " "		8	" "	" "	19..	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1904	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	82
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	116
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	688,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,167,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	150,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,226	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	633,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1921	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	600,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,892,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,952					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,555,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (state)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	23,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,898,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	351,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	540,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1881	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1893	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	96
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,233	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	200,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,480	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	100
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	109
1st Mortgage (S. F.), convertible	4,230,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	55,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1868	
Goshen Air Line	592,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit:						
1st Mortgage	600,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1882	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,586	7	Jan. & July	" "	1875	104
1st Land Grant	3,612,000	7		" "		48
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1868	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	889,419	6				
Income	1,608,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,025	6			1880	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	480,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	281,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1875	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	866,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	91
D'bts of former Co's outst'ding.	234,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	98½
" " " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	90
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	104
New York and Erie:						92
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	5,634,000	7	April & Oct.	" "	1880	97
5th Mortgage	1,002,500	7	June & Dec.	"	1888	98
Buffalo Branch	196,400	7	Jan. & July.		1891	98
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	102
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	95
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	107½
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1886	55
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	82
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7	" "	" "	1861	36
North Missouri:						
State Loan (20 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	250,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	15,000	7	" "	" "	1865	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	London	1896	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	122,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,800	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	504,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	110
1866, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	695,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1870	
Chicago Depot Bonds	40,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,250,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1660	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	27
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1883	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1660	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	621,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1875	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1885	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				85
Equipment bonds	500,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1876	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'60-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,396	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,566	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	451,505	30,591	—	325,010	109,500	21,632	518,965	30.2	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,022	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,328,715	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,260	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	563,577	*	—	351,528	446,000	10,725	811,949	—				—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,550	*	—	793,550	700,000	—	1,493,550	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	340,299	66,483	—	307,060	95,000	731	.....	23.8	53,225	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,986,740	.....	.....	122.4	317,844	517,808	134,606	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	451,258	1,459,711	413,528	12	217
31 Dec. '64	74.6	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,428	124.0	203,329	428,515	180,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	260,167	140,891	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	765,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,356	*	—	558,805	51,000	—	810,982	66.0	211,836	270,672	84,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	952,565	—	3,619,600	2,000,000	—	6,810,540	117.4	657,755	1,847,291	822,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,462,983	149,711	—	2,358,600	607,000	10,962	3,238,531	66.4	344,460	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.2	—	10.7	—	—	—	—	Delaware	1,582,257	—	—	406,132	870,000	271,877	1,607,684	84.8	136,631	188,970	81,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,850	—	13,538	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	20,586	—	191,485	195,000	75,894	519,111	32.0	.....	7,857	5,555	—	.....
— — '62	99.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	109.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	125,000	—	1,597,386	86.7	.....	418,086	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	50.6	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,022,200	*	—	733,700	129,500	—	.....	53.0	.....	168,986	96,612	—	.....
30 Apr. '60	43.5	—	22.7	—	...	...	.....	Brunswick and Florida	756,000	*	—	151,887	.....	.....	.....	71.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	—	—	52	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	5,890,173	229.0	879,408	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,550	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,186	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	668,900	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,586,534	52,874	—	1,275,901	19,200	150,521	1,478,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,915	228.8	.....	.....	288,955	12	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	822,342	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	—	—	49	32	939	Chicago and Alton	8,808,919	*	659,100	4,203,200	4,054,000	—	9,596,568	251.0	1,104,197	2,770,454	1,278,518	7½	105½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,218,253	—	8,376,610	3,224,989	—	15,464,265	400.0	1,963,105	5,728,910	2,752,273	20	116
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	28,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	83
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,554	3,359,391	1,891,709	8	106½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,029,581	*	—	1,648,561	2,350,000	—	4,214,342	189.0	.....	742,097	377,476	—	65½
31 Dec. '64	464.8	252.6	.....	—	126	78	3,527	*Illinois Central*	29,675,410	*	—	20,808,160	13,252,000	—	38,080,110	708.5	3,356,550	6,329,447	1,465,194	8	136½
1 Jun. '65	111.0	—	—	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,291,000	—	4,344,955	111.0	.....	459,574	210,950	—	—
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	206.0	.....	2,084,074	803,767	—	44
								INDIANA.													
— — —	108.0	—	—	—	...	...	.....	Cincinnati and Chicago	2,050,435	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,253,745	109.0	.....	349,567	119,342	—	.....
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,939	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,993	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,589,900	1,362,254	140,689	3,458,108	110.0	.....	445,956	230,534	9	100
31 Dec. '64	84.0	—	.....	—	15	...	...	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	334,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	45.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,768	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	38½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	55,000	—	3,963,108	73.9	570,555	1,007,979	421,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,243,870	—	2,929,782	75.5	112,434	421,606	155,347	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 573.123	63,961	—	3,649,396	950,000	27,364	4,891,849	100.0	200,813	412,186	162,269	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,087,876	82,499	—	921,449	270,000	—	.....	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,562	*	—	3,462,300	7,145,252	118,000	10,715,562	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,822	4,275,993	111.8	.....	426,408	227,884	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	905,298	52,800	—	514,578	79,000	—	786,513	29.0	236,061	188,468	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,848	126,735	12,200	1,109,894	276,000	—	1,713,324	65.1		419,345	139,817	6	66
30 Jun. '65	185.0	101.0	21.8	47.5	60	42	626	Louisville and Nashville	9 655,994	*	—	5,527,871	5,297,000	29,307	21,578,718	360.0	983,047	4,214,340	2,172,615	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,518	566,000	389,297	5,555,320	80.0	180,204	481,222	225,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,763	—	.....	2,655,000	1,150,717	.....	96.0	.....	1,282,294	556 434	—	.....
31 Aug '60	55.7	—	.....	135.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,454	1,710,518	[2]53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	3,270,625	647,595	—	2,950,000	4,250,000	—	9,008,589	183.0	.....	840,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,503,576	*	168,225	6,491,386	7,568,489	—	14,781,571	329.5	1,562,793	4,121,213	1,715,063	16	113
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indians	13,619,185	1,644,259	1,598,768	9,720,200	8,564,118	—	18,284,318	523.6	2,187,124	4,289,466	1,881,113	7	75½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	235.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,531,899	256.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.5	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	260,047	121,589	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.5	579,234	1,047,567	420,026	—	85
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,763	—	2,469,540	4,350,000	98,878	7,666,870	168.8	480,158	950,499	640,641	—	—
31 Dec. '62	152.0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	568	*Pacific*	10,115,728	1,101,971	—	3,191,922	490,433	648,212	12,580,308	283.0	598,415	1,097,795	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
28 Sep. '64	86.5	5.6	5.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	160,029	—	1,971,2.2	3,501,000	40,558	6,353,109	90.1	280,189	899,291	81,319	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,996	3,068,491	—	7,963,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	189,963	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,880	3,068,491	139,954	4,259,303	109.2	186,240	523,092	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	480,222	236,767	6	95
May, 59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	763,763	*	—	169,200	556,600	-----	-----	37.0	-----	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,373	3,621,755	3,990,254	16,151,962	10,751,553	630,555	33,673,564	296.8	1,068,709	4,481,859	3,064,653	6	112
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	-----	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,844,860	4,850,000	—	12,273,647	261.0	1,099,345	3,051,669	1,065,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,961	249,748	—	8,500,000	3,506,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	35	534	Boston and Lowell	2,452,248	181,343	350,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,566	1,272,600	443,382	3	116
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	292,000	—	3,150,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	5	125½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,981	5,557,510	83.6	638,622	1,471,985	487,564	10	129
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,866	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	50½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	104
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	98
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,861	350,149	—	3,540,000	—	—	3,846,855	98.4	434,622	868,852	309,341	8	105
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,585	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	----
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	555,919	95,684	—	600,000	—	50,495	809,562	71.0	185,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	450,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	-----	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	610,010	964,030	469,932	8	106½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,770,000	44.4	236,408	470,978	158,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,365	226,900	727	470,981	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	35.5	—	—	—	Troy and Greenfield	—	—	—	923,542	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,543	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	44
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,712	—	5,150,000	6,267,520	—	14,986,959	218.0	1,430,223	2,995,554	1,178,712	10	138
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,598	116,000	—	1,141,000	76,000	51,290	1,268,290	45.7	194,712	338,285	137,603	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	-----	408,388	141,407	—	62
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,975	655,400	—	2,969,852	53.6	338,025	382,183	130,646	2	----
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.2	-----	470,078	125,286	7	57½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,545	—	—	1,000,000	17,300	20,004	operated	by	Concord	R. R.	83,524	7	102½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	-----	52.7	-----	37,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	434	Northern New Hampshire	3,068,400	*	—	3,068,400	229,700	59,114	3,248,214	72.0	-----	356,845	153,718	4	95
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	-----	24.7	-----	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '64	54.2	11.0	8.1	—	---	---	-----	Belvidere Delaware	3,836,285	*	—	997,112	2,193,000	252,554	3,442,097	75.2	-----	801,886	146,101	—	—
31 Dec. '64	53.0	32.5	.....	8.0	---	---	-----	Camden and Amboy	8,502,296	*	4,204,121	6,472,400	10,264,463	—	-----	124.2	-----	5,799,980	1,140,788	35	129½
31 Dec. '64	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,950	2,221,449	60.2	-----	231,466	71,106	—	58
31 Dec. '64	54.0	26	64.0	—	59	34	906	Central of New Jersey	9,363,934	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	943,218	2,637,184	1,205,630	20	122½
31 Dec. '64	53.0	—	45.5	—	24	42	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270 000	670,764	171,755	7	80
31 Dec. '64	53.8	—	.....	—	---	---	-----	New Jersey	5,799,809	492,000	1,549,023	4,397,800	535.000	145,000	5,990,452	33.5	610,427	1,563,607	777,626	10	140
31 Dec. '64	71.8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	-----	158,900	260,000	45,072	463,872	21.2	99,787	146,956	29,200	—	----
31 Dec. '64	.....	.....	.....	—	---	---	-----	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,584,000	544,426	4,440,026	—	-----	229,476	-----	—	65
31 Dec. '64	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	-----	290,022	130,510	6½	46½
31 Dec. '64	28.5	—	—	47.	—	—	—	West Jersey	1,461,249	*	—	588,400	766,500	—	1,298,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,256	2,156,158	38.0	29,520	97,861	42,379	—	----
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	368,059	—	919,155	1,777,500	155,417	3,039,342	48.9	166,207	458,441	80,873	—	----
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	8,369,058	—	—	850,000	2,295,000	1,070	3,369,082	160 2	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	55	35	605	Buffalo and State Line	2,267,838	516,576	189,500	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,486	769,028	10	190
31 Dec. '64	460.0	97.0	356.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,046,284	807.6	6,916,324	13,429,543	4,584,725	8	94
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,660	1,167	14,669,847	150.0	1,396,293	4,132,600	1,687,293	8	106
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	457,299	235,287	14	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	664.9	5,990,208	12,297,890	3,506,745	9	98
30 Sep. '64	130.7	2.1	45.0	—	35	57	566	New York and Harlem	9,510,739	1,105,299	1,022,685	5,565,080	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	----
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,671,900	—	4,571,900	121.7	458,311	726,743	176,640	—	33½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,664	125,199	—	395,340	311,500	23,708	901,553	35.9	88,498	218,994	112,066	8	----
30 Sep. '64	25.2	—	2.6	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,803	8	----
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	168,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	8.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	350,000	—	920,324	51.3	114,725	257,035	91,060	—	----
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	55,553	—	----
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	25,532	2,932,806	81.0	207,280	411,378	240,450	—	----
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	253,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	575,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	---	---	-----	Atlantic and North Carolina	3,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	-----	108,953	35,872	—	----
-- --	'58 228.0	—	.....	—	---	---	-----	North Carolina	4,236,000	*	—	4,000,000	-----	-----	-----	228.0	-----	-----	-----	—	----
-- --	'59 97.0	—	.....	—	---	---	-----	Raleigh and Gaston	1,240,241	*	—	973,200	126,250	-----	-----	97.0	-----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,139,470	1,045,000	51,800	2,934,509	171.9	-----	469,455	219,685	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	3,369,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,068	477,554	235,201	8	----
15 Mar. '60	81.0	7.0	.....	102.5	-----	-----	-----	Western North Carolina	2,000,000	*	4,700	220,212	-----	70,560	364,072	-----	-----	-----	-----	—	----
								OHIO.													
31 Dec. '63	60.0	50.0	.....	180.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,985	717,000	—	2,042,067	40.0	-----	154,600	78,927	—	----
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	623,741	976,881	279,055	—	----
31 Aug. '63	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,123	1,628,356	3,573,000	1,126,488	6,910,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cine., Hamilton and Dayton	4,341,780	583,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	-----	1,241,357	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	-----	-----	-----	—	----
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,456	191.2	1,037,268	2,499,345	1,236,162	15	127
31 Dec. '62	67.0	—	40.5	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,759	22,240	1,036,055	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	.....	—	32	21	899	Clev., Painesville & Ashtabula	3,706,159	937,650	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	----
30 Nov. '64	101.	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	208.5	1,256,812	2,512,315	438,807	8	93½
31 May '65	109.3	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,000	2,614,310	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	103
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	869,673	575,250	632,486	-----	61.5	75,120	88,128	19,763	—	----
31 Dec. '58	72.0	—	.....	51.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,500,000	305,000	-----	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	55,515	1,692,800	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,371	30	----
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	*	455,803	2,366,705	3,782,430	—	6,214,825	142.0	-----	1,069,187	431,950	—	----
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	—	—	12,047,731	3,011,295	—	15,505,315	250.8	456,408	1,038,165	427,405	—	----
30 Apr. '62	192.8	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	1,243,042	20,549,420	192.8	-----	829,952	119,682	—	----
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	-----	125.0	-----	-----	-----	—	----
30 Jun. '62	158.5	62.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	8,988,495	595,466	251,567	3,248,956	1,241,093	14,202	5,172,128	206.9	388,409	719,924	145,900	—	19½
31 Dec. '62	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,535,166	*	—	362,571	1,299,100	127,118	2,494,894	125.0	220,717	272,302	92,283	—	----
31 Dec. '64	242.4	—	.....	—	43	13	959	Toledo & Wabash	10,080 918	*	—	3,427,060	5 553,865	—	10,243,015	250.0	1,344,358	2,080,322	945,492	3½	58

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	12.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,556,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		2,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		27½
31 Oct. '64	52.0		9.7		12	12	82	Cumberland Valley	1,181,037			956,000	378,600		1,335,800	74.0	176,968	294,962	198,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,532,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,269,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	233,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	306,770	656,518	43,741	2½	30
31 Oct. '64	18.5		5.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	56.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	86
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,509,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,408	465,406		1,336,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	201,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,718	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,194	20	65
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	980,000	61,152	3,687,252	(oper. by Reading			R. R.)	6	81½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	98
31 Oct. '64	58.6	14.2	13.3		20	20	674	North Pennsylvania	5,560,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,601		53
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,335 315	5,604,810	19,860,060	16,684,840		43,520,356	356.9	5,846,778	14,739 657	4,065,113	10	57
31 Oct. '64	17.0	3.0	22.0		18	46	101	Phila., Germant'n & Norrist'n	1,139,079	292,599		1,358,100	315,000		1,673,100	24.0	283,739	423,147	207,893	8	55
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,760,623	*		5,013 054	9,940,000	10,500	14,963,554	(oper. by Pe		nn. R.R.	Co.)		50
30 Nov. '64	152.0	46.8	208.5		216	81	14088	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072,323	7,271,879		27,716,253	509.5	3,328,229	9,289,341	4,308,150	15	86½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,494	*	245,506	999,200	250,000		1,249,200	28.2	175,447	324,006	477,658	10	120
31 Oct. '64	90.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	632,000		9,349,300	197.0	839,238	3,206,560	1,385,200	10	80
31 Dec. '64	59.5		7.2	82.5	12	11	82	Pittsburg and Connellsville	2,277,436	163,004		1,770,414	1,500,000	60,235	3,666,877	72.0	256,176	315,722	101,569		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,060		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	103½
31 Dec. '64	28.0		5.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	20.4		3.3		7	16	23	Westchester & Philadelphia	1,313,526	102,983		684,036	1 008,098	122,512	1,855,443	20.4	118,698	273,222	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,255	165,884		891,800	372,000	1,343	968,137	29.6	95,560	296,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	105	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,505	12	130
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,526	51.9					
31 Dec. '58	109.6				12	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	142.2	21.3						Greenville and Columbia	2,459,769	324,161		1,429,008	1,145,000	345,546		164.5		541,190	125,671		
28 Feb. '59	102.0							North-Eastern	2,011,662	*		985,742	960,410	108,172	2,057,225	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,642,853					1,490,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,135		505,214	514,000	99,110	1,157,707	47.6		29,967	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		518,718	157,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,554	1,902,000	390,407		130.3	180,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	567	Memphis and Charleston	5,866,578	578,069	129,554	3,899,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.5				Memphis, Clarksev. & Louisv.	2,000,000	130,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	564,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.2		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,869		47.4	54,178	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	5,632,832	*		2,056,544	1,731,000			159.0		734,118	327,284	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,955	127,963	57,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,243			
								TEXAS, (*all aided by State*).													
— — '58	32 0			168.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,200	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*		455,000	975,000	360,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830,277	*		1,579,600	838,500		3,083,466	105.0	164,704	428,150	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	856,276		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	87,788		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	5,402,955	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,260	941,045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt.		Central		8	92½
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,996	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		252,000	700,000			oper. b. Troy		& Bost.		83,852	
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.5	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,054	136,502	43,092		
30 Sep. '59	79.2		4.6		5	2	75	Norfolk and Petersburg	2,006,873	122,166		1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,532		
30 Sep. '59	163.5				8			Northwestern Virginia	5,822,150	*		458,505	5,719,229			163.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	274,996		1,365,300	1,851,500	292,842	4,745,256	123.4		610,166	201,344		
30 Sep. '59	50 2	21.3			14	17	171	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		226,554	213,862	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,755,855	142.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,950	96,828		78.6	159,981	279,948	145,395	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		535,750	204,808	26,853		43.5	1,058,054	163,752	79,585	8	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	82,926	1,839,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	32,948	3,162,764	1,480,592	52,929	4,832,929	198.0	280 968	634,061	269,120	5	75
30 Jun. '60	204.7	2.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,454,813	3,265,000	571,958	10,233,271	214.9	480,198	740,489	347,957		
								WISCONSIN.													
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.0		756,476	329,550		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milwaukee and Prairie du Chien*	7,727,273	*	4,323	6,776,773	807,000		8,452,351	234.4	958,183	1,711,281	606,380		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,472	142.5	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	46	Buffalo and Lake Huron (½ y)	11,935,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,552		
31 Dec. '62	46.0				16	17	714	Montreal and Champlain	2,462,569	*	15,311	1,631,180	911,029	22,984	2,863,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	157.0		78.0	204	130	2,599	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,406	77,210,345	1,096		4,368,510	1,154,886		
31 July, '63	229.0	118.5	63.0		92	126	1,089	Great Western	23,833,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,549,510		
31 Dec. '64	94.5	1.6			19	20	337	Northern (O. S. & H.)	5,456,515				4,909,980	768,959	5,678,939	98.1	402,670	467,256	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,606		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,285		1,380,000	13,100	136,000	1,709,232	60 0		128 455	36,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5			20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	155,416	139,107	87,181		
								NEW GRANADA.													
1 Dec '63	48.7				11	22	120	Panama	9,000,000	*	615,868	5,000,000	75,000		10,762,732	48.7		737,433	1,328,926	12	53

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25½
Catawissa (preferred)	1,150,000	7	—	43
Chemung (guarantied)	880,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47
Chicago & Alton (preferred)	2,425,200	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	66½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,966	7	5½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	43
Erie (preferred)	8,535,700	7	7	82
Hannibal & St. Joseph (preferred)	5,253,856	7	—	57
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	572,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	45
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,775,500	8	8	103
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,255,000	7	—	63
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	245,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	8	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	78½
Toledo & Wabash (preferred)	984,500	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (3d pref.)	904,478	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,000	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	500,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
1st Mortgage	762,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,668	6	M. & S.	1870	94½
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	580,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	86
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	998,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	85½
Chesapeake and Ohio	100	8,226,596	—	----
Delaware Division	100	1,638,350	—	31½
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	----	---	----
Lehigh Navigation	50	4,292,950	6	56½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28½
" " (preferred)	50	2,722,607	—	36½
Susquehanna and Tide Water	50	2,048,250	—	10½
Union	---	----	---	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	89

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	50	@ 52 —
Pig, American, No. 1		50	@ 50 50
Bar, Refined, English		97 50	@100 —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
		—Store Prices.—	
Bar, Swedes, assorted sizes		160	@170 —
Bar, English & American, Refined		125	@150 —
Bar, English & American, common		115	@120 —
Scroll, English		155	@200 —
Ovals and Half round		145	@155 —
Band, English		—	@155 —
Horse Shoe		150	@155 —
Rods, English		127 50	@190 —
Hoop, English,		160	@225 —
Nail Rod	per lb.	—	10½@ — 11
Sheet, Russia	per lb.	—	42½@ — 50
Sheet, English, Single, Double and Treble		—	7½@ — 10½
Sheet, Am., Single Double and Treble		—	@ — —
Rails, English (gold)	per ton	—	@ 57 —
Rails, American		—	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—	19 @ — 24
English Spring (1st & 2d qlty.)		—	12 @ — 14
English Blister (1st & 2d qlty.)		—	13 @ — 20
English Machinery		—	14 @ — 16
German		—	15 @ — 17
American, Blister		—	12 @ — 14
American, Cast, Hammered		—	20 @ — 22
American, Cast, Rolled		—	13 @ — 15
American Spring		—	11 @ — 13
American Machinery		—	13 @ — 14
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 5½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 50
Sheathing, Yellow		—	31 @ — 31½
Pig, Chile		—	@ — —
Bolts		—	@ — 50
Braziers'		—	@ — 10
American Ingot (cash)		—	32½@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	—	@ 10 50
Spanish		—	@ 10 12½
German Refined		—	@ 10 12½
English		—	@ 10 12½
Bar	per lb.	—	@ — 12
Pipe and Sheet		—	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	27½@ — 28
Straits		—	26½@ — 26½
English		—	24 @ — 24½
Plates, Charcoal I. C	per box	15	@ — —
Plates, I. C. Coke		12	@ 13 —
Terne, Coke		—	@ 11 50
Terne, Charcoal		14 50	@ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— 8	@ 5 50
Clinch (cash)		—	@ — —
Copper		—	@ — 55
Ausable Horse, Norway Iron, Forged		—	@ — 35
Zinc Nails (6 mos.)		—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		—	35½@ — 37
Ref'd, free, L.S. to pr. Wh. (110@120 test)		—	76 @ — 77
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		—	@ — —
Naptha, Refined (60@63 gravity)		—	52 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th. 2	F. 3.	Sat 4.	M. 6.	Tu. 7.	W. 8.
Atlantic M. S. S. Co	----	145	143	----	----	
At. & Gt. W. (O) 1st m't	----	96½	96½	----	96½	
Buffalo, N. Y. & E., 1M.	----	----	----	----	96	
California 7s	----	----	----	----	----	
Canton Co.	45	45½	45	46	46½	47
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	108	----	105½	----	
" " pref.	----	----	----	107	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	95½	----	----	----	96	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	111x	115	----	115	115	
" " 8 p.c.	----	----	----	112	----	
Chic. & Northwest'n	34	33½	31½	34	33½	33
" " pref.	66½	66½	65	66½	67	66
" " 1st M.	82	82	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. R.	----	----	----	----	----	
Chicago & Rock Isl.	108½	108½	107½	109	108½	107½
" '1st M. '70	100½	----	----	----	100	100½
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg	80½	81½	81	89½	90	94½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	103½	103	103½	103½	103	
" S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	44	43½	43	44½	44½	44
Del. & Hudson Canal	146	----	----	----	----	
Del., Lack. & West.	----	----	----	101	----	
" " 1M. 8 p.c. '71-5	----	101	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	92½	94	93½	94½	97	94½
" pref.	----	----	83½	82½	83	82½
" 1 M. 7 p.c. '67	----	100	----	----	100	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	97	----	----	----	----
" 4 M. 7 p.c. '80	----	95	----	----	----	96
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	32	----	33	34	----
" " prbf	----	55	----	----	56	----
" " bonds	94	95	----	----	----	----
Hudson River	107½	108	107½	108½	108½	106½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	102	----	----	----
" 2M. S.F.	----	----	----	----	103	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	----	----	----	135	136½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	45	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	11½	----	11½	----	----
Michigan Central	114	113	114	114	----	----
" S F. 8 p.c. '82	110	----	109	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	73½	73½	72½	76½	82	79
" " guar'd.	----	----	----	----	----	135
" " 1M. S.F.	----	95	----	----	----	----
" " 2 M.	----	----	----	----	----	87
Mil. and P. du Chien	80½	93	91½	220	225	135
" " 1st pref.	----	----	----	----	----	103
" " 2d pref.	----	----	90	----	----	88
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	77	77½	77	78	----	78
" iss. to H. & St. J. R.	----	----	80	----	----	----
" " Pacific	78	----	----	----	79	78½
New York Central	100½	102	101	101½	101	99
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	103	----	101½	102	----	102
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	91
" " 6s, S.F. '87	----	----	----	----	92	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	84½	----
Ohio & Miss. cer.	29½	29½	29½	31½	31½	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	240	----	----	----	235	----
Panama	----	----	----	235	----	----
Penn's Coal Co.	----	----	175	----	180	----
Phila. and Reading	115½	114½	115½	116½	116½	115
Pitts. Ft. W. & Chicago	106½	106½	103½	106	106	104
" " 1M.	103	----	----	102	103	103
" " 2M.	96	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	48½	49	48½	50	50	49½
St. L., Alton & T. H.	46½	52½	48½	51	51	45
" " pref.	71	78½	----	78½	82	78½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	82	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	88	----	88	87½	----
Tol., Wab. & Western	39	53	46	52	49	55
" Pref.	----	65	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	75	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th.2	F.3	Sat.4	M.6	Tu.7	W8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	97	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	92¾	92¾	....	94¼	92¾	92
U. S. 5s, 10-40s, reg.	....	92¾	....	....	....	....
U. S. 6s, 1881, reg.	106¾	....	106¾	106¾	106¾	106¾
U. S. 6s, 1881, cou.	106¾	106¾	....	106¾	106¾	106¾
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ¼y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	120	120	120	120	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif..	97¾	97¾	....	97¼	97¼	97¼
U. S. 6s, 5-20s, coupon	103x	102¾	102¾	102¾	102¾	102¾
U. S. 6s, 5-20s, new	101x	101¼	....	101	101	100¾
U. S. 6s, " reg.	101¼	....	101¼	101¼	101	101
7.30 Notes, 1st series.	98	97¾	98	97¾	97¾	....
" " 2d series..	97¾	97¼	97¼	97¼	97¼	97¾
" " 3d series..	97¾	97¼	97¼	97¼	97¼	96¾
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	W.1	Th.2	F.3.	Sat.4.	M.6.	Tu.7.
Cattawissa	30	30	31¼	29¾	30	29¾
" preferred	47	47	47¾	46	46¾	45
Camden & Amboy	125	....	....	126	....	126¼
" " 6s,'67.	....	....	....	....	....	....
" " 6s,'70.	....	....	....	....	....	....
" " 6s,'75.	....	....	....	90	....	....
" " 6s,'83.	....	....	....	90	90	90
" " 6s,'89.	....	....	....	....	....	....
" mort. 6s,'89.	....	....	....	....	....	....
Ches.& Del.Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s.	....	....	....	....	....	....
Lehigh Navigation	....	....	....	55¾	....	55¾
" " 6s, '70.	....	....	....	....	....	....
" " 6s, '84.	....	....	....	....	....	....
Lehigh Valley R. R.	....	....	....	64¼	65	....
" " 6s.	....	....	....	....	....	90
Little Schuylkill R. R.	29	30	30	30	30¼	31¼
" " 7s.	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	82	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76.	90¼	....	....	....	....	....
North Pennsylvania	32¼	33	34	33¾	33¾	....
" " 6s. 85	....	....	86	....	84	86
" " 10s.	....	....	....	....	....	....
Northern Central	....	....	45	....	....	44¼
Pennsylvania R. R.	60	57¼	....	57	57	57
" 1st m.	....	....	....	....	100	99¼
" 2d m.	....	....	....	95	....	....
Penn. State, 5s	90¼	....	....	91¼	91¾	90
" " 5s, coupon.	....	....	....	....	90¾	....
" " 6s, W. L.	99	....	....	....	....	....
Philadelphia City, 6s	....	....	87	....	....	....
" " new.	90	....	90¼	90¼	....	90¾
Philad., Germ. & Nor.	53	53	....	....	....	....
Phila. & Reading	58	57¼	58	57¼	57¼	58
" " 6s, '86.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	91	....	....
Philadelphia & Erie	29	31	34	31¼	32¼	30¼
" " 6s.	....	....	....	....	....	....
Philad. & Sunbury, 7s.	....	....	....	....	....	....
Schuylkill Navigation	28¾	....	....	....	28¾	....
" " pref.	35	35¼	36	36	36¼	....
" " 6s '82	....	....	....	....	....	85
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	....	....	....	....	10¼	10¾
" " 6s '78.	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	21	....	....	....	....	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal.	....	....	....	....	....	....
" " bonds.	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	53	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	82
Spruce & Pine, "	....	....	....	30	52¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	W.1	Th.2	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	98	98	....	....	98¼	....
" " 1886.	....	....	....	....	....	....
" " 1870.	....	....	....	....	98¼	....
" " 1890.	100¼	100¼	100¼	....	100¼	100¼
Balt. and Ohio	112¼	112	112	....	112	....
" " b'ds,'62.	....	....	....	....	....	....
" " " '67.	98	....	....	....	....	....
" " " '75.	....	100¼	....	....	....	....
" " " '80.	....	....	....	....	....	....
" " " '85.	....	....	....	....	....	99¼
Northern Central	....	....	....	....	....	....
" " b'ds,'85.	....	....	....	....	....	....
" " " 95.	....	....	....	....	....	....
City Passenger R. R.	21¼	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th. 2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	....	....	....	....	....	95
Boston and Maine	116	116	....	....	....	....
Boston and Providence	....	....	....	125¼	....	125¾
Boston and Worcest.	128	129	129	....	....	....
Cheshire, pref.	....	....	....	....	47	....
Concord	....	....	57	....	....	57¼
Connecticut River	104	105¼	104	....	....	....
Eastern, Mass.	97	....	....	....	98	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	105¼	....	....	105	105
Manchester & Lawr'ce.	102x	....	....	102¼	....	....
Michigan Central	114	114	....	....	....	....
Northern, N. H.	....	....	....	....	92	92
Old Colony and Fall R.	104	104	104	103¼	103¼	103¼
Ph., Wil. & Baltimore	61	61	61¼	60¾	60¾	60¾
Portl'd, Saco & Porta.	94¾	95	....	....	94¼	95
Vermont & Canada	....	92	90	....	....	93¼
Vermont & Mass.	43	....	43	43	44	44
Western	135¼	....	....	138	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	67¼
Metropolitan "	....	46	45¼	....	45¼	....
Middlesex "	50	....	....	50	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	21¼	20	20	20	21	21¼
Franklin "	36¾	36¼	....	36¼	....	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	....	....	....	....	35	....
Pittsburg "	....	....	....	....	....	....
Quincy "	47¼	47	47¼	47¼	....	49
Rockland	3¼	....	3	....	....	2¾

London Stock Exchange.

The following were the closing prices for American Securities on the 24th of October:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64¼	"	64¾
Virginia State 6s	48	"	52
Do. 6 per cent.	43	"	45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	61	"	57¼
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	83¼	"	84¼
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1886	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1885	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42

American Railroad Journal.

Saturday, November 11, 1865.

Stock Exchange and Money Market.

The report of the Secretary of the Treasury, as to the condition of the public indebtedness, reached us last week as we were going to press, and of course too late to permit us to make any comment upon it. It is, however, universally admitted to be of a most satisfactory character. In fact, each monthly statement grows better and better. It appears that the total debt has decreased since 30th September, $4,092,967 31, and $16,834,812, since 31st August last, and this would make the rate of decrease per annum, as it is even now going on, $101,008,872. The total of the annual interest is $138,938,079, of which $67,670,341 is payable in gold, and $71,267,788 in paper or lawful money in that form. By contraction and funding, the legal tender issues have been reduced about forty-four millions of dollars, leaving instead of $678,126,940 in circulation $633,709,581, the reduction having been made at the rate of ten millions per week and upwards for the previous four weeks. If this reduction was possible of continuance, it would take but a little more than a year to retire the whole Government currency.

We have not thus far seen that this contraction has done any harm to the Government or people. It has not even affected by sympathy or relation the price of gold, or of the necessaries of life. On the contrary, the former has actually advanced in the face of the contraction, which was about 13 per cent. of the whole amount afloat, and which according to the accepted theories, should have caused something of a corresponding decline in the premium. The other interesting facts in the Secretary's statement are as follows: The currency interest has decreased four millions in the temporary 5 per cent. loan, twelve millions in the temporary 6 per cent., seven millions in the certificates of indebtedness, and forty-four millions on the compound interest notes; this last, the effect of the late funding operation.

Against all these important and decisive advantages, we have to offset the addition of $1,400,000 of interest to be added to the annual public charge, which is, however, more than equalized and compensated for by the gains and reductions already stated.

Steady reductions are also being made by the various departments; and we give great credit to the Secretary of the Navy for having set an example of retrenchment, which we hope will be imitated by his colleagues. The annual expenditure of the Navy is now on the basis of but $30,000,000, instead of $139,000,000 as it was a year ago. The probable reduction by the War department will probably be equally satisfactory; and we expect its financial wants will be lessened by the reduction of the army to a very great extent; while its immediate resources from the sale of vast quantities of property no longer wanted or available, will be increased. As an example, it is stated on good authority, that it has sold of its railway material, cars, locomotives, &c., upwards of two hundred millions of dollars, which turned over to the Treasury will be an important aid. A curious circumstance connected with this is, that the purchasers of this rolling stock have been principally Southern railway companies, who have been liberally dealt with on short credits; and this very property has brought the Government, on an average full 20 per cent. more than it cost it. We consider this a mark of excellent management on the part of the Government agents who have had the business in charge.

The question of when and how the resumption of specie payments is to take place, is yet warmly discussed. The very best and ablest arguments in favor of delaying it, which we have seen, are to be found in a late number of the Cincinnati *Gazette*, always an ably conducted journal. Yet they fail to convince us.

It is contended, if we return to a specie standard, that while we shall have to pay just as much of taxes as before, we shall have less money to do it with, and this will lead to the embarrassment not only of the tax payers, but the Govern-

ment itself. This is the strongest argument put forth, and the only one which requires consideration. Instead of paying a dollar of tax with 60 or 70 cents, we shall have in fact to pay it in a dollar of gold or silver.

But against the inconvenience and loss, we are justly entitled to make a set off; viz: that we shall be better able to pay this, because we shall save from 1 to near 300 per cent. on articles indispensable to our comfort, if not existence. And all incomes, wages, &c., paid in redeemable currency at the specie standard, will be three times better able to meet taxation than now.

Those only who can possibly suffer are speculators, or persons incurring large debts, and making large contracts in paper, which they will have to pay hereafter in specie. We see no reason why such persons should be protected at the cost of all others. Prudence dictates that such transactions should not be encouraged. Those who make them will be, and are the authors of their own misfortune. If in their anxiety to make great and rapid fortunes at the expense of the consumers, and by making them pay three or four times as much as the purchased article ever was worth, or is really worth now, they prefer the reign of inflation and irredeemable paper, they are operating on a false, unfair, nay an iniquitous basis; and we shall have no pity for them if they break down in the attempt. The enormous gains now made in various kinds of business are in defiance of sound, commercial and financial principles, nay more, of sound morals.

Our first wish is to have the National credit placed on an impregnable basis; and this is that of paying what it has pledged itself to do. When the banks of the country can no longer plead the example of the Government for the non-performance of their promises to pay, but shall be compelled in return for the valuable privileges they enjoy, and out of which they are now coining money on a large scale, we shall then have a sound currency, stability and substantial wealth, instead of being subject to the whims of speculation and the vicissitudes of the hour. And with the contraction of the currency, what is left in circulation, of which there will always be enough, will be proportionably increased in power, a fact which seems to escape attention.

We may liken this to the case of the celebrated Books of the Sibylls. When a Roman King offered to purchase the nine volumes of these prophecies, the price deterred him from making the purchase. When he returned, for the purpose of obtaining them, he found that three of them had been destroyed, but the price demanded was the same. Returning a second time, he found three more had been destroyed and yet as much value was set on the remainder as on the original number, and at this valuation he then took them. So of paper money, the less in quantity, the more valuable it becomes. When it is at par with gold it is gold. At present, it is at some considerable distance from that equality; and if in the ordinary transactions of life, men should be as regardless of their promises as are the banks, if everyman now could sign a note and by law force others to take it, whether it was ever to be paid or not, we imagine we should see a social uproar of a very marked character, with very bad results all round. Why such tenderness should be shown to these institutions to the material injury of the people at large, so as to exempt them from their solemn contracts, and yet hold every body else to theirs, indicates a paralysis in the morals and sensibilities of the nation. We shall never come again to specie payments and honesty of dealing until we reason correctly on this subject. And in the meantime, the industry of the country and the labor of the country must submit to be pressed down by the prices of the necessaries of life which are ranging from 2 to 300 per cent. above their real value. Worse than this, we aver of our own knowledge that some articles required in all households, and of very great necessity, manufactured of a metal that has not diminished in quantity, which when our currency was at par brought but $18 per hundred, are now held and sold at $132 the same quantity, and people have to pay the price. There are hundreds of such instances. *Ex uno disce omnes.* It seems to us as we think of all this, that it is almost a crime to advocate the continuance of a system which is producing this state of things.

Our stock market has again witnessed one of its peculiar disturbances, a corner, out of which quite a number of persons have withdrawn with considerable difficulty, and pretty extensive losses. The Milwaukee and Prairie du Chien Railway has for some years been in a difficult position, with a small capital, half as much more bonded debt, very fair earnings but no dividends, and just in such a position as to tempt speculation to look upon it with wishful eyes. Its history has been an exciting one. Its quotations have been so low as to make the purchase of its shares an easy job, if a combination could be formed that would not cheat each other, or some great capitalist, was able to carry a few millions without feeling the weight. That time arrived a few days since. The stock was secured, and then all the contracts taken to deliver that could be obtained. There being no stock to deliver, the sellers found the nominal price rising rapidly up to 225, when its usual quotation had been about 68. Of course there was but one course left for the parties thus caught; viz., to pay, compromise or break. Already enormous sums have been lost and won. The players at this game are but repeating the scenes which have frequently before this, made men rich or poor in a few hours. While for these professional gamblers in stock we have not the least sympathy, we would take this occasion to warn our readers against staking a single dollar against players, where the dice are loaded and in their hands.

Railway shares generally are improving, and in some of them occur large transactions. The foreign news, of no great importance to us if we look at it understandingly, was used to bear the market, but the demand was too great, too general to stop the tendency to a rise. So animated was the demand that on Tuesday, Government gold bearing stocks were dull and scarcely noticed. State bonds, however, were steady and some of the Western, as Tennessee and Missouri, improving.

The 5-20's, though declined in London at the last dates to 64, stood at 70 and 71 at some points on the continent. Mr. Lanier's explanation of their real and permanent value to the holders there, seems to have exercised a just influence. We repeat, that if the New York speculators want to make money, all they have to do, is to run up these 5-20s to 15, 20 or 30 here in Wall street, and the price will rise abroad to the same level beyond all question. The tone of the New York market in this particular now gives the tone abroad.

The export of cotton the past few days continues on a large scale; for the week ending Tuesday, the 7th, about 17,000 bales were shipped from this port to Europe, and the direct clearances from New Orleans and Mobile are on the increase. This is a very favorable condition of affairs. If the foreign dealers will not take our cereals or provisions, they cannot refuse our cotton.

A private letter from Washington informs us that the Secretary of the Treasury has begun the preparation of his annual report, and is giving it his entire attention.

Exchange is dull, and the ordinary bills on remitted produce are sold below par. Money is quite easy.

We notice the following arrivals of specie the last week at this port, from Vera Cruz $9,000; Nassau $1,800; and Port au Prince $35,000.

The exports from this port for the week ending November 7th exclusive of specie, were $6,127,156.

The balance in the Sub-Treasury on Tuesday was $56,845,571 27.

The receipts from Internal revenue during the month of October amounted to $30,457,285, and the total since July 1, is $124,178,408.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s Bounty Loan, 99; Ohio 6s, 1881, 98½; Illinois Coupon bonds, 1870, 98; Cincinnati, Hamilton and Dayton, 101; New Jersey Central, 120; Milwaukee and St. Paul, 50; do., pref., 65; do., 1st mort., 84; McGregor Western, 25; Hartford and New Haven, 165; Morris and Essex, 100; N. Y. Guano, 12; Atlantic Mail S. S. Co., 140; American Coal, 66; Central Coal, 53; Spring Mt. Coal, 57; Lehigh and Susq. Coal, 8; Schuylkill, 10; Wyoming Valley Coal, 43; Western Union Tel., 51; Mariposa int. scrip, 95; Brunswick City Land, 10¼; Metropolitan Bank, 120; 9th National Bank, 104; Shoe and Leather Bank, 105; Ocean Bank, 90; American Gold, 146⅜.

Philadelphia.—Alleghany Co. 5s, 72⅝; Elmira and Williamsport 5s, 59; Hestonville R. R., 26¼; 13th and 15th streets R. R., 28; Clinton Coal, ⅞; N. Y. and Middle Coal Fields, 9; Fulton Coal, 9⅞; Green Mt., 4; Big Mt., 6; Swatara Falls, 3¼; Upper Windsor Gold, ¾; Keystone Zinc, ¾; Bank of North America, 195; Kentucky Bank, 99¾; Farmers and Mechanics Bank, 124¾; Commercial Bank, 44¾; Atlas Oil, 1⅛; Curtin, 1⅛; Dalzell, 1¾; Egbert, ⅝; Eldorado, ⅜; Feeder Dam, 1¼; Gibson, ⅛; Horse Neck, ⅜; Jersey Well, 1¼; Maple Shade, 5⅝; McIlheny, 1⅛; McKean, 10¾; McClintock, 1⅞; Mingo, 2¼; Ocean Oil, 5¾; Sugar Creek, 7; Sugar Dale, ⅝; Sugar Valley, 1⅛; St. Nicholas, ⅞; Sherman, ¼; Story Farm, ⅛; Walnut Island, ¾. The latest quotations are: City 6s, 87½@88; do., new, 90¼@90⅜; State 5s, 93@93; do., coupon, 94@95; do., 6s, W. L., 97½@99; Phila., Wil. and Balt., 60⅝; Reading, 57¼@57⅜; do., 6s, 1870, 91¼@92; do., bonds, 90½@90½; do., con., 115¼@116; Camden and Amboy, 126⅜@126½;

Penn. R. R., 57@57¼; do., 1st mort., 99@99¾; do., 2d mort., 95@95; Little Schuylkill R. R., 30½@31; Morris Canal, 80½@82; do., pref., 120@121; do., bonds, 90@91; Wyoming Valley Canal, 64@66; do., 6s, 89@89; Susquehanna Canal, 9½@10½; do., 6s, 44@48; Sch. Nav., 28@29; do., pref., 35⅝@35⅝; do., 6s, 1882, 78@80; Union Canal bonds, 20@21; Delaware Div. Canal 31@32½; do., bonds, 90@90; Elmira and Williamsport, 26@29; do., pref., 40@41; do., 7s, 1873, 92@97; Lehigh Coal and Navigation, 55½@56; do., bonds, 1884, 91@92; North Pennsylvania, 32@34; do., 6s, 85½@86; Philadelphia and Erie, 29¾@30; do., 6s, 90@90½; Minehill, 56@56½; Catawissa, 27@27¼; do., pref., 43⅝@43⅞; Lehigh Valley, 65@65½; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 42@42; Second and Third, 80@82; Race and Vine, 13@15; West Philadelphia, 68@70; Spruce and Pine, 30@30½; Green and Coates, 34@35; Chestnut and Walnut, 53@53½; Arch, 20@22; Thirteenth and Fifteenth, 28@30; Girard College, 25@26; Tenth and Eleventh, 52@54; Norristown, 52½@52¾; Union, 20@22; Hestonville, 26½@27.

Boston.—Northern (Ogdensburg), 2d mort., 36; Rutland and Burlington 2d mort., 27; do., 3d mort., 1; Vermont Central 1st mort., 78½; do., 2d mort., 23; Western R. R. 6s, 1875, 96¾; Boston, Concord and Montreal 7s, 1870, 97¼; Cheshire R. R. 6s, 1880, 89¾; Ogdensburg and Lake Champlain, R.R., 37¼; Dighton and Somerset R. R., 90; Conn. and Pass. Riv. pref., 72; Granite Railway, 55; Maine 6s, 1871@1883, 95¼; Massachusetts 5s, 1884, 96; do., 6s, 1872, 107; Vermont 6s, 1874, 95¾; Chicago 7s, 1888, sewerage, 95; Bath 6s, 1861, 90; Portland 6s, 1871, 91; Boston 5s, 1884, gold, 95; Boston Water Power Co., 27; Waverly Co., 4¼; Boston and Roxbury Mill, 40; Union S. S. Co., 99½; Cary Imp., 9; Essex Co., 97; Mammoth Vein Coal, 11½; Franklin Coal, 23; Short Mt., Coal, 30; Macomb Lead, 87½c; West Chester State, 61; Market Bank, 103¼; Columbian Bank, 108½; Merchants Bank, 110¼; Howard Bank, 99¾; Union Bank, 108½; Eagle Bank, 108½; City Bank, 102; State Bank, 103; Suffolk Bank, 116¼; Shoe and Leather Dealer's Bank, 127; Bank of North America, 97¼; Blackstone Bank, 111; Continental Bank, 101¾; 3d National Bank, 98½; Webster Bank, 103; Bank of Republic 110¾; Bay State Mining Co., 9½; Hancock, 14; Humbolt, 3¾; Manhattan, 1½; Phœnix, 10; Petherick, 2¾; Star, 1¾; Superior, 3¼.

Baltimore.—N. W. Va. 1st mort., 98; Marietta and Cincinnati bonds, 85; Western Maryland 1st mort., 100; Maryland Mining Co., 0.50; Bare Hill, 2.20; Springfield, 1.20; Copper Hill, 2.15; Liberty, 0.45; Mineral Hill, 1.15; Gardner Hill, 0.60; Atlantic Coal, 1.05; Am. Gat Coal, 1.00; Santa Clara, 12½; Balt. and Cuba S. and M. Co., 118; Penn. Oil, 0.70; Baltimore Chrome, 1.50; Lake Chrome, 0.20; Farmers Bank, 93; Union Bank, 75; Bank of Baltimore, 107; Citizens Bank, 12½; Com. and Farmers Bank, 25¼; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 112@112¼; do., 6s, 1867, 100@101; do., 1875, 100@101; do., 1880, 101@101; do., 1885, 99¾@100; Northern Central, 43¾@44; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98@98½; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 75@83; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 99@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@100; do., 1890, 99@101; Baltimore 6s, 1870, 98@98; do., 1873, 99¼@100; do., 1875, 98¼@99; do., 1886, 100@100; do., 1890, 100@100¼; do., coupon, 100@100¼; do., 5s, 1838-'70, 83@85; City Passenger R. R., 21¼@21½; Canton Co. 42@47; Gardner, 0.40@0.45; Gas Coal, 1.60@1.70; Maryland, 0.55@0.60; North State, 0.10@0.10; Springfield, 1.10@1.15; George's Creek, 115@115; Santa Clara, 11@12½; Balt. Chrome, 1.45@1.50; Bare Hill, 2.20@2.25; Atlantic Coal, 1.10@1.20; Mineral Hill, 1.10@1.25; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 3.00@4.00.

Satterlee & Co.

This house, doing a large business as bankers and brokers, besides being engaged in the ordinary transactions incident to such a house, have some specialities of their own. Three members of the house belong to the regular stock board, two belong to the Gold Exchange, and three to the Petroleum and Mining Exchange, of which Mr. L. Satterlee is President. They also publish gratuitously a monthly circular which has already reached the 243d number. The house claims to have peculiar advantages and great stability, having passed unharmed through all the revulsions of the Money Market. They obtain the best prices for their customers, audit and settle accounts for country merchants, look after their sales, balances and city business, pay interest on average deposits, procure agencies for cotton dealers and manufacturers, and have established a new and convenient place of business at 70 Broadway, running through to 15 New street, with entrances on both streets.

Branch of the Pana Railroad.

A meeting has very recently been held at White Plains, Sangamon Co., Illinois, at which it was unanimously resolved to raise $20,000 to stock the Springfield and Beardstown Branch of the Pana Railroad. The sum of $75,000 is expected to be raised in the county, to secure the object, which is to have a road through it from north to west reaching the Illinois River, which is expected to increase largely its business and wealth. The funds are to be raised on bonds payable in 20 years.

Central Ohio Railroad.

At a meeting of the stockholders of this road held at Zanesville, Ohio, last week, the rights and franchises of the old organization were conveyed to the new, by a vote representing over two-thirds of the stock of the old organization. Hon. H. J. Jewett was re-elected President, and Messrs. John King, Jr., Walter B. Brooks, Joseph H. Riemen, Joseph W. Jenkins and James Harvey, of Baltimore, are among those chosen as the Board of Directors.

☞ The Vermont Legislature has passed an act, ratifying the decree of the chancellor authorizing the managers and receivers of the Vermont Central and Vermont and Canada railroads to borrow $700,000 on ten years 8 per cent bonds. The property and income of the roads are to be pledged as security for the bonds.

Interest and Dividends.

The Pennsylvania Railroad Company have declared its usual semi-annual dividend of 5 per cent., clear of taxes, payable on the 30th instant.

The Northern Central Railway Company has declared a dividend of 2 per cent., clear of National and State taxes, for the quarter ending September 30th, payable on the 25th inst.

The Sandusky, Dayton and Cincinnati Railroad, preferred stock, (formerly Mad River and Lake Erie,) has declared a semi-annual dividend of 8 per cent., $1.50 per share, payable on demand.

Titusville and Union Railroad.

The building of the Titusville and Union Railroad has become a certainty. Arrangements are now completed so that the various interests are to be consolidated, and a [third rail] road will be built from Union to Titusville and thence to Pithole City, and the broad gauge rail will be added to the Philadelphia and Erie road from Union Mills to Erie, thus bringing all those interests to Erie and forming an outlet for the oil country to all parts of the country. The work is to be under contract immediately, and to be completed within one hundred days.

The Cleveland and Erie Railroad Company have resolved to relay their Twelfth street track, and connect their road directly with the Anthracite Coal and Iron Company's Road and the harbor of Erie.—*Erie City Dis. Oct.* 28

Oswego and Rome Railroad.

The last rail on this road was laid in Oswego on the 8th inst. It is the intention to run passenger trains in two or three weeks.

Labor.

While we are surprised at the large and sudden aggregation of capital going on around us, and concentrating in the hands of particular classes, we must not forget the respect which is due to labor, the real foundation of all permanent wealth, and how it may be encouraged and sustained. In this country especially, where its success has been owing to its unceasing industry, carefully and honorably applied, if there is one interest more than other which should be cherished it is that of labor.

An English writer philosophizing on the subject, says "A laborer cannot have too many wants." He should desire "good food, good clothing, a cleanly and comfortable house, and education for his children."

The man who fixes his eyes on these objects has certainly the best motives to induce him to apply himself. We rejoice to say that, however short of this success the British laborer has fallen in this country, no industrious and honest man can fail to realize his hopes. The wages of labor have always been remunerative in the United States, and to this fact we owe the immense immigration we have witnessed during the last half century. "Happy is the country," says the same authority, "in which the natural price of labor is highest." That eulogium is justly ours.

At present, however, labor is seriously affected by the price of commodities. If the necessaries of life are cheap, even low money wages will maintain the laborer in comfort; if they become dearer, we quote again from the same authority, "he will not improve his condition, but remain where he was." Now we fear this is our present case, for though wages, owing to our inflated currency are nominally higher than ever, yet the prices of the necessaries of life are in the same exaggerated proportion. And worse than this,

capitalists for the same cause are indisposed to enlarge their operations for the employment of labor, in permanent investments connected with the soil; for the more they expend at high prices, the greater will be their loss on a return to a metallic and universal standard. The late war furnished for a time counteracting effects to those of the currency to a very considerable extent. Large bodies of men entered the army and navy for the sake of bettering their condition by the attainment of large bounties and good pay, clothing and personal support. But that inducement has ceased with the war, and we have now a large body of men unemployed who have not settled down into their former or any regular employment, and possibly never will. So that everywhere we hear the most urgent appeals to the Government, and its officials who have any patronage for salaried employment. This state of things is working against production, and we may yet find it telling against our rapid increase in wealth and resources as in former years. It was this consideration which induced us at the close of the war to suggest that large bodies of our disbanded soldiers, with their own consent and with adequate remuneration in land and money, should be forthwith employed in the immediate and rapid construction of the Union Pacific Railroad, by whom the work might be pushed at once to an early completion, and the country through which it is to pass become rapidly settled and populated.

If legislation is not too late to accomplish this end, we might hope that Congress would authorize the company which is so skillfully working on the Grand Trunk, to employ under suitable restrictions as many laborers as they could place along the whole line, and issue the bonds already promised on the sections of lines when finished, *in proportion to the numbers of laborers employed.* This proportion could be adjusted with perfect accuracy and would secure the early completion of this important work, which in our judgment is to effect greater changes in our trade and prosperity than any other of American origin.

There are many curious problems in regard to labor and wages which have attracted the attention of the best minds, so also the principles affecting wages, their rise and fall, the supply and demand, and those also which operate on men's minds in the choice of their pursuits. Again the natural price and the market price has been thoughtfully discussed and examined. These have a direct bearing on population and production and are full of results, which the political economist cannot overlook. In this country as we have already stated, we have hitherto been on the right side. Labor has been honorable and prosperous, and we cannot estimate its importance too highly. There has nevertheless been a marked desire shown by too many Americans, to seek pursuits which are those of the brain rather than the hands. Thus we see the learned professions everywhere sought with avidity, often without the necessary and indispensable qualifications.

On the other hand, it is a remarkable fact that those persons who have not shunned labor, especially agricultural or mechanical, have not fallen behind in the role of life. Everywhere we see them rising to the highest distinctions due their strength of character, their independence of false standards, and their industry. At this moment we have at the head of the nation a man whom we esteem and admire, and all Europe now acknowledges to be "a statesman," (we quote the words from a leading English journal hitherto the reverse of friendly,) who for years maintained himself by the humblest and most unpretending labor. And this is what we recommend, labor first; honor and distinction are sure to follow its honest success.

Catawissa Railroad.

The directors of the Catawissa Railroad, on Friday last, conferred the lease of that road to the Atlantic and Great Western Railroad. for the consideration of $365,000, instead of $320,000 per annum as previously announced. On Monday next, the lease will be presented to the consideration of the stockholders. The contract bears date November 1, 1865, and is signed by the proper officers. Possession of the road is to be given on December 1, 1865, and the term of the lease is 999 years. The lessees furnish all motive and other power, cars, &c., and run the road at their own expense, giving the Catawissa $1,000 per day, which is over 8 per cent. on the preferred stock, and 35 per cent. arrearages due, as well as 8 per cent. on the common stock.—*Philadelphia Press.*

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of October, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	7,288.06 for	$85,075 01
Acres Int. Fund Lands sold	302.84 for	4,766 25
Acres Free Lands sold	1,543.68 for	19,689 42
Total sales during month of Oct., 1865	9,134.58 for	$108,530 68
To which add Town Lot Sales		1,384 98
Total of all	9,134.58 for	$109,915 66
Cash collected in October		$209,625 38

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$229,029 05
do.	Freight	372,461 51
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of Oct., 1865		$621,848 89
Total Receipts in month of Oct., 1864		661,390 96

The earnings of the Chicago and Northwestern Railroad in Oct., 1865, were $921,886 06
Same period last year 729,759 13

Increase $192,126 93

The earnings of the Michigan Central Railroad for the month of Oct, 1865, were $490,693 94
Corresponding month of previous year 410,802 08

Increase $79,891 86

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of October, 1865, were $521,636 00
Corresponding month of previous year 407,107 00

Increase $114,529 00

The earnings of the Marietta and Cincinnati Railroad for the month of Oct., 1865. $117,604 30
Corresponding month of previous year 93,545 83

Increase $24,058 47

The earnings of the Chicago and Alton Railroad for Oct., 1865, were $355,075 00
Sept., 1864 320,879 00

Increase $34,196 00

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in Oct., 1865, were:

	1865.	1864.
Passengers	$18,777 65	$13,626 99
Freight	19,716 40	13,854 02
Mail, express & telegraph	1,538 45	1,219 37
Total	$40,032 50	$28,600 38
Total for the fiscal year commencing Jan. 1.	$1,029,919 58	$774,934 35

The traffic of the Great Western Railway for the week ending Nov. 3, 1865, was as follows:

Passengers	$37,272 84
Freight and live stock	40,537 29
Mails and sundries	3,041 75
Total	$80,851 88
Corresponding week of 1864	59,167 39
Increase	$21,684 48

The earnings of the Chicago and Alton Railroad for the 4th week in Oct., 1865. $85,753 00
Corresponding week of previous year 77,643 00

Increase $8,110 00

The earnings of the Grand Trunk Railway for the week ending Oct. 28th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$56,458 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	86,899 00
Total	$147,393 00
Corresponding week, 1864	117,042 00
Increase	$30,351 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 31, were:

	1865.	1864.
Passengers	$4,503 88	$4,095 30
Freight	19,381 82	16,062 56
Express	273 22	104 16
Mail	296 58	296 58
Total	$24,455 50	$20,558 60

Receipts from January 1 to Oct. 31:

1865	$589,783 59
1864	485,941 39
Increase	$103,842 20

Railroads in Tennessee.

The following is an extract from the Message of the Governor, recently delivered to the Legislature:

The financial condition of the State demands the early and prompt attention of the General Assembly. While I have every confidence in the ability of the great State of Tennessee to meet her liabilities, and of the disposition of her people to have them met, action on your part—prompt and intelligent action—is called for. The condition of our finances will appear from the reports of the Comptroller and Treasurer, which give the details. The State debt now due and to be provided for at once, as reported by the Comptroller, is $1,213,719 66. This amount of money must be raised, and the credit of the State sustained. How this sum is to be raised I leave it to your wisdom to determine.

The Comptroller's report will further disclose to you that there is now due on the railroad bonds loaned to the different railroad companies in the State, $3,769,509. This is the interest now due upon the bonds indorsed by the State for the railroad companies, amounting to $16,211,000. For this debt the State is ultimately liable upon the failure of the companies. But these companies are able to pay their interest debts, and should be required to do so at once. They can as well ex-

tend their credit to meet their pressing liabilities as for the State to do so for their benefit, with her already heavy obligations weighing upon her.

Most of the railroads in the State having been turned over to the companies respectively owning them, are being repaired and run by said companies. They have been turned over by the Government on terms liberal and advantageous. The road from this city to Chattanooga, and from that city to the Virginia line, a distance of four hundred miles, owned by three companies, is, as a general thing, in splendid order; much of the track has been relaid, the embankments well dressed, and the cuts well ditched and drained. The best bridge near the Virginia line is nearly finished and the connection with the East complete. Upon the roads in Middle and West Tennessee repairs are progressing rapidly, and the indications are that the companies have a profitable business before them, as there is a large amount of travel and a large demand for freight as the country becomes quiet and business is resumed. As a general thing I may say these companies have reorganized upon a loyal basis and are controlled by Union men. Especially is this true of East Tennessee. The Edgefield and Kentucky, and the Louisville, Clarksville and Memphis roads have been placed in the hands of receivers as the law directs. They are in the hands of reliable and energetic men, and I have all confidence that they will be managed to advantage.

Since the above, the Governor has sent a special Message to the Legislature in reference to the railroads of the State, in which he says:

In my late message I advised that the railroad companies of the State be required to pay their interest on debts due upon bonds issued and indorsed for their benefit. I further advised you that there is now due on railroad bonds loaned to the different railroad companies in the State $3,769,509. This is the interest now due upon the bonds indorsed by the State for the railroad companies, amounting to $16,211,000. This is a subject of vital importance to the people of the State, and since the issuance of my message I have given it much consideration, and have availed myself of the best sources of information.

I am now satisfied that it will be utterly impossible for most of the companies to pay the interest on the endorsed bonds of the State, and the roads will pass into the hands of receivers unless the State provides for the payment of the interest now due. In a word, if the payment of this interest is not provided for, nearly every road in the State will go under. The first effect of this will be to sweep from the thousands of stockholders all they have expended in building these roads. Should the State attempt to run them there will be extravagance, waste, swindling and general corruption, and the State will have to issue several millions of bonds in that event, or tax the people beyond endurance to raise the money to meet this interest and to put these roads in order. If the State should sell these roads they would be purchased by a combination of speculators from abroad, who will manage them for their own benefit, without any regard for the honest and public spirited people who built them.

They would sell for less than half their real value, and finally leave the State to pay the bonds, or a larger part of them, which result is the most that can happen to the State if the roads are left in the hands of the companies.

What then is the policy to adopt, and how shall the State meet the issue?

I respectfully suggest that the State issue three or four millions more of bonds, to run six, seven, eight and ten years, the first payment of the interest to commence in July next. Let them be given in payment of interests now due, upon condition that they are taken at par. If the Legislature shall think proper, let them be sold on similar conditions and the proceeds applied to the payment of the interest on all outstanding bonds, and let there be a further lien in favor of the State on each road for the sum paid for its benefit.

The first effect of this will be to bring the bonds of the State up to par value immediately, and to place the credit and integrity of the State above suspicion. Our people are honest, and will submit to taxation almost beyond endurance rather than be disgraced by the brand of repudiation. The second effect, however, would be to relieve the people of the heavy taxation now imposed on them, and hereafter to be imposed on them, to meet the interest for which the State is liable. In the future, when the people recover from the devastations of war, they can pay two dollars easier than they can one at present. The third effect will be to save the railroads to the stockholders.

They can and will meet the current interest as it arises, but they cannot meet it and the back interest. They can also, in the end, pay off the bonds as they mature, or beforehand, by setting apart so much of a sinking fund with which to buy in their bonds. Finally, it will save the State from all appearance of repudiation. For if the State now refuses to pay the interest due upon her bonds, which have been indorsed by her, and sold upon her credit, it will be called repudiation, let her motives be what they may. The credit of the State will be gone, and gone forever, and this must not be allowed. Let us maintain our credit, honor and integrity at all hazards.

While upon the subject of railroads, allow me to say that a law should at once be enacted, providing for the punishment of any and all parties conducting railroads in this State, enjoying the credit of the State, who are discriminating in freights so as to favor the cities of other States, to the prejudice and injury of the large towns of our State. Such abuses should be met by prompt legislation.

There is, in the future, a wonderful prosperity before us, when our people and roads can pay off the State debt, with scarcely an effort, provided we have the necessary legislation now, in this their hour of need. Give the roads time, aid them now, and in the end the State will not lose a dollar. These are not only my views, but the views of every intelligent man with whom I have conversed.

Use of Peat for Fuel.

A trial of peat as fuel was recently made on the Charlotte Branch of the New York Central Railroad. Engine 205 was fired up a little after noon, run down to the depot and used to make up the lake train, and at three o'clock started for Charlotte. The run to Charlotte and back with the regular train was made on time with no difficulty, a strong and even head of steam being kept up. Mr. David Upton, the master mechanic of this division, acted as engineer on this occasion, and expressed himself quite satisfied with the result of the experiment. The peat used in this trial was from the extensive bed near Albion, opened the present season. The amount consumed was not definitely ascertained, but it was perhaps a little more than half a ton.—*Rochester Union.*

☞ The receipts into the Maryland State Treasury from the capitation tax on the Washington Branch of the Baltimore and Ohio Railroad during the fiscal year ending September 30, 1865, were $218,934 32. This is over $30,000 in excess of any previous year. Since the close of the fiscal year Mr. Garrett has also paid $253,208 06 additional, on account of said capitation tax, making the entire receipts into the Treasury from this source since September 30, 1864, $472,142 98. The finances of the State would exhibit a highly favorable condition, were it not for the heavy drafts upon the Comptroller for the payment of bounties to soldiers. The amount already paid out is about three millions of dollars, and it is estimated that one million dollars additional will be required to pay existing bounty claims.

Baraboo Valley Railroad.

Alexander Mitchell, President of the Milwaukee and St. Paul Railway Company, writes to Gen. A. W. Starks, that the company is now in a condition to consider the construction of a Railway to Baraboo, and will do so, either from a point five miles west of Portage City, or from Sun Prairie *via* Merrimack. We are familiar with that region, and feel sure that a road to the Baraboo Valley will *pay.*—*Mil. Wis.*

St. Paul and Pacific Railroad.

We understand from the officers of this company that instructions have been received from New York to place at once the grading of forty miles of the line west of Minneapolis under contract. That portion of the line between Minneapolis and Wayzata, a distance of fourteen miles and a half, has already been let to responsible parties, who are bound by their contract to finish the road bed ready for the iron, by or before June 1st, 1866. A large party of engineers are now locating the line between Wayzata and the crossing of Crow river. Six miles of this work will be ready to let early next week, and will at once be placed under contract. The contractors already have a large force at work, and it is the intention of the company to have the work pushed on with all possible despatch. The iron for twenty miles of track will be in St. Paul immediately after the opening of navigation next spring, and will be at once laid down and the road placed in operation to Lake Minnetonka early next summer.—*St. Paul Pioneer.*

☞ The building of a railroad along the Mediterranean coast has been interrupted in the passage of the line through the principality of Monaco, in consequence of the exorbitant pretensions of the prince, who demands an indemnity of eight million francs for a strip of about two and a half miles of land. The company is now making surveys to see whether by means of a tunnel the territory of Monaco cannot be avoided.

☞ We learn that the Lehigh Coal and Navigation Company have let the construction of their new railroad bridge across the Lehigh, at this place, to Messrs. Reilly & McGran. The bridge will extend from the foot of Fourth street diagonally across the Lehigh to a point near the red house, on the other side, and will run about six feet above the iron work of the county bridge. The work will be commenced immediately. The bridge across the Lehigh, at Bethlehem, which is to connect the new road with the North Pennsylvania Railroad, which is being built by Messrs. Cortright & Butz, is being pushed forward with vigor. —*Easton Sentinel, Nov.* 2.

☞ The sale of the Clinton Line Extension Railroad, from Hudson to Tiffin, O., took place at Cleveland on the 4th inst. This was one of the great railroad schemes of some years ago, that collapsed in the financial crisis of 1857. Considsiderable work was done on the road before its failure.

☞ The revenue of the Government from all sources (including customs) during the first quarter (ending September 30,) of the current fiscal year, amounted $148,000,000, equal to a yearly aggregate of $592,000,000.

☞ The total yield of gold in Nova Scotia for the financial year ending September 30, 1865, was 24,907 oz. 05 dwts. 22 qrs. The yield for the previous year was 18,744 oz. 02 dwts. 12 qrs.

☞ Mr. William F. Grinnell, of the firm of Grinnell & Nevers, has been admitted a member of the New York Stock Exchange.

☞ Canada has 2,410 miles of railroad in operation, costing, with equipments, $106,036,908.

☞ The firm of Stimson, Fronk & Co., is dissolved, Mr. Fronk retiring, after a successful connection with the house, and leaving the affairs of the old firm to be closed by the remaining partners, who will continue the business under the style of H. C. Stimson & Co.

☞ Track laying is now going on in the Western Pacific Railroad from San Jose towards Stockton, in California.

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AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, November 18, 1865.

Withdrawal of Legal Tenders without the Necessity of Funding.—First Step towards Resumption of Specie Payments.

The necessity of a return to specie payments is admitted on all hands to be clear and undeniable. No permanent prosperity can be expected in this country, in its financial or commercial transactions until we return to the universal standard of nations, and have as good money in circulation as they have and of the same established value.

A country that expects to trade with a specie paying foreign nation, with paper as its only currency will have about as good a chance of fair play, as an African tribe that circulates cowries for money, would have in attempting to exchange them for sovereigns. The difficulty that occurs is not with the proposition to resume specie payments but when and how. And the subject already has drawn out the ablest theorists and the most practical men to the discussion of the subject.

Certainly these writers should be encouraged to express their opinions, for we have yet no policy as declared to be that of the Treasury Department, and there is no knowing what views Congress may take of the matter. We therefore place before our readers a communication on the subject, of a very novel and original character, which proposes to get rid of our legal tenders without the necessity of funding or taxation, and which it seems to effect without injustice to any one. But our readers will examine it for themselves.

For the Railroad Journal.

PLAN TO WITHDRAW THE LEGAL TENDERS WITHOUT FUNDING.

The Secretary of the Treasury has had placed before him, a proposition for the withdrawal of the legal tender currency from circulation, without the necessity of funding a single dollar of it, thus effecting a return to specie payments, and the saving of twenty five millions of annual interest to the nation by the operation.

The Southern States will require a large number of new banks, and it will be impossible to refuse them a fair share under the National System. It is proposed that by suitable legislation of Congress the deposit to be made for the security of their issues, shall be instead of Government bonds, *greenbacks* to the required amount, these to be sealed up and held as such security by the Treasury Department. By this process about two hundred millions of currency will be withdrawn. This will be no injury to these institutions, for it is the same thing to them whether they buy bonds in the market as they would have now to do, or pay the price of them directly into the Treasury.

The plan embraces another operation. To require also by act of Congress that all the National Banks now in operation, having their issues secured by Government bonds, to pay into the Treasury the amount thereof in greenbacks, and receive back their bonds to do what they please with them. Their issues at present are about $200,000,000. The legal tenders so exchanged for the bonds, to be sealed up and held by the Treasury also. In this way the whole or nearly the whole of the Government currency may be withdrawn from circulation, and if deemed best, at stated periods of 3, 6, 9, and 12 months, so as to make the change a gradual and convenient one. In this way the currency can be retired without funding or creating an additional debt bearing interest.

The effect on the holders of these Bonds is expected to be advantageous to them; for now under the possibility of the issue of 3 or 400 millions of new bonds to fund the outstanding legal tenders, their price is affected in the market and a decline will follow, here and in Europe. On the contrary, if the legal tenders are disposed of in the way proposed, no more bonds need be issued, and the price will be greatly enhanced. Thus the Banks paying legal tenders into the treasury, and receiving back their bonds will have the benefit of a rise expected to be very considerable.

The National Banks will then have the entire circulation of the country to themselves, with the benefits they now enjoy by act of congress, and will also be compelled to maintain their issues at par.

In case any institution fails, then the Government can issue bonds at a low rate of interest to the extent of the greenbacks, deposited with it by the defaulting institution. But the probabilities are held to be that the Government being no longer a competitor for the circulation, these Banks will have great prosperity, and even if their circulation should extend under the new arrangement to five hundred millions, the amount of paper per capita of the population would be about $17 per head only, much less than it is now and yet sufficient for all the wants of a sound business.

This brief statement gives an idea of the proposed plan, which is ingenious to say the least of it.

***

This plan is met with the following objection by an eminent financier, to whom we understand it has been submitted:

"That if the banks were compelled to make such a deposit, they would gain nothing by their circulation, and of course would cease to circulate notes, unless the Government should pay interest on the greenbacks, in which event it would not be a gainer by the operation. A Bank of course would gain nothing by depositing one dollar of currency to obtain another. It is considered a sufficient hardship by the Banks that they are compelled to deposit interest bearing bonds to an amount by 10 per cent. beyond the notes which they receive."

With all due deference to the source from which this objection comes, we do not see it as a valid one. The Banks do receive on the bonds to be returned to them interest in gold, and as long as they hold them they will continue to receive it. Their capital, or means, or circulation would not be diminished one cent by the operation. On the contrary they would have the control of 10 per cent. of those bonds of which they are now deprived by the Government.

The deposit of greenbacks instead of bonds would give them the right to issue as many, or rather more notes than they are now permitted to issue. Then again the rise in the value of these bonds would be large, just as soon as it was evident no more funding of Government notes was to take place.

The only objection of force we can imagine is this, and it is a plausible one. That the Banks in depositing greenbacks instead of bonds, will lose the interest on the deposit. But it must be remembered on the other hand, that they can issue their own notes therefor and lend them at 7 per cent. to the full amount of the deposit; next that they can dispose of the returned bonds, and employ the proceeds as capital, and also which is conclusive, as the Government by the transaction becomes the *guarantor* of their circulation, and is no *longer a borrower*, there is no good reason why it should pay interest to the Banks for holding sufficient indemnity from them to pay their bill holders. Banks practically or theoretically hold specie enough to redeem their circulation, but no one pays them interest on it.

The whole argument may therefore be put in a nut shell. The Government may very properly require indemnity from the National Banks against the issue of their bills, and not using, borrowing or employing it, but merely holding it unemployed, cannot justly be required to pay interest upon it. On the contrary the Banks having the right to issue their own notes to a corresponding amount, would not be subjected to any actual loss from the non-use of the indemnity so deposited.

On the whole then we consider the plan the best which has yet been proposed.

Lexington and Big Sandy Railroad.

It cannot be long before the city of Louisville shall ply its influence in favor of the completion of the Lexington and Big Sandy Railroad; so that, simultaneously with the completion of the Virginia Central line *via* Covington and Charleston to the Ohio River at or near the mouth of the Big Sandy, there may be opened east from the Ohio River at Louisville, *via* Lexington, Charleston, Staunton, to Washington and the East, a continuous unbroken route, just as there is from the Ohio River at Cincinnati a continuous unbrokon route *via* Marietta, Parkersburg, Cumberland, to Baltimore and points east.

The completion of a railroad from Lexington to the Big Sandy, there to intersect the Virginia Central line extended to the Ohio River, would also open to Louisville a connection east with the new railroad which it is certain will be built from Charleston, on the Big Kanawha, on a route about midway between the Ohio River and the Allegheny Mountains, across the central counties of West Virginia, to the Baltimore and Ohio Railroad, or its branch, near Grafton.

The great Southern mail route *via* Lynchburg, Knoxville, to the Mississippi at Memphis, has given Memphis great notoriety and distinction. And to place herself prominently before the country, Louisville must make herself the Ohio River terminus of a great Eastern route *via* Lexington, which shall fork at Charleston, at Staunton, and at Gordonsville.—*U. S. R. R. & Mining Reg.*

Louisville and Frankfort and Lexington and Frankfort Railroads.

The receipts from the joint operations of these roads during the fiscal years ending June 30, 1864 and 1865, have been as follows:

	1863–'64.	1864–'65.
From passengers	$196,373 15	$287,091 54
" Governm't troops	80,268 68	87,894 05
" freights	128,147 20	150,919 28
" Governm'nt stores	14,781 57	53,826 84
" mail	8,705 66	9,400 00
" express	7,680 39	10,383 15
" telegraph	1,193 72	1,832 92
" miscellaneous	1,590 10	8,177 55
	$439,340 47	$609,525 33
Expenses, viz:		
Conducting transportation	$70,397 00	
Motive power	114,567 99	
Maintenance of way	144,758 56	
" cars	58,682 73	
General expenses	22,780 28	
	411,186 56	
Net operating receipts	$198,338 77	
Reconstruction of locomotives, cars, etc., destroyed by rebels	$33,314 26	
Increase of materials	11,797 07	
	45,111 33	
Balance paid to individual companies	$153,227 44	

Compared with the previous year, the gross earnings of 1864–'65, show an increase of $170,184 86; with an increase in expenses of $176,577 67.

The gross and net earnings and expenses of the joint roads for the past six years have been as follows:

	Gross Earnings.	Operating Expenses.	Net Earnings.
1859–'60	$390,377	$211,234	$179,143
1860–'61	354,855	212,907	141,948
1861–'62	258,237	169,022	89,215
1862–'63	322,229	188,272	133,957
1863–'64	439,340	234,609	204,731
1864–'65	609,525	411,186	198,339

Lexington and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1863–'64.	1864–'65.
Gross earnings	$135,987 49	$188,463 22
Operating expenses	43,504 84	124,689 52
Net earnings	$62,482 65	$63,773 70

The receipts from all sources during the year, including $31,645 90 from previous year, were $221,122 50; and the expenditures were:

Transportation expenses, as above	$124,689 52
Reconstruction	10,277 80
Interest	1,337 63
Dividends, 7 per cent.	37,915 90
Sinking fund	9,000 00
Joint stock company account	7,159 79
Suspense account	356 24
Balance to credit, profit and loss	30,385 62
	$221,122 50

Two dividends, in all amounting to seven per cent., have been paid, and $9,000 have been appropriated to the sinking fund account. Sixteen of the bonds maturing in 1869, have been paid from resources of sinking fund and retired, and the amount credited to stock profits, which is a fund for future stock dividends. Two houses and lots adjoining the depot have been sold, and real estate credited by the amount.

Although the earnings of the road have largely increased, the expenditures have increased in an equal ratio, so that the net earnings remain about equal to those of the last year.

In 1864 two dividends of two per cent. each were declared. Contingent fund was credited with $5,000, sinking fund with $7,000, and the balance, after payment of taxes and interest, carried to the credit of profit and loss. The $11,000 of debt which matured July, 1, 1864, was paid out of the sinking fund, and the stock profits credited with the amount thus retired.

The following statement will show the cost, earnings, expenses and net earnings of this road for the years ending June 30:

	Cost.	Earnings.	Expenses.	Net
1860	642,702	120,324	66,051	54,273
1861	643,421	108,944	65,677	43,267
1862	649,089	78,985	52,191	26,974
1863	650,250	99,320	45,965	53,355
1864	652,275	135,987	73,505	62,482
1865	657,598	188,463	124,689	63,774

Balance Sheet, July 1.

	1864.	1865.
Capital stock	$514,573 07	$514,573 07
Bonds due in 1874	25,000 00	25,000 00
" 1869	70,000 00	54,000 00
Dividends unpaid	12,917 66	8,981 19
Sinking fund	7,000 00	.....
Renewal and contingent fund	35,296 72	35,296 72
Stock profits	57,276 02	73,276 02
Profit and loss	31,645 90	30,385 62
	$753,709 37	$736,512 62
Construction	$652,274 81	$657,598 37
Proportion of materials	40,637 50	34,375 39
Bonds receivable	35,000 00	19,000 00
Real estate	1,025 12	.....
Bills receivable	11,270 93	5,582 72
Treasurer	384 22	384 22
Railroad stock	200 00	200 00
" scrip	82 03	82 03
Suspense account	356 24	.....
L. & J. Co. Ass. stock	.....	1,500 00
Cash	12,488 52	17,789 89
	$753,709 37	$736,512 62

Louisville and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1864.	1865.
Gross earnings	$303,352 98	$419,547 62
Operating expenses	161,104 05	279,730 78
Net earnings	$142,248 93	$139,816 84

The receipts from all sources during the year, including $49,555 39 from previous year, were, $628,510 18; and the disbursements were:

Transportation expenses, as above	$279,730 78
Construction	5,665 36
Interest account	4,479 58
" on railroad bonds	9,238 50
" Louisville City bonds	5,743 20
Redemption of railroad bonds	20,000 00
Dividends 6 per cent	62,955 35
Taxes—National	7,294 13
" State and Municipal	12,248 90
Reconstruction	23,036 46
Joint stock account	13,826 41
Increase of materials	8,157 55
Joint stock company account	123,492 00
L. & J. Co. Ag. Ass. stock	3,500 00
Cash	49,141 96
	$628,510 18

Two cash dividends of three per cent. each

have been declared during the year. A dividend of four per cent. was declared in June, 1864—none having previously been declared during that year.

In the cash on hand are twenty of the bonds of the company, maturing January 1, 1867, which have been paid, but are held as cash.

The gross receipts have materially increased over those of last year, while the net profits are about the same. The item of State taxes shows a large increase over the previous year, from the fact that several years' taxes on the capital stock are included in that item.

The bonded debt of the company has been reduced $20,000 by retiring twenty bonds of the company, due July 1, 1865.

The following statement will show the cost, earnings, expenses and net earnings of this road for the years ending June 30—

	Cost.	Earnings.	Expenses.	Net.
1860 ..	$1,502,095	$270,053	$145,183	$124,870
1861 ..	1,510,261	245,911	147,231	98,680
1862 ..	1,522,964	179,252	116,831	62,421
1863 ..	1,525,567	222,909	102,839	120,064
1864 ..	1,530,223	303,353	161,104	142,249
1865 ..	1,532,645	419,548	279,731	139,317

BALANCE SHEET, July 1.

	1864.	1865.
Capital stock.....	$1,109,594 40	$1,109,594 40
State of Kentucky ..	74,519 50	74,519 50
Railroad bonds	196,000 00	176,000 00
Louisville city bonds.	100,000 00	100,000 00
Dividends unclaimed.	17,769 61	21,142 46
Louisville cash div...	.....	701 95
Profit and loss.....	230,631 82	231,365 74
	$1,728,515 33	$1,713,324 05
Construction	$1,530,222 63	$1,532,644 99
Proportion of materials.....	79,330 47	77,048 24
Stock in other companies	8,700 00	12,200 00
Real estate.....	37,570 36	20,943 54
Bills receivable.....	23,101 58	21,345 32
Louisville cash div...	34 90	.....
Cash	49,555 39	49,141 96
	$1,728,515 33	$1,713,324 05

The equipment of the entire line consists of: 14 locomotives, 13 passenger, 5 baggage, and 214, freight, stock, platform, etc., cars. Total mileage of engines, 236,061. Tons of freight carried 58,-259; do., carried one mile, 3,445,402. Passengers carried, 231,855. Total mileage of passengers, 7,258,019.

Atlantic and Great Western Railway.

The following statement in reference to the recent reported arrangement between this company and the Morris and Essex and Catawissa Railroad Companies, is from the Cincinnati *Gazette*. It says:

All influence in the Erie board prevents any arrangement with the Atlantic and Great Western that would tend to array against them the Lake Shore Company. It is also stated that the ownership of the Erie propellers, by one of the directors of that road, was a prominent cause of the disagreement. However this may be, it is a fact that although the Erie road receives ten passengers at Salamanca to the one it receives at Dunkirk, the managers afford better facilities to the Lake Shore than to the Atlantic and Great Western.

A step was taken to secure an independent road to New York for the Atlantic and Great Western. To this end negotiations were opened for the purchase or lease of the Morris and Essex and Catawissa roads. We are able to state, on the highest authority, that the Morris and Essex road was bought outright, and the Catawissa leased for 999 years, by the Atlantic interests. The arrangements have all been made and concluded and the papers signed. But there is still a gap of one hundred and thirty miles between the Atlantic and Great Western and the terminus of the Catawissa road. This it is determined to build at once, and a charter has been secured for that purpose. The link completed, the Atlantic and Great Western will have a continuous broad gauge road, under one management, from Cincinnati to New York, saving in distance one hundred and twenty miles, as compared with the route *via* Salamanca, and being the same as that *via* Steubenville, Pittsburg and Allentown.

We are also able to state that the English capitalists decided, before leaving New York, to make no investments at present west of Cincinnati, but to concentrate their means upon the Great Western and Atlantic road, so as to carry the broad gauge through to the seaboard with as little delay as possible, and make the entire line in all its appointments the most thorough and magnificent road in the world.

Morris and Essex Railroad.

It is reported that the Morris and Essex Railroad has been leased to the association of British capitalists, represented by Sir Morton Peto, whose object it is by this means to complete their direct chain of railway communication between New York and the West—thus reducing the distance to St. Louis by about one hundred and forty miles. It is said that by the terms of the lease, which is perpetual, the British capitalists undertake to complete all the improvements contemplated by the Morris and Essex Railroad Company, making it a first class road, with double track, extending entirely across the State, from the North river to the Delaware, with extensive improvements at Hoboken, costing not less than $100,000. The enterprise will altogether cost them several millions of dollars. The rights and property of the several shareholders are not to be impaired, but will continue to be managed by their own board of directors, and they are guaranteed about ten per cent. revenue on the present capital stock, with the possibility of an increase above that in case the net earnings render it practicable. The connecting roads pass through the richest agricultural regions of New Jersey, Pennsylvania and Ohio, and with its advantage over other lines as to distance the projectors of the line hope to carry the great bulk of travel between the far West and Atlantic seaboard.—*Trenton (N. J.) Am.*

Pittsburg and Erie Railroad.

We learn from a reliable source that an arrangement is about being closed between the Erie and Pittsburg and the Jamestown and Franklin Railroad Companies for the immediate extension of the Erie and Pittsburg road from Newcastle (its present terminus) to Pittsburg. The parties in interest intend laying the project before the citizens of Pittsburg in a short time, and if they meet with the encouragement and success they feel confident they will in that quarter, the construction of the road will be beyond a doubt.

The Jamestown and Franklin road is now completed within eight miles of Franklin, and will be finished in April to Franklin. By the proposed extension Erie City and Pittsburg will have an unbroken road to Franklin and the oil regions, and it will give the citizens of Pittsburg what they so much need, a new and independent outlet to the lakes and the northwest on the shortest line now projected, and upon the completion of the Jamestown and Ashtabula road, now in course of construction, and which will be finished early next summer, a direct line to Cleveland.—*Erie Dispatch.*

☞ A large and influential meeting was held in Boston on the 13th inst., in favor of the immediate construction of the Northern Pacific Railroad. Speeches were made by ex-Gov. Curry of Oregon, and ex-Gov. Fuller of Utah.

Mississippi and Missouri Railroad.

A letter to the Chicago *Tribune*, dated Des Moines, October 30, says:

What I telegraphed you a few days since as a rumor, that the Rock Island Company was negotiating for the purchase of the Mississippi and Missouri road, proves to have been a fact. It is said that, if the purchase is completed, the road will be pushed on to the Missouri at once. It is apparent to close observers, and doubtless well known to "insiders," that the temporary suspension of the Missouri and Mississippi road has not been the result of a want of means. A very important question was first to be settled. The connections of a railroad running in any direction on a thoroughfare of trade are of vital importance. The Western terminus of the great Pacific road is an important point to gain. That is now virtually settled, and after putting several matters together, which I am not at liberty now to state, I think I am justified in saying that this city will become an important point on the Pacific road, if not even the terminus itself. Less than three months will, I think, determine the matter.

Lehigh Valley Railroad.

Contracts for the construction of the extension of this road from White Haven to Luzerne have been awarded to Messrs. F. J. T. Collins and Dillon & Co., which will give that corporation a continuous line of rail from Wilkesbarre to Easton. The new road will enter the valley at Warrier's Run, and thence by an easy grade descend to some point within the borough limits suitable for the erection of a depot. The construction of the road is to be proceeded with as hastily as possible.

The award of contracts for the building of the extension of the Lehigh and Susquehanna Railroad, between White Haven and Penn Haven has also been made, which will conclude the line of that road from Luzerne to Easton with the finishing of the link already under contract. "When these rival lines are completed," says the Luzerne *Union*, "which will be most probably in the course of a year or a little more, the immense coal deposits of the Wyoming Valley will have thrown open to them, through ample and cheap means of transportation, the markets of the two great commercial emporiums of the United States."

Buffalo and Oil Creek Railroad.

The organization of this company having been fully completed at the last meeting of the Directors by the election of Mayor Fargo of Buffalo, as President of the road, and M. P. Bemis of this village, as Treasurer and Managing Director, the work of surveying and locating the road has commenced in earnest. At present three parties of engineers are in the field at work, all under the charge of Mr. Trew, the Engineer in Chief of the road. Each party commenced their line at the foot of the street in this village. Each line is being run with a view of being ready for adoption and setting the men at work as soon as the directors can be called together after completion, so that there will be no further delay. Indeed, on the line from this place north to the summit men could be set at work at once, if it was desirable, but as the work is very light it would not expedite matters in the least.—*Mayaville Sentinel.*

☞ The traffic receipts of the Philadelphia and Reading Railroad for August, 1865, were $1,-121,205, against $1,170,241 in August, 1864—a decrease of $59,036. The total net profit for nine months ending August 31, 1865, were $2,663,284, against $2,925,639 in the corresponding period of the previous year—a decrease of $262,355.

☞ The St. Stephen's Branch Railway is progressing favorably.

Chicago and Northwestern Railway.

(Continued from Page 1074.)

History and character of that part of this company's railway, known, previous to consolidation with the Galena Company, as the "Chicago and Northwestern Railway Company."

Soon after the commencement of the construction of the Galena road, in 1847, the officers of that company visited Janesville, Mineral Point, and other places in Wisconsin, soliciting aid and co-operation in their efforts, and proposing branches and extensions of their line of road, from the line between Chicago and Galena, then in process of construction to Beloit, Janesville, Madison and beyond, being substantially the same lateral route subsequently adopted and now occupied by the Chicago and Northwestern Railway.

Incited by these offers and promises of co-operation, the people of Wisconsin, living upon the line of the route of road above suggested, were prompted to procure an act incorporating the Madison and Beloit Railroad Company of Wisconsin, which act was approved August 19th, 1848.

Under this act, and the several acts amendatory thereof, containing full and ample powers, said company was authorized to construct and operate a railroad from Beloit, or from any other point on the north line of the State of Illinois, *via* Janesville, Madison and La Crosse, to a point on the Mississippi River, at the line of the territory, now State of Minnesota, near St. Paul, and also from Janesville to Fond du Lac. And by an act of the Legislature of the State of Wisconsin, approved February 9th, 1850, the name of the Madison and Beloit Railroad Company was changed to that of the Rock River Valley Union Railroad Company, and its powers extended.

The officers of this company repeatedly sought interviews with the Galena Company, for the purpose of securing the proposed co-operation of that company in the construction of the proposed branch or lateral line of road from the Galena and Chicago line, then in process of construction, to the State line of Wisconsin, there to connect with the said Madison and Beloit or Rock River Valley Company of Wisconsin.

Becoming, finally, displeased with the result of these interviews, the officers of the Wisconsin Company sought and obtained, from the Legislature of the State of Illinois, an act, approved February 12th, 1851, incorporating the Illinois and Wisconsin Railroad Company, with powers under the said act, and the several acts amendatory thereof, to construct and operate a railroad from the City of Chicago to the north line of the State of Illinois, and to unite and consolidate with any railroad company then incorporated, or which might be thereafter incorporated in the State of Wisconsin; and the work of construction upon this line of road, from Chicago northwest to the State line of Wisconsin, was commenced.

By a subsequent act of the State of Wisconsin, approved March 10th, 1855, the said Illinois and Wisconsin Railroad Company and the said Rock River Valley Union Railroad Company were authorized to consolidate the stock, property and franchises of the two corporations, and to take such corporate name as the Board of Directors of said consolidated corporation might select, and all the powers, franchises and immunities possessed by either of said corporations were granted to the consolidated corporation.

On the 30th March, 1855, the consolidation of these two roads was perfected, and all the powers, property and franchises of the two corporations thereupon became vested in the consolidated corporation thereby created, and called the Chicago, St. Paul and Fond du Lac Railroad Company.

The object and desire of the Chicago, St. Paul and Fond du Lac Railroad Company from the beginning was the extension of their line of road from Janesville northwest, *via* Madison and La Crosse, to St. Paul, and from Janesville north along the valley of Rock River to Fond du Lac, and to the great iron and copper regions of Lake Superior.

Application was made to Congress for a grant of lands in aid of both these lines of road, which grant, chiefly through the efforts of the Chicago, St. Paul and Fond du Lac Railroad Company, was obtained in June, 1856, at which time Congress granted six sections (3,840 acres) per mile to the State of Wisconsin, to be used in aid of the construction of those lines of road.

An extra session of the Legislature of the State of Wisconsin was called in September or October, 1856, at which a contest arose between different railroad companies seeking to have these lands conferred upon them by the State.

The result was, that the lands upon the northwestern line were given by the State to the La Crosse and Milwaukee Railroad Company, and the lands upon the northern line, from Fond du Lac to the north line of the State, in the direction of Lake Superior, were granted by the State to the Wisconsin and Superior Railroad Company, a corporation created at that session of the Legislature of the State of Wisconsin, by an act approved October 11th, 1856, thus depriving the Chicago, St. Paul and Fond du Lac Railroad Company of the grant of lands mainly if not wholly obtained by their efforts, and granted in aid of the lines adopted and then in process of construction by said company.

The charter of the Wisconsin and Superior Railroad Company, which contained very broad, general, detailed and extraordinary powers, and which authorized the construction of a railroad from the City of Fond du Lac to the north line of the State of Wisconsin, and a branch from the main line to some point on the Michigan State line, also authorized the consolidation of the rights and franchises of the Wisconsin and Superior Railroad Company with any railroad company in the State of Michigan; and by the general railroad law of the State of Michigan, any railroad company of that State was authorized to consolidate its stock and franchises with any other railroad company in or out of said State, forming together a continuous line.

By virtue of an act of the Legislature of Wisconsin, approved February 12, and amended February 28, 1857, the Wisconsin and Superior Railroad Company and the consolidated corporation called the Chicago, St. Paul and Fond du Lac Railroad Company were authorized to consolidate their rights, property, land and franchises, under the name of the corporation last mentioned, with all the powers and franchises possessed by either of said corporations; and on the 5th day of March, 1857, the said corporations were so consolidated, retaining the name of the Chicago, St. Paul and Fond du Lac Railroad Company, and all the lands granted by Congress to the State of Wisconsin, and by the State of Wisconsin to the Wisconsin and Superior Railroad Company, were, by this consolidation, secured to the Chicago, St. Paul and Fond du Lac Railroad Company.

In June, 1856, Congress also granted lands to the State of Michigan in aid of a road from Marquette, on Lake Superior, southerly to the State line of Wisconsin, and also from Ontonagon, on Lake Superior, to the said State line of Wisconsin, in contemplation of the connection of these roads at the State line with the northern line of road of the Chicago, St. Paul and Fond du Lac Railroad Company.

Subsequently railroad companies were organized from Marquette to the State line, and from Ontonagon to the State line of Wisconsin, with a view to a union and consolidation with the Chicago, St. Paul and Fond du Lac Railroad Company; and the grants of public land to the State of Michigan to aid in the construction of these roads were conferred upon them, and they were consolidated with the Chicago, St. Paul and Fond du Lac Railroad Company, forming with it a complete line of road from Chicago to Marquette and the great Iron Mountain regions of Lake Superior, and the extensive copper regions in its vicinity.

The great financial revulsion of 1857, which prostrated so many railroads in the country in process of construction, carried down with it and suspended for a time all further progress of the Chicago, St. Paul and Fond du Lac Railroad Company.

In consequence of the financial misfortunes of the Chicago, St. Paul and Fond du Lac Railroad Company in 1857, the consolidation of the Marquette and Ontonagon Railroads with said company were defeated, and the public lands conferred upon those companies reverted to the State of Michigan.

In February, 1859, at a meeting held in New York of the bondholders, stockholders and creditors of the Chicago, St. Paul and Fond du Lac Railroad Company, a plan for the re-organization, extension and ultimate completion of that company's road was agreed upon; which plan provided for a sale of said road, under both its outstanding mortgage deeds of trust; for the purchase of the same by the duly appointed agents of the bondholders of the said company, provided they could make a satisfactory purchase of the said road at the proposed sale thereof.

Legislation was applied for in order to carry into effect this proposed plan of re-organization, and by an act of the Legislature of the State of Illinois, approved February 19th, 1859, and an act of the Legislature of the State of Wisconsin, approved March 14th, 1859, and by a general law of said State of Wisconsin, approved October 10th, 1856, such person or persons as might become the purchasers of the road and property of the said Chicago, St. Paul and Fond du Lac Railroad Company, at any sale thereof, under any mortgage or deed of trust, theretofore executed by it, were authorized to organize a corporation, under such name as they might elect, with all the powers, rights and franchises theretofore possessed by said corporation, under and by virtue of all existing laws and charters of both Illinois and Wisconsin.

On the 2d of June, 1859, in pursuance of these laws and powers, agents of the bondholders purchased the entire road and property of the Chicago, St. Paul and Fond du Lac Railroad Company, at a sale of the same on that day, had in pursuance of foreclosure of the aforesaid deeds of trust.

Said agents proceeded immediately to the further execution of the trust reposed in them, and on the 6th day of June, 1859, organized a corporation, under the more comprehensive and desirable name of the "Chicago and Northwestern Railway Company," having all the powers, rights and franchises theretofore possessed by the Chicago, St. Paul and Fond du Lac Railroad Company, or by any of the railroads of the States of Illinois or Wisconsin previously consolidated into it, including the full power to consolidate its stock, franchises and property with the stock, franchises and property of any other railroad company with which its line of road might connect or intersect, in the States of Illinois, Wisconsin and Michigan respectively; and the law of Illinois of February 19th, 1859, specially conferred upon this company the right to exercise and enjoy, in the State of Illinois, all the rights, powers, privileges and franchises theretofore granted by the States of Wisconsin or Michigan to the Chicago, St. Paul and Fond du Lac Railroad Company.

The Chicago and Northwestern Railway Company was authorized by a law of Wisconsin, approved April 10th, 1861, to locate the line of its road, or a branch thereof, by the way of Fort Howard or Green Bay, northerly to the north line of the State at the Menominee River, still retaining its grants of lands on the original line to aid in the construction of this changed line.

And by an act of said State, approved March 8th, 1862, was further authorized to locate, construct and operate a line of road to the Michigan State line, and this act expressly confers all the rights, privileges, powers and authority contained in the charter of said Chicago and North Western Railway Company, or in the charter of the Chicago, St. Paul and Fond du Lac Railroad Company, or in the charter of the Wisconsin and Superior Railroad Company, upon the Chicago and North

Western Railway Company; and the said Chicago and North Western Railway Company was declared to be the successor to all the rights and franchises of the said railroad companies.

By an act of the Legislature of the State of Illinois, approved February 13, 1863, the Chicago and North Western Railway Company was recognised as an existing corporation; and it and every other railroad company with which it might connect or intersect were respectively authorized to make running connections with each other, and to consolidate their respective stocks and property in such manner and upon such terms as might be agreed upon between said companies.

Supported and authorized by all these manifold charters and varied powers, and often repeated enactments of the States of Illinois, Wisconsin and of Michigan, the Chicago and North Western Railway Company entered upon its renewed corporate existence under the before mentioned reorganization of June 2d, 1859.

In accordance with the provisions of its plan of re-organization, as agreed upon by bondholders, stockholders and creditors in February, 1859, a general seven per cent. first mortgage was created upon the Chicago and North Western line of railway from Chicago to Oshkosh, 194 miles, to secure $3,600,000 of general first mortgage bonds, to be issued to the holders of outstanding first mortgage bonds of the old Chicago, St. Paul and Fond du Lac Railroad Company in exchange for said old bonds, and the interest accrued thereon; and $1,250,000 preferred sinking fund bonds were issued to pay and remove special existing incumbrances, and to be disposed of at their par value in money to subscribers for them under provisions of the said plan of re-organization, and were also secured in priority by said first mortgage.

A second six per cent. mortgage was also issued, to secure $2,000,000 of six per cent. second mortgage bonds.

These latter bonds, (subsequently exchanged for preferred stock,) together with about 150,000 acres of land, acquired by the company under grants of Congress for portions of the road already constructed, were used and disposed of in exchange for about $3,000,000 of outstanding eight per cent. land grant bonds of the old Fond du Lac Company, and upon which land grant bonds some $800,000 of interest had accumulated.

The plan also authorized the organizing committee, in their discretion, within a time, and in a manner fixed and limited, to cause stock of the new company to be issued at par in payment of such debts of the old company as they should think just and equitable, at seventy-five cents for the dollar of said debts; and further authorized them to cause the stock of the new company to be issued at par in exchange for stock of the old company, at sixty cents on the dollar of said old stock.

The plan further required that the holders of the bonds of the old company should subscribe for and take the new sinking fund bonds at par to the extent of ten per cent. of the old bonds held by them, on receiving new bonds in exchange for said old bonds. This provision of the plan furnished the new company with about $600,000 in money, with which they constructed, in the summer and fall of 1859, fifty-seven miles of road, from Janesville to Minnesota Junction, which completed their entire line from Chicago to Oshkosh, 194 miles.

From this relation it will be seen that the stock and bond capital of the said Chicago and North Western Railway Company did not represent any actual cost and disbursement of money by said new company, but constitnted an amount which was then considered to represent the actual and in part prospective value of the road and property of the company; and which was equitably distributed among the bond and stockholders and creditors of the old Chicago, St. Paul and Fond du Lac Railroad Company, and which amounted to a sum much larger than it would have then cost to build the road from Chicago to Oshkosh.

It was because of this large amount of representative capital, issued by the Chicago and North Western Railway Company, at the time and subsequent to its re-organization, that the additional common stock was issued to the stockholders of the Galena Company at the time of the Chicago and North Western Railway Company's consolidation with it, in order to equalize the interests of the owners of the two companies in the consolidated roads.

In the fall of 1860 and early in 1861 the Chicago and North Western Railway Company extended its line of road from Oshkosh to Appleton, over twenty miles, at a very low cost, issuing but $184,000 of Appleton Extension seven per cent. first mortgage bonds, and some $30,000 of the common stock of the company, in exchange at par for Appleton and Neenah bonds, to cover the cost of its construction.

In 1862 the Chicago and North Western Railway Company issued $300,000 of Green Bay Extension seven per cent. first mortgage bonds, and about $65,000 of its common stock in exchange, at par, for bonds of Brown County and the town of Fort Howard, at Green Bay, with the proceeds of which bonds and stock it constructed and extended its line of road from Appleton to Green Bay, about twenty-eight miles.

The Appleton and Green Bay Extension bonds, issued as above mentioned, were secured respectively upon the portion of road for the construction of which they were issued, and upon the portion of public lands granted to the company in aid of such constructions, which lands, amounting to a little more than 200,000 acres, are still held by the company in security for said bonds.

In addition to the general grant of lands conferred upon the said company in aid of the construction of its line of road from Fond du Lac to Green Bay, and to the northerly line of the State of Wisconsin, Congress made a special grant of eighty acres of land, out of its Fort Howard reservation, for the depot grounds of this company at Green Bay, which grant, from its favorable location, large water-front and ample dimensions, is of great value and convenience to the company.

The length of the said company's road from Chicago, *via* Fond du Lac and Appleton, to Green Bay, is 242 miles.

In the summer of 1863 the "Kenosha, Rockford and Rock Island Railroad Company," with its road recently completed and in operation from Kenosha, on Lake Michigan, to Rockford, (one of the most important towns and stations on the Galena road,) about seventy-three miles in length, and diagonally crossing the Chicago and North Western Railway at Harvard, about sixty miles northwest from Chicago, and which was at that time in competition with the Galena, and a valuable feeder to the business of the North Western Road from Rockford and in that direction, became embarrassed, and parties controlling its securities were desirous of disposing of them to the Galena Company, or to the Chicago and North Western Company, carrying with them the control of that road.

To have, at that time, allowed that control to pass into the hands of the Galena Company would have deprived the Chicago and North Western Railway of a very considerable source of revenue, derived through its connection with this road. An arrangement was, therefore, made, whereby several large holders of these securities, and such capitalists as could be induced to purchase them in the interest of the North Western Railway Company, associated themselves to purchase and reorganize the Kenosha Railroad, embracing nearly all the first mortgage bonds.

A foreclosure sale of the road having taken place, and a re-organization being effected, a consolidation was made in accordance with the provisions of the laws of the States of Illinois and Wisconsin.

It had been originally proposed that bonds of the Chicago and North Western Railway Company, secured by a mortgage upon the Kenosha line, and to be called the "Chicago and North Western Railway Kenosha Extension bonds," should be issued to an amount, which, at the market value of similar securities of the company, would re-imburse the cost to the new parties, of the bonds, purchased by them, and that the old holders should accept bonds at the same rate, so that these new Kenosha Extension bonds would be disposed of in payment for the Kenosha road at cost, at a better rate than the whole issue could be sold at in the market, and the line would then cost this company about $800,000 in its Kenosha Extension bonds, at par, or less than $11,000 per mile, in bonds, at par.

But instead of issuing said Kenosha bonds, it was subsequently agreed (and by this company thought to be much more desirable) to issue $1,400,000 of the common stock of this company, then considered equivalent to the cost of said road to the owners thereof, in full consideration for this 73 miles of new and well-ironed road, and for its equipment, consisting of six engines and 100 cars, and including also an amount of about $150,000, surplus of cash assets, resulting to this company in the transaction.

The advantages of this arrangement, in its financial aspects, to this company, and the actual present cost of this road to the company, after deducting the $150,000 in money above mentioned, and the present value of the six engines and 100 cars acquired with it, from that cost, can be readily ascertained by those interested, from the data here given.

The subsequent consolidation between the Galena and the North Western Companies materially lessened the importance of this road to the consolidated company.

The preceding account of the North Western Railway brings its history down to the period of consolidation with the Galena and Chicago Union Railroad Company, June 2d, 1864, except so far as relates to its preliminary action, in connection with the Peninsula Railroad Company, which is referred to hereafter, in the history of that road.

At the time of consolidation with the Galena on the 2d of June, 1864, the Chicago and North Western Railway comprised the following lines and length of roads, to wit:

Its main line, or "Wisconsin Division," as now called, extending from Chicago, *via* Janesville, Fond du Lac, Oshkosh and Appleton to Green Bay	242 miles.
Its "Kenosha Division," extending from the town of Kenosha, on Lake Michigan, to its junction at Rockford, on the Rock River, with the old Galena Road	73 "
Total length of railroad line owned by Chicago and North Western Railway at the time of consolidation with the Galena, as aforesaid	315 "
To which add the lines of road owned by the Galena at the time of consolidation	294 "
Length of Galena leased lines of road at the time of consolidation	227 "
Galena extension of leased roads since consolidation	24 "
Total length of roads owned and leased at the time of consolidation	860 miles.

(To be Continued.)

☞ The Sacrameto *Union* says the Central Pacific Railroad Company have four powerful freight locomotives now on the way to California, called Utah, Nevada, Humboldt and Truckee, and have four more in process of construction at the East, in addition to the one in San Francisco, which is nearly completed. Orders have been sent East for four others. When all these come to hand the company will have twenty locomotives ready for work. They are thus preparing for the next season's business, which will undoubtedly be very large, as the road is far enough up the mountains to secure the over mountain freight, and will be still farther eastward by the commencement of travel in the spring.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	23
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	210c
Bay State ..... L. S.	20,000	----	3½	9½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	10c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	½
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	23½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	270c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca	200,000	----	1	¾
Dudley ..... L. S.	20,000	----	----	½
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	----	1
Forest Shepherd ..... "	20,000	----	----	11c
Franklin ..... L. S.	20,000	----	6½	35
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	40c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Glebe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	45c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	18½
Hanover ..... "	20,000	----	----	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	3½
Hungarian ..... "	20,000	----	1	1
Huron ..... "	20,000	----	16	41½
Indiana ..... "	20,000	----	----	5
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	12½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	1½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	45c
Mass ..... L. S.	20,000	----	----	4
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	110c
Minnesota ..... L. S.	20,000	----	3½	16
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	----	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	87½
Newton ..... Ca.	200,000	1	----	5c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake ..... "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	24	14½
Petherick ..... "	20,000	----	2½	5½
Pewabic ..... "	20,000	----	5½	36
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	49½
Pontiac ..... "	20,000	----	3½	1
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	40
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	45c
St. Clair ..... L. S.	20,000	----	3	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	5½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1
Springfield ..... Md.	----	5	----	125c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	55
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ..... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	5½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute ..... "	----	----	----	½
Crystal Lake ..... "	----	----	----	----
Erie ..... "	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	¾
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	66
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. ..Md.	----	----	----	130c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	50,000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler ..... "	----	----	----	10½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	24½
Fulton ..... "	60,000	5	----	8½
Gilbertson	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain ..... Pa.	----	----	----	4
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	8½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	182
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	6½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	10½
Schuylkill Valley .. "	20,000	10	----	9
Shawmut	6,000	50	----	----
Short Mountain ..... Pa.	16,000	50	----	50
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	52

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Brigge (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palms (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	15
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	50	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equival'nt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N								p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	.....	45
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	.....	98
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	.....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,000	(Metro	poli'n)	6	.....	46
30 Nov. '64	2.50	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl	esex)	50	.....	25
30 Nov. '64	31.85	—	341	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	44
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	.....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,583	31,533	28,510	1,569	—	.....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	.....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	.....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	.....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	.....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,816	278,428	—	—	.....	85½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Lea	sed)	6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	.....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,057	75,800	—	53,668	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	...	32	28	Broadway (Brooklyn)	237,189	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1150000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	48
30 Sep. '64	24.00	—	...	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	...	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	994,333	77,142	8½	.....	.....
30 Sep. '64	11.75	4.00	...	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	—	.....	.....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	.....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	.....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,250	550,000	.....	327,712	30,493	—	100	.....
30 Sep. '64	17.25	—	...	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	.....
30 Sep. '64	18.50	1.00	...	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	—	.....
30 Sep. '64	12.00	1.00	...	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,800	33,282	178,056	22,293	—	—	.....
30 Sep. '64	—	.....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '64	4.52	.....	...	...	..	Grand St. & Newtown (W'g'b	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	.....	...	...	..	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	.....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '64	7.50	3.40	...	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	.....	.....
30 Sep. '64	16.00	—	...	...	..	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,763	5	100	125
30 Sep. '64	—	.....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	17.50	—	...	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1.18000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	.....	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	—	.....	.....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,296	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
Dec. '62	5.32	—	...	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
Dec. '62	5.05	2.50	...	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	...	...	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	55	.....
31 Dec. '62	5.80	—	...	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	55
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	.....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	.....	.....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	.....	20
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	400,530	200,000	18,500	251,897	81,029	8	50	42
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	25
31 Oct. '64	8.73	—	256	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	.....	33
31 Oct. '64	11.00	—	...	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	26½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	.....	11
31 Oct. '64	11.17	.....	...	...	..	North Philadelphia	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	.....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	.....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	.....	.....
31 Oct. '64	4.61	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	.....	.....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	13½
31 Oct. '64	5.20	.....	...	...	..	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	.....	.....	.....	—	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	.....	12
31 Oct. '64	19.46	—	425	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	82
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.260	9,418	5	.....	9
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Grs F.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	30
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	.....	28½
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	.....	68
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,059	21,058	—	.....	21½
						OHIO.									
31 Dec. '62	5.00	—	...	...	..	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	5.00	—	...	...	..	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.81	—	...	...	..	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.63	—	...	...	..	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	.....
Malden & Melrose bonds	51,762	—	.....	.....	.....
Real Estate	4,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					
1st Mortgage	65,500	7	.....	.....	.....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Oct. 31, 1865.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,231,400	6	" "	1881	105½
" " " ..... coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100½
" " " (5-20s) ..... coupon		6	" "	1882	102
Loan of March 3, 1865 (5-20s) ..... exchanges.	44,476,100	6	May & Nov.	1885	99½
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	91
" " " ..... coupon		5	" "	1904	91
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	99½
Treasury Notes of July 17, 1861 ..... coupon	308,150	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	97½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	96½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	96½
Debt Certificates	55,905,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	173,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,057,469				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	58,000	6		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71–'72	----
" — " " " ..... "		6	" "	'81–'82	95
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'63–'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'92–'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63–'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	97½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	83
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1858	----
" — " (war loan) ..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'95–'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	96
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	74
" — " " (R. R. etc.) ... "	3,902,000	6	----------	'67–'99	----
" — " " (banks) ..... "	5,395,533	6	----------	----	----
" — " " (war loan) ... "	670,000	6	----------	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'62–'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81–'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'80–'90	104½
" — " " (st'l'g conv.) ... "	2,490,569	5		'89–'90	108
" — " " (dollar) ..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,580	6		'42–'58	----
" — " " (") ..... "	599,408	5		1850	----
" — " " (") ..... "	148,711	5		'89–'90	108
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	55,000	6		1885	----
" — " " (") ..... "	603,333	6		'89–'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88–'90	----
" — " " (" ") dollar	416,500	6	" "	'90–'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	5	Jan. & July.	'65–'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68–'77	128½
" — " " (" ") "	545,000	5	April & Oct.	'65–'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64–'66	----
—	247,000	6	June & Dec.	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71–'76	106½
" — " " " ..... "	600,000	5	" "	'77–'78	96
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6		'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	74½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72–'88	74½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87–'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	82
" — " " N. Missouri ... "	4,350,000	6	" "	'72–'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73–'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87–'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" —Notes	200,000	6			
New Jersey—State stock ..... registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ... coupon	531,820	6	" "	'65–'71	----
" " " (" ") ... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,800,000	6	" "	'63–'78	100
" " — " " " " ...	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65–'67	----
" " — " " Railroad Loans ...	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63–'74	----
" " — " " "	15,889,025	6	" "	'64–'76	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82½
Ohio—State bonds (foreign debt) ... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " (" ") ... "	1,016,000	5	" "	1865	95
" — " (" ") ... "	379,866	6	" "	1868	----
" — " (" ") ... "	2,183,532	6	" "	1870	100
" — " (" ") ... "	1,600,000	6	" "	1875	96½
" — " (" ") ... "	4,095,309	6	" "	1881	98
" — " (" ") ... "	2,400,000	6	" "	1886	100
" — " (domestic debt)	125,680	6	" "	1863	106
" — " (war loan) ..... coupon	1,500	----	----------	1866	----
" — " (" ") ..... "	279,313	----	----------	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	93
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,363	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,568,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	97½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	500,857	5	----------	----	----
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) ... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	5	----------	'88–'90	----
" " —State b'ds (railroads) ... coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (interm. impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) ... "	48,000	6	----------	1890	87½
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	----	----
" —State bonds (war loan) ..... coupon	55,000	6	----------	'63–'64	----
" — " " (" ") ..... "	751,000	6	----------	'62–'63	----
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July.	1870	103½
" — " " (railroad) ...	18,264,642	5	Various.	Var.	----
" —State bonds (railroad) ..... coupon	12,634,500	6	Jan. & July.	'83–'93	72
" — " " (sterling) ..... "	1,565,000	6	" "	'85–'93	----
West Virginia—No information	----------	5	" "	1892	----
Wisconsin—State bonds (civil) ..... coupon	100,000	----	----------	----	----
" — " " (war) ..... "	200,000	6	April & Oct.	'67–'68	100
" — " " (domestic) ... "	100,000	6	Jan. & July.	1907	----
" — " " (") ... "	1,100,000	6	" "	1877	----
		6	" "	'78–'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,452	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,000	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	295,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	456,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,470	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	165,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	416,663	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,850	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,389,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	225,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,252	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,506	35,326	40,706	58,704	52,864	77.112	83,059	76,764	68,862	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,543	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	120,051	117,604	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	60,355	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	121,766	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,596
1861	140,925	116,936	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	254,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,398	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,784	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,374
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,133	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,196,435	1,157,513	1,039,902	13,230,417
1865	899,478	581,372	915,600	1 360,000	1,204,435	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,600	215,475	225,464	230,377	248,862	241,695	264,622	283,649	245,977	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	463,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,456	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,540	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	483,509	505,814	466,390	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,123	718,016	759,405	807,382	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,578	153,470	141,736	143,748	162,921	1,554,913
1864	100,872	147,485	100,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	196,100	125,027	77,599	51,296	926,736
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	135,722	112,527	162,858	127,686	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,846	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,279	120,596	151,052	134,563	111,339	1,439,799
1864	79,735	95,848	132,896	123,987	127,010	166,538	139,626	244,114	241,840	221,570	220,209	266,154	2,000,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1862	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	700,000	6	Jan. & July.	"	1880	100½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	363,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----------	----------	1870	----
Real Estate bonds	47,550	---	----------	----------	1866	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1886	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78–'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1885	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	100½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,299,400	6	"	"	1459	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	----------	----
2d Mortgage	1,000,000	7	----------	----------	----------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1888	112
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1858	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	96
1st Mortgage pref. S. F.	564,000	7	April & Oct.	" "	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & O.)	----------	8	Jan. & July.	" "	18--	----
2d " ")	----------	8		" "	19--	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	---
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,000,000	7	" "	" "	1885	82
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	----
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1903	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7	----------	----------	1887	----
Dividend bonds	24,811	---	----------	----------	----	----
Income bonds	3,500	---	----------	----------	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	30,860	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----------	----------	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----------	----------	----	----
Toledo depot bonds	162,500	---	----------	----------	----	----
Dayton and Western:						
1st Mortgage	259,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1894	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1900	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	----
Construction bonds, 2d Div'n	666,000	---	----------	----------	----	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	----	----
Endorsed by State of Tennessee	150,000	---	----------	----------	----	----
Mortgage (ordinary)	790,688	---	----------	----------	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	----	----
Endorsed by State of Tennessee	200,000	---	----------	----------	----	----
1st Mortgage (after State)	100,000	---	----------	----------	----	----
Redeemable in Stock	66,953	---	----------	----------	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1901	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1901	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1901	----
Free Land, 2d Mortgage	----------	8	----------	----------	1901	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	109
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	150,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
*Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1900	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1854	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	905,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1893	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86
Extension Bonds	175,000	7	May & Nov.	" "	1590	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1885	
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$167,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	93
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		45
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1858	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1858	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	95½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	541,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	550,000	8			1890	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	91
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	97
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,002,500	7	June & Dec.	"	1888	94
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1566	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	107½
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1566	85
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	56
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1566	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	97
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	110
1856, "	60,000	7	" "	"	1856	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	55
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1565	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1872	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1562	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1500	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1563	70
2d Mortgage	937,500	7	" "	"	1868	27
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1566	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1550	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1650	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1862	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		95
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1566	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1565	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1554	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	95
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1563	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	500,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	80.3	.....	58.1	2	2	19		*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.0	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	.....	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	.....	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	8,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,454,333	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.0	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,655,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	34	—
31 Dec. '64	55.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	—	810 982	66.0	211.836	270.672	54.299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000.000	—	6,810,340	117.4	652,755	1,847,291	622,546	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,236,531	66.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,263	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,092,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	52	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,616	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.6	.....	.....	388,553	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,398,919	*	659,100	4,208,300	4,054,000	.....	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	105½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,687 020	2,518,222	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	111
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	57,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	38
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	108
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,356,850	6,329,447	2,463,194	8	135
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,094,074	503,767	—	44
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,887	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Centrak	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	—	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	38½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,938,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	156½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	.....	.....	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 873,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,200	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	307,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	695,298	52,300	—	514,573	72,000	—	736.513	29.0	236,061	188,463	83,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	60
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,514,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,230	—	3,242,318	555,000	339,297	5,855,320	80.0	130,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	—
31 Aug '60	55.1	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	253.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,356	7,565,489	—	14,781,571	329.3	1,582,793	4,121,218	1,716,063	18	114
31 Mar. '65	248.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,013	—	798,285	456.949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,536	7,177,600	.....	.....	196.5	579,324	1,047,567	420,026	—	88
28 Feb. '65	268.8	—	17.7	55.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	450,156	950,499	640,641	—	—
24 Dec. '62	152 0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
24 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,212	12,580,306	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	5.9	206.0	.....	.....	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,806	—	—
28 Sep. '64	86.5	11.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,242	3,501,000	40,556	6,352,109	90.1	280,189	899,291	31,339	—	—

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	95
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	'55,403	23,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,953,769	4,481,859	3,054,653	6	112
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,273,647	261.0	1,009,348	3,051,669	1,085,287	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11¼
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	117½
30 Nov. '64	47.0	7.0	32.5	—	26	42	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	129½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6⅔	60⅔
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	8	104
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,067,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	98½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	104½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	96,684	—	600,000	—	53,465	809,362	71.0	185,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,930	469,932	8	105½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	43
30 Nov. '64	156.1	17.3	128.6	—	75	63	1,149	Western (Incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,966,854	1,178,712	10	138
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,988	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	57½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	193
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	696,258	*	—	595,538	556 000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	186,500	15,518	3,250,418	82.0	.....	557,044	210,265	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper. by	Verm't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	55.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,950	1,140,788	35	126½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,036,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5⅓
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	122½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270 000	570,764	171,755	7	80
31 Dec. '64	92.5	—	.....	—	.....	.....	.....	New Jersey	5,799,809	492,000	1,649,022	4,397,800	835.000	145,000	5,960,452	93.5	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	454,116	*	—	158,800	280,000	45,072	463,872	21.2	99,787	146,936	39,200	—	.....
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600.000	—	2,008,300	18.2	.....	290,022	130,510	6½	46⅔
31 Dec. '64	88.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	706,000	—	1,288,400	—	—	297,952	91,544	—	.....
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,350	2,156,158	26.0	29,820	97,561	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss.	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,835	516.576	189,000	2,200,000	1,200,000	—	3,880,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	326.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	92⅞
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,494	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108⅞
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,290	335,287	14	40
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,677	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,899	3,506,745	9	96½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,353	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,743	176,640	—	33½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311.500	23,708	901,853	35.9	88,498	218.994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,491	129,854	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water't'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.2	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9.166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,260	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632.737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	50.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	128
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,438	191.2	1,032,388	2 499,348	1,235,162	15	128
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,762,400	128,867	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	997,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,551	—	8,776,352	208.5	1,256,812	2,512,315	438,897	8	93½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	103
31 Dec. '58	61.4	—	.....	51.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,430	—	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	427,103	3,572,436	1,400,000	—	5,111,625	128.0	1,117,826	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,316	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	239	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	153.9	52.9	.....	—	30	19	888	Sandusky, Dayton and Cinc.	3,98? 495	595,400	251,807	3,343,966	1,341,093	14,202	5,172,133	205.9	358,409	719,921	145,900	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,160	127,118	2,694,694	125.0	220,717	272,202	92,283	—	.....
31 Dec '64	242.4	—	.....	—	48	18	959	Toledo & Wabash	10,080 913	*	—	3,427,050	6 653,868	—	10,245,018	250.0	1,244,358	2,050,322	945,492	3½	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	53.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	66.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		50
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	165,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,995	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148
31 Oct. '64	36.0	1.7	7.7		8	7	71	East, Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	233,689	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,688,878	192,509		256,509	900,000	637,886	1,794,386	81.0	71,880	165,602	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	205,743	335,280	143,472		20
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	67
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	30
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7	56
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.5	320,635	741,977	346,401		21
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840		48,520,356	356.9	5,846,778	14,759 657	4,065,113	10	56
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,389		1,358,100	315,500		1,673,100	24.0	258,739	428,147	207,898	8	52
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		29
30 Nov. '64	152 0	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	57
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	178,447	824,006	477,658	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197.0	839,238	3,205,580	1,365,200	10	60
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,725	101,569		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	103
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,855,443	28.4	118,098	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,250	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,283	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	948,146		164.5		341,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,838					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,183		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,267	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		526,654	1,902,000	390,407		150.1	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		55.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	27,569		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	51	McMinnville and Manchester	533,307	56,816		144,894	406,000	5,000		34.2	26,065	25,505	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,832,382	*		2,056,544	1,731,000			150.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,960	127,953	67,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz.& Col'r'do								32.0					
— — '58	55 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50,0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277	*		1,679,600	638,500		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,083		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,955	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,259	941,045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	95
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,088,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	43,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	56,188	88,131	1,534,104						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	1,156,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	64,121	14,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	500,056		167.7	270,846	450,427	222,214		
30 Sep. '59	128.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,906		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.6		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	3.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,865		43.5	1,054,064	163,763	79,586	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246		1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '64	191.9	42.5	28.3		41	29	500	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,330		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.5	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	46	Buffalo and Lake Huron (½ y.)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,469,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0		78.0	204	130	2,399	Grand Trunk	77,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,856		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,436		26,084,180	357.0		3,011,880	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,182		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,338		1,380,000	13,100	136,000	1,709,232	60 0		125,455	36,070		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5			20	18	150	Nova Scotia	4,275,401	*		4,273,281			4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.													
1 Dec 63	45.7				11	22	120	Pan ma	5,000,000	*	615,658	5,000,000	75,000		10 763,128	48.7		927,438	1,328,924	11	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	46½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,925	7	—	47
Chicago & Alton (preferred)	2,425,200	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	65
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	43
Erie (preferred)	8,635,700	7	7	84
Hannibal & St. Joseph (preferred)	5,253,856	7	----	67
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	446
" " (2d pref.)	3,819,772	7	3	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101½
" " " (2d pref.)	1,014,000	7	7	89½
Milwaukee & St. Paul (preferred)	2,255,000	7	----	63
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	5	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	----	----	----
" " " (2d pref.)	904,473	----	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,057,343	6	J. & J		1886	90
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.	----	----	----		----	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	94½
Six per cent. Loan	2,432,274	6	A. & O.		1884	91
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	90½
2d Mortgage	295,750	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	85
2d Mortgage	3,980,670	6	J. & J.		1882	72½
Improvement	568,500	6	M. & N.		1876	80
Susqueh'a Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	44
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	20
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	92½
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	88½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	31½
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28
" " (preferred)	50	2,722,607	—	34½
Susquehanna and Tide Water	50	2,048,260	—	10½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	63

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	50 — @ 53 —
Pig, American, No. 1	49 — @ 50 —
Bar, Refined, English	97 50 @100 —
Bar, Swedes, assorted sizes (in gold)	— — @ 92 50
Bar, Swedes, assorted sizes	160 — @170 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @190 —
Hoop, English	160 — @225 —
Nail Rod per lb.	10 @ — 11
Sheet, Russia per lb.	42½@ — 50
Sheet, English, Single, Double and Treble	7½@ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	— — @ 55 —
Rails, American	— — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	19 @ — 24
English Spring (1st & 2d qlty.)	12 @ — 14
English Blister (1st & 2d qlty.)	13 @ — 20
English Machinery	14 @ — 16
German	15 @ — 17
American, Blister	12 @ — 14
American, Cast, Hammered	20 @ — 22
American, Cast, Rolled	13 @ — 15
American Spring	11 @ — 13
American Machinery	13 @ — 14
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 50
Sheathing, Yellow	— 31 @ — 31½
Pig, Chile	— — @ — —
Bolts	— — @ — 50
Braziers'	— — @ — 50
American Ingot (cash)	— 33½@ — 35

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ 10 50
Spanish	— — @ 10 —
German Refined	— — @ 10 —
English	— — @ 10 —
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 27½@ — 28
Straits	— 26½@ — —
English	— — @ — 24½
Plates, Charcoal I. C. per box	15 — @ 15 25
Plates, I. C. Coke	12 75 @ 13 50
Terne, Coke	11 — @ 11 50
Terne, Charcoal	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	8 @ 8 50
Clinch (cash)	— — @ — —
Copper	— — @ — 55
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 39½@ — 40
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 81 @ — 83
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 52 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th 9.	F. 10	Sat 11.	M. 13.	Tu. 14.	W. 15.
Atlantic M. S. S. Co	140	----	----	138	135	140
At. & Gt. W. (O) 1st m't.	----	96½	----	----	----	96½
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	116	----	116	----	----	----
Canton Co.	45½	45½	44½	45	45	44½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	96	96	----	----	----	95
" " S. F.	----	----	----	----	86	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	113½	----	111	112	110	110½
" " " 8 p.c.	----	----	112	112	----	----
Chic. & Northwest'n	32½	33½	33½	32½	33½	33
" " pref.	66½	66½	65½	65½	65½	65
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	106½	106½	105½	105	105½	105
" " 1st M. '70	----	----	----	----	----	100
Clev., Col. and Cin.	127	----	----	----	----	127
Clev. and Pittsburg	95	95½	94½	93½	94½	93½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	75
Clev. and Toledo	----	----	----	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43½	----	43	43	43	----
Del. & Hudson Canal	----	----	146	146	146	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	94½	93½	92½	91½	92½	92½
" pref.	82	82½	84	83	84	----
" 1 M. 7 p.c. '67	100½	100	100	99½	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	97	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	35	38	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	106	108½	108	108	108½	108½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	102	----	101
" 2M. S. F.	----	----	----	----	----	100½
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	135½	134½	132½	124	135	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	45	46	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	10½	11½	11½	11½	13
Michigan Central	113	114	113	113½	114	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	110½
M. S. and N. I.	77½	77½	75½	75	75	76½
" " guar'd.	136	138	----	138	----	----
" " 1M. S. F.	----	94	----	----	----	94
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	150	150	----	----	103	101
" " 1st pref.	----	----	----	102	----	101½
" " 2d pref.	----	----	----	----	89½	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	46	----
Missouri 6s	77½	77½	----	77	76½	75
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	78	77	77	----
New York Central	98	97½	97	98½	98	97½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	102	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	92	----	91	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	80
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
North Carolina 6s	84	----	----	----	----	----
Ohio & Miss. cer.	30	29½	28½	28½	29½	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	114½	115½	115	114½	114½	114½
Pitts. Ft. W. & Chicago	104	104	103	103½	103½	103½
" " 1M.	----	----	----	102½	----	103
" " 2M.	95	----	----	----	95	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	49	48½	47½	47½	47½	48
St. L., Alton & T. H.	44	----	43½	43½	43½	44
" " pref.	77	77	74	71	----	----
" " 1M.	----	----	----	----	91	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	85	----	86	----	----
Tol., Wab. & Western	53	51½	----	----	50	51
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	91½	----	----	----	----
" " 2M.	76	76	76	----	----	77
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	78	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th 9.	F.10	Sat.11.	M.13.	Tu.14.	W15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	91⅛	91⅜	91½	91	91	91
U. S 5s, 10-40s, reg.	----	----	----	91	----	----
U. S. 6s, 1881, reg.	----	----	105⅜	105	105½	105⅜
U. S. 6s, 1881, cou.	106⅛	105⅜	----	105⅜	105½	105⅜
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅜	97⅛	97⅜	97⅛	97⅛
U. S. 6s, 5-20s, coupon	101⅛	101⅜	----	101½	101⅜	101⅜
U. S. 6s, 5-20s, new	100⅛	100	100	100	99⅜	99⅛
U. S. 6s, " reg.	----	102	100⅛	----	----	----
7.30 Notes, 1st series.	97⅛	97⅜	97⅛	97⅛	97	----
" " 2d series	97	96⅜	96⅜	96⅜	96½	96⅛
" " 3d series	97	96⅜	96⅜	96⅜	96	96⅛
American Gold	146⅛	146⅛	----	----	147⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	W.8.	Th.9	F.10.	Sat.11.	M.13.	Tu.14
Cattawissa	28	28	29	29	30	30
" preferred	44	45⅛	45½	45	48½	48⅜
Camden & Amboy	126⅛	126⅛	126⅜	126⅛	----	126⅜
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	95
Lehigh Navigation	55⅜	----	55⅜	----	55⅛	55⅛
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	91	91	91	91	91	----
Lehigh Valley R. R.	----	----	65⅛	----	----	67
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	31	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	56⅛	----	56⅛
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	129	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	----	----	----	31
" " 6s	----	----	----	----	85⅛	85
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	44⅛
Pennsylvania R. R.	57	57	56⅞	----	56⅞	56
" 1st m.	99	----	99	----	99	----
" 2d m.	----	94	----	----	94⅛	94⅛
Penn. State, 5s	----	91	95	93⅛	----	93
" " 5s, coupon	----	----	96⅛	93	97⅛	----
" " 6s, W. L.	98	----	----	----	100	----
Philadelphia City, 6s	87⅛	87	----	----	----	87⅛
" " new	90⅝	90⅝	90⅝	90⅛	----	90⅜
Philad., Germ. & Nor.	----	53	----	----	----	52⅛
Phila. & Reading	57⅛	57	57⅝	57⅞	57⅛	57⅛
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	91⅛	----	91	----	----	----
Philadelphia & Erie	30	30	30⅛	40⅛	29	29⅛
" " 6s	----	----	----	----	----	90
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	27⅛	28
" " pref.	35⅛	35⅛	34⅛	34⅛	----	34⅛
" " 6s '82	----	----	----	----	79⅛	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	1⅛	----
" " 6s '83	20	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	63	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	53	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	82	82	----	----	----
Spruce & Pine, "	30	----	----	30	30	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	W.8.	Th.9.	F.10	Sat.11.	M 13.	Tu.14.
Baltimore City 6s, 1875	----	98⅛	98⅛	----	99	99⅛
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100⅛	100⅛	100⅛	----	100	100⅛
Balt. and Ohio	112⅛	----	----	112	112	112
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	99⅛	100	99⅛
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	21⅛	----	21⅛	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th. 9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Lowell	94	----	94⅛	94⅛	----	94
Boston and Maine	----	----	----	----	117⅜	117⅜
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	130⅛	129⅛
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	99	98⅜	----	----
Eastern, N. H.	----	99	----	----	----	----
Fitchburg	105	105	104⅛	----	104⅛	104⅛
Manchester & Lawr'ce.	103	----	----	----	----	103
Michigan Central	----	----	----	----	----	----
Northern. N. H.	93	93	93	----	----	----
Old Colony and Fall R.	103⅛	103⅛	----	----	----	----
Ph., Wil. & Baltimore	60⅛	60⅛	60	----	60	----
Portl'd, Saco & Ports.	95	----	----	----	----	----
Vermont & Canada	95	----	----	----	----	----
Vermont & Mass.	----	44	----	42⅜	----	43
Western	138	----	138	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	87⅛	----	----	----	88	----
Metropolitan "	46	----	----	----	44	----
Middlesex "	----	----	----	----	50	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	22	21⅛	21⅛	22⅛	23⅛
Franklin "	35	37⅛	36⅛	----	36	35
Huron "	----	----	----	----	----	----
Isle Royale "	13	----	----	1⅞	12⅛	----
National "	----	----	----	----	----	----
Minnesota "	17	16	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	49⅛
Quincy "	49⅛	----	49	----	49	49
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 3d of November:

Maryland 6s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	63⅜	"	64⅛
Virginia State 5s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	76	"	77
Erie shares, $100 (all paid)	53⅜	"	54⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	81⅛	"	82⅛
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82, x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42

American Railroad Journal.

Saturday, November 18, 1865.

Stock Exchange and Money Market.

It is a sad spectacle this of seeing the producers of this country using all their ingenuity, skill and industry to make money out of consumers, by holding back their enormous surplus of production, and our foreign commerce neglected to a very great degree for the advantage of exorbitant profits at home. The cause, however, is clear enough. It is our paper money increasing every week by Banks which do not pretend to redeem their currency, and are disposed to prevent its redemption as far as we are able to understand, by appeals to the public fears.

The effort making to prolong the return to specie payments, is no more nor less than an attempt to secure to our cotton and woollen manufacturers, a hundred per cent. per annum on their capital, and from 12 to 100 per cent. dividends on bank issues, this last being the reported profit of the Western Bank in Philadelphia. It seeks to fill the country, nothwithstanding, with foreign goods, for which gold is exported as the cheapest commodity in this market. How long the country can stand these operations we leave it for the political economists to determine, if they can. And yet, at this very moment, we learn from a foreign commercial journal, the *Shipping Gazette*, that dear meat and dear bread are now the rule in England; and that a rise in their cost is anticipated for want of the customary supplies from this country. The same journal informs us that the average price of wheat in England is 41s. 11d. pr. qr., against 38s. and 9d. in 1864; the best wheats at Mark Lane, however, being as high as 48s., and the best old 58s. The reliance for supplies is now entirely on France and Germany, the Baltic marts being about to close for the season. The same journal continues thus:

"A large influx of food from America would alone keep down the quotations here. But how are we to obtain additional supplies whilst prices at New York are much higher than at Liverpool or Mark-lane? It is well known that nearly everything in daily use and consumption in the State is unusually high in price. This arises from the enormous amount of paper money still in circulation; and so long as the people have the means of payment, so long will all commodities command rates above the level of ordinary seasons. Much stress has been laid upon the stated determination of the American Government to fund the whole of their note currency. Such a step, although it would increase the demands upon the Treasury in the shape of dividends, would, no doubt, reduce the price of many commodities, especially wheat and flour, and enable the speculators in produce to forward additional supplies of grain to this country. Still, it is not very clear that the consequent downward movement in price would be so great as to secure large profits to the American houses. But fine wheats here at 60s. per quarter, and fine flour at 30s. to 32s. per barrel, would open up a good profit to those engaged in the trade in the States."

And yet our paper currency prevents any export of our cereals, though such places as Chicago and Milwaukee are literally crammed to overflowing with grain, flour and provisions. What the results are, are thus stated in the same journal.

"The latest advices from New York bring higher quotations for most kinds of produce, and we are informed that "prices are so high that the importation of French flour is not improbable." In currency, flour was held at 8 dollars 20 cents to 16 dollars per barrel; and wheat, 1 dollar 75 cents to 2 dollars 50 cents per bushel. These absurdly high prices are not the result of scarcity, but of a determination on the part of the growers —who hold large amounts in currency—to regulate the future course of the markets. How long they will be enabled to command present rates, must depend upon the Government itself. High rates for food, however, must entail a certain amount of loss to the consumers, and the present inflated currency—the great support of trade—must increase the exports of gold to Europe."

Thus foreign dealers can see what we will not see. Nothing but the unceasing remonstrances of consumers, and the working classes especially, are likely to produce any effect on our system which is surely one of the worst we can continue to follow. It is no consolation to know that certain classes of business men are accumulating fortunes by millions. All this money is taken out of the pockets of the population who are not so

fortunate. What these men gain other men lose. Brokerage, commissions, and enormous profits are made, after all, indirectly, if not directly, out of the laboring and working classes. And we may see this going on in England when there are 30,766 proprietors of land to only 605,349 farmers, and the number of these is decreasing; while in France, the number of the proprietors is larger and more extended, viz.; 9,310,412, and the farmers are in number 4,540,643, and most of these are also proprietors.

The permanent financial resources of France are thus within herself, and therefore more reliable than those of England, and with the further advantage of less public debt, notwithstanding it has gone through so many revolutions, and been engaged in so many expensive wars. One of its remarkable features is its adherence to a specie basis under the most disastrous circumstances.

We again recur to the currency question, as being at present the great topic of the day. The press teems with projects for its reduction, but as yet we have seen no plan that has attracted much attention. That of Mr. McCulloch seems to be a funding of the amount, between five and six hundred millions. The putting of this amount of stock on the market, will glut it, both in this country and abroad, to such an extent as to depreciate its price and value; an apprehension the effects of which are already visible. We are therefore attracted by a proposition published in another column, which seems to obviate the difficulty. This calls upon the National Banks to take up their deposit bonds by substituting greenbacks in their place, which is simply a conversion of securities without the loss of principal, and yet equally protects the bill holder. It is quite probable the Banks may object to the plan, and for this one reason, that if the Government withdraws its currency, and is thus able to resume specie payments, the Banks will have to follow the example. But they of course will prefer irredeemable paper, and enormous dividends, to coming back to first principles, however sound, and however advantageous to the whole country. We hope the plan will be fully discussed, and, if practicable, be adopted.

We notice that foreign exchange has again gone considerably below par; and yet specie, though not on a very large scale, continues to go out. We presume this latter is the effect of special advices from parties abroad, who wish to realize in the manner so dear to British merchants and the Bank of England. Bills have been sold down to 7½ within the past week being full 2 per cent. below par, the loss of the 2 per cent., being probably fully compensated for by the sight and touch of our eagles.

Governments are still dull, owing it is believed to the overtrading of the country banks, who have found themselves cramped by their extensive operations without regard to their reserves of legal tender. We constantly hear of transactions, so largely extended as even to involve the risk of being unable to pay ordinary checks when presented by their customers. To recover their counter facilities they have been compelled in many instances to force sales of such stocks as they had been speculating in.

Of the market we may say generally, that it is heavy. All prudent people keep out of danger just now, as they feel that some very important changes may take place, and lawsuits with brokers for broken margins are not the pleasantest kind of transactions. Another cause for the present dullness in this particular is the fact, that there is just now a tendency to a fall in prices in dry goods and cotton fabrics particularly. It is said that every pound of raw cotton worked up into the usual domestics, has netted the Eastern manufacturer a clear dollar, and that this profit has induced such activity as to overdo the market. Certain it is, there has been a sensible decline, so much so, that to save their stocks on hand for better prices, of which there is really no certainty, large amounts of 7-30s and other currency, and gold interest securities have been forced off.

Meantime the receipts into the Treasury continue large. The internal revenue from the 1st of July last, to the 11th of November, has amounted to $137,865,382 43, or more than a million a day. On Monday, the 13th, they were for that day alone $1,274,608 72. At this rate, the income for the year would be upwards of $300,000,000. It seems as if the affairs of the Treasury were growing better every day; and it is curious to notice, that the numerous articles in the foreign newspapers received by the last steamer, on the subject of American Finance, admit unreservedly that our resources and sound judgment in managing them are only equalled by the alacrity and good feeling with which our people meet the taxation imposed upon them.

The railway interest remains pretty much as it was. The effect of new corners has checked investments, and even purchases for speculation; for there is now no telling where a man may land who embarks with unknown parties on this sea of speculation. And to make the matter worse, even in the most popular companies we hear constantly of disagreements, alleged frauds, secret arrangements, and much confusion generally. Meanwhile the roads themselves are doing well in spite of all these managerial difficulties, and are paying good dividends.

The greatest movement by capital in this direction is the arrangement of the Atlantic and Great Western; which, unable to effect a proper system of transportation with the Erie, has at length determined on an independent line of its own, and has come into the possession of the Morris and Essex and Catawissa lines, and by filling up a small gap, will shorten the route to the cities of Cleveland and Cincinnati by 127 miles. This is indeed a very bold and decisive movement, characteristic of the company and its enterprising direction.

The total amount of gold in our City Banks and Sub-Treasury on the 1st Nov., was $44,556,593. Its fluctuations in price since 1st of January last, may be seen by a glance at the following table:

	Highest.	Lowest.		Highest.	Lowest.
Jan	234½	198	June	143⅜	135⅞
Feb.	218	196⅞	July	147	138
March	201	148⅛	Aug.	144¾	140⅜
April	160	144	Sept.	145	142⅝
May	145¼	128½	Oct.	149	144⅛

Money is easy at 7 per cent. for unquestionable names and good securities, but the rate is higher where there is any doubt.

The bonds issued to the Central Pacific Railroad Company, bearing 6 per cent. are to be received as security for circulation by the National Banks at the limit of 80 per cent.

It cannot be denied that considerable anxiety pervades the public mind in relation to the financial problem.

We notice the arrival during the past week of 7 packages of specie from Curacoa, amount not stated; $33,075 from Havana, in addition to the large amounts per Ocean Queen from California and $40,000 by the Persia.

The exports, exclusive of specie, from the port of New York for the week ending Nov. 13th, were $6,415,566, against $3,298,161 in 1864, and $2,311,932 in 1863. Total since Jan. 1, $141,942,898; same time in 1864, $191,158,462; in 1863, $151,324,367.

The balance in the Sub-Treasury on Tuesday was $58,323,425 11.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 6s, 1873, 97¼ do., 7s Bounty Loan, 99⅞; American Gold, 147¼; U. S. 5-20s, 1865, 99¾; City 6s, 1887, 97; Brooklyn 6s Water Loan, 95; Milwaukee and St. Paul, pref., 70; Joliet and Chicago R. R., 91; McGregor Western, 26; Hartford and New Haven, 165; Spring Mt. Coal, 55; Wyoming Valley Coal, 52; Lehigh and Susq. Coal, 10½; Schuylkill, 9; Ashburton Coal, 10; Central Coal, 50½; Consol. Coal Co. of Md., 46; Mariposa pref., 16; do., int. scrip, 95; N. Y. Guano, 13; Manhattan Gas, 150; Brunswick Land, 98; Western Union Tel., 65; U. S. Tel., 58; Ocean Bank, 90; Bank of Commerce, 108; Shoe and Leather Bank, 101; Metropolitan Bank, 115; Am. Ex. Bank, 111½; Importer and Traders Bank, 93; Bank of New York, 107; 4th National Bank, 95½; 9th National Bank, 104; Central Bank, 160.

Philadelphia.—Alleghany Co. coupon, 5s, 70; Pittsburgh 5s, 70 Sunqury and Erie 7s, 96; Hestonville R. R., 27¼; 13th and 15th streets R. R., 28⅛; Clinton Coal, 7⅛; Shamokin Coal, 7½; Fulton Coal, 8⅝; N. Y. and Middle Coal Fields, 8⅝; Big Mt., 5½; Swatara Falls, 3; Butler, 10½; Lehigh Zinc, 39; Penn. Mining, 14½; Farmers and Mechanics Bank, 116½; Girard Bank, 53; Allegheny and Oil Creek, 1⅛; Caldwell, 1⅜; Curtin, 2⅛; Crawford, 1½; Centralia, 1; Dalzell, 1⅝; Excelsior, ⅜; Era, 2⅜; Eldorado, ⅜; Feeder Dam, 1⅛; Horse Neck, ⅛; Junction, 3⅝; Jersey Well, 1; Keystone, 1¼; Maple Shade, 6¼; McClintock, 1⅞; McElrath, 1¾; McIlheny, 1½; Mingo, 2⅜; McKean, 10¼; Mt. Farm, ⅝; Oil Creek, 2¼; Ross, 3⅜. Sugar Creek, 2⅞; St. Nicholas, 1; Sugar Dale, 1⅛; Sugar Valley, 1½; Vulcan, ⅛. The latest quotations are: City 6s, 87½@88; do., new, 90½@90¼; State 5s, 93@93⅛; do., coupon, 94@95½; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 60; Reading, 57⅛@57¼; do., 6s, 1870, 90@93; do., bonds, 90½@91; do., con., 114@115; Camden and Amboy, 126½@126¾; Penn. R. R., 56@56¼; do., 1st mort., 98@99; do., 2d mort., 94@94¾; Little Schuylkill R. R., 30@31; Morris Canal, 78@82; do., pref., 120@120½; do., bonds, 90@91; Wyoming Valley Canal, 59@59½; do., 6s, 89@89; Susquehanna Canal, 9¾@10¼; do., 6s, 44@47; Sch. Nav., 27@28; do., pref., 33½@34; do., 6s, 1882, 79@80; Union Canal bonds, 18@20; Delaware Div. Canal, 30⅛

@32; do., bonds, 90@90; Elmira and Williamsport, 28@32; do., pref., 40@41; do., 7s, 1873, 94½@95; Lehigh Coal and Navigation, 55½@55¾; do., bonds, 1884, 90½@91¼; North Pennsylvania, 31@32; do., 6s, 85½@86; Philadelphia and Erie, 28½@29; do., 6s, 89¼@91¼; Minehill, 55¼@56½; Catawissa, 27@28; do., pref., 44½@44⅞; Lehigh Valley, 60@70; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 42@44; Second and Third, 81@82; Race and Vine, 13@15; West Philadelphia, 68@68; Spruce and Pine, 30@31; Green and Coates, 33@34; Chestnut and Walnut, 53@53; Arch, 20@22; Thirteenth and Fifteenth, 28@30; Girard College, 25@26; Tenth and Eleventh, 52@54; Norristown, 52½@53; Union, 18@20; Hestonville, 27@27¾.

Boston.—Rutland and Burlington 1st mort., 66; do., 2d mort., 27; Vermont Central 1st mort., 79; do., 2d mort., 23; Vermont and Massachusetts 6s, 90; Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 36¼; South Shore R. R. 6s, 1881, 90; Eastern R. R. 6s, 1874, 91; Ogdensburg and Lake Champlain R.R., 37; Granite Railway, 55; Nashua and Lowell R. R., 115½; Maine 6s, 1883, 95; Massachusetts 6s, 1873, 108⅞; do., 1876, 106½; Cambridge 6s, 1875, 95¼; Boston 6s, 1876, 105; do., 5s, 1878, gold, 95; Brooklyn 6s, Water Loan, 94; Albany 6s, 1870, (W. R.R.,) 100; Chicago 7s, 1888, sewerage, 93; Gardiner 6s, 1870, 91; Augusta 6s, 1870, 92; Boston Water Power Co., 27; Essex Co., 97; Waverly Co., 4½; East Boston Co., 10; Boston and Roxbury Mill, 40; Potomac Coal, 6¼; Lackawanna Coal, 12; Mammoth Vein Coal, 11½; Gilberton Coal, 35; Lehigh and Susq. Coal, 8; Macomb Lead, 45c; Colorado Gold, 3½; Charlestown Gas, 88; East Boston Gas, 26½; Atlas Bank, 103; Merchants Bank, 109½; State Bank, 104; Market Bank, 101½; City Bank, 102; Bank of North America, 95; Tremont Bank, 110⅞; Eagle Bank, 109@112¾; Suffolk Bank, 115; Old Boston Bank, 61⅝; 2d National Bank, 130; Brighton Bank, 78½; Webster Bank, 103; Washington Bank, 109½; Shoe and Leather Dealer's Bank, 125; Eliot Bank, 107¾; Hancock Mining Co., 13½; Humbolt, 3⅝; Madison, 1⅛; Pontiac, 1; Superior, 2; South Side, 1; Star, 1¾.

Baltimore.—Marietta and Cincinnati bonds, 85; Guilford Mining Co., 0.45; Maryland, 0.45; Mineral Hill, 1.00; Bare Hill, 2.10; Deep River, 0.10; Springfield, 1.25; Cambridge, 0.30; Gardner Hill, 0.40; Penn. Oil, 0.55; Lake Chrome, 0.15; Baltimore Chrome, 1.45; Balt. and Cuba S. and M. Co., 121; Am. Gas Coal, 0.70; Atlantic Coal, 1.20; Banker's and Broker's Telegraph, 11⅞; Franklin Bank, 12; Bank of Commerce, 25½; Union Bank, 75. The latest quotations are: Balt. and Ohio, 111½@112; do., 6s, 1867, 97@101; do., 1875, 100@101; do., 1880, 99¾@101; do., 1885, 99¼@99½; Northern Central, 44@45¼; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98@98½; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 84½@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 99@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@100; do., 1890, 100@101; Baltimore 6s, 1870, 97@98; do., 1873, 99¼@100; do., 1875, 99@99½; do., 1886, 100@100½; do., 1890, 100¼@100½; do., coupon, 100@100¼; do., 5s, 1838–'70, 83@85; City Passenger R. R., 21½@22; Canton Co. 43@44; Gardner, 0.25@0.50; Gas Coal, 1.65@1.70; Maryland, 0.50@0.70; North State, 0.10@0.10; Springfield, 1.15@1.25; George's Creek, 105@115; Santa Clara, 10½@11; Balt. Chrome, 1.30@1.50; Bare Hill, 2.10@2.15; Atlantic Coal, 1.15@1.30; Mineral Hill, 1.00@1.15; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

Great Western (Ca.) Railway.

The annual meeting of the shareholders of this company was held in London on the 11th ult. The directors' report and the accounts declaring a dividend of two per cent., free of income tax, were presented, and after some discussion, unanimously adopted. The agreement with the Atlantic and Great Western Railway (Buffalo Extension) whereby the Great Western undertakes to work the Erie and Niagara Railway for one year, and secures the right of working its traffic over the latter road for twenty years on terms to be agreed upon, was formally confirmed.

Columbia Mining Co. Railway.

This company has just finished the construction of a railway 4½ miles, in length, from its iron mines in Ancram to Boston Four corners, where it intersects the Harlem Road. Its business is the transportation of iron ore from its valuable mines, for which there is a large demand at $5 to $6 per ton. Mr. P. P. Dickinson is President and Engineer of the company.

☞ The stockholders of the Catawissa Railroad Company have unanimously confirmed the lease of that road to the Atlantic and Great Western Railway Company. By the contract and lease the Atlantic and Great Western Railway Company is to take possession of the Catawissa road on the 1st of December next, for a period of nine hundred and ninety-nine years. The lessees agree to pay to the Catawissa Company $365,000 per annum, in monthly instalments. This is equal to eight per cent. upon the capital of the company after maintaining its organization.

☞ Silas Seymour, Esq., has been appointed Chief, and Charles B. Morse Assistant Engineer of the Alexandria and Fredericksburg Railroad. The engineer's corps will commence the survey of this road in a few days. It is proposed to run two trial lines—one by the river, the other direct to Fredericksburg from Alexandria. As soon as the location of the line is determined upon the construction of the road will be put under contract. Books for the subscription of capital stock have been opened in Alexandria, Richmond and Fredericksburg.

☞ The Tennessee Legislature has passed a bill authorizing the Governor to issue new bonds for the railroads of the State to the extent of the State endowments; also for the funding of the State debt as it matures, together with the interest in part due or to become due on the 1st of January, 1866, by the issue of new bonds.

☞ A survey for a new railroad is now in progress, commencing at Pierceville, on the Ohio and Mississippi Railroad, and intersecting the Atlantic and Great Western road at Hamilton, thus saving about thirty miles of distance.

Piedmont R. R.

A called meeting of the stockholders of this company was held in Danville, Va., on the 1st inst., at which the following officers were chosen for the ensuing year:

President.—A. S. Buford.

Directors.—J. M. Morehead, Greensboro', N. C.; John Wilkes, Charlotte, N. C.; A. Y. Stokes J. D. Harvey, F. Stearns, Richmond; Wm. T. Sutherlin, Danville; Wood Bouldin, Charlotte, Va.; John R. Edmunds, Halifax, Va.

Mr. John T. Watson, of Danville, was appointed by the Directory, Treasurer of the company.

Authority was conferred on the directory to leave the franchises of the road for one year to the Richmond and Danville Railroad Company so that the two roads may be run under the management of the same officers, thus saving the expense of a separate organization.

Central Pacific Railroad.

San Francisco, Nov. 8.—Governor Low and other commissioners appointed by the Government to examine the recently completed portion of the Pacific Railroad, extending from Newcastle to Colfax, 23 miles, have approved of the same and forwarded their report to Washington. When the report is endorsed by the Government, the company will be entitled to $1,100,000 in Government bonds. The company announce that the bulk of the work to Dutch Flat, nearly 80 miles from Sacramento, will be completed by December.

☞ We learn from the Cumberland *Union*, of 4th inst., that active operations on the Cumberland connection of the Pittsburg and Connellsville Railroad are about to commence. The contractor for the Sand Patch Tunnel, John Humbird, Esq., of that city, will at once put a large force upon that section of the road.

☞ Two civil engineers in the employ of the International Contract Company, viz: Mr. Beatty, and Mr. H. G. C. Ketchum, arrived at Halifax by the last steamer, to commence the survey and final location of the line of railway from Truro to Moncton.

☞ Messrs. Pierce & Blaisdell, contractors for the construction of the Western Railway Extension, were expected to arrive at St. John to commence operations on the 7th inst.

☞ The Nova Scotia Government have completed a contract with Messrs. Harris & Smith on behalf of Messrs. George Knight & Co., an eminent firm of British capitalists for the completion of eighty-five miles of railway to Annapolis within two years from May next.

☞ It is expected that trains will be run the entire length of the Memphis and Tennessee Railroad by the 1st of December. The Tallahatchee Bridge will not be completed, but arrangements for the transfer of freight will be made.

☞ A dispatch from Cincinnati states that the Ohio and Mississippi Railroad Company have commenced a suit against the Indianapolis and Cincinnati Railroad Co. for damages, amounting to over one million and five hundred thousand dollars, for breaking the contract existing between the two roads, whereby the latter use track of the former from Cincinnati to Lawrenceburg.

Railroad Earnings--Monthly.

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of October, compared with the same period last year, have been as follows:

	1864.	1865.
From freight	$388,098 91	$470,006 35
" passengers	289,690 56	306,633 97
" express matter	5,200 00	13,562 60
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	3,453 77	2,271 06
Total	$701,351 57	$807,382 31

Earnings from Jan. 1, to Oct. 31:

1865	$7,107,819 94
1864	5,514,827 54
Increase	$1,592,992 40

The earnings of the Atlantic and Great Western Railway for the month of Oct., 1865, were $719,911 00
Corrresponding period of previous year 396,847 00
Increase $323,064 00

The receipts of the New Brunswick and Canada Railway in October, 1865, were $5,000 14; in October 1864, $3,160 11—increase, 1,840 03.

The earnings of the Chicago and Milwaukee Railway for the month of Oct.1865,were.$89,012 00
Corresponding months of prev. year... 78,881 00
Increase $10,131 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Oct., 1865, were $222,924 00
Corresponding month of previous year 204,785 00
Increase $18,139 00

The earnings of the Erie Railway for the month of Oct., 1865, were $1,406,387 00
Corresponding month last year 1,222,568 00
Increase $183,819 00

The earnings of the Cleveland and Pittsburg Railroad for the month of October, 1865 were $223,846 39
Corresponding period of prev. year .. 248,292 66
Decrease $24,446 27

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Oct., 1865, were $310,594 69
Corresponding month of previous year 178,526 07
Increase $132,068 62

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the first week in November, 1865, were $174,606 75
Corresponding week of previous year. 165,475 04
Increase $9,131 71

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1865, were..$104,130 16
Corresponding week of previous year.. 87,479 75
Increase $16,650 41

The traffic of the Great Western Railway for the week ending Nov. 10, 1865, was as follows:

Passengers	$36,218 65
Freight and live stock	43,370 55
Mails and sundries	3,059 32
Total	$82,648 52
Corresponding week of 1864	52,013 06
Increase	$30,635 45

The earnings of the Chicago and Alton Railroad for the 1st week in Nov., 1865....$69,802 00
Corresponding week of previous year.. 69,565 00
Increase $237 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Nov., 1865, were $118,777 00
Corresponding week of 1864 94,935 00
Increase $23,842 00

The earnings of the Grand Trunk Railway for the week ending Nov. 4th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$56,679 00
Express, freight, mails and sundries	4,036 00
Freight and live stock	80,731 00
Total	$141,446 00
Corresponding week, 1864	116,850 00
Increase	$24,596 00

The earnings of the Marietta and Cincinnati Railroad for the 1st week in Nov., 1865, were:

	1865.	1864.
Passengers	$9,420 10	$8,135 80
Freight	15,940 10	11,621 96
Mail, express & telegraph	1,175 00	1,084 48
Total	$26,535 20	$20,842 24
Total for the fiscal year commencing Jan. 1.	$1,029,454 78	$857,158 76

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 7, were:

	1865.	1864.
Passengers	$3,482 27	$3,554 00
Freight	9,980 97	9,713 48
Express	130 22	104 16
Mail	296 58	296 58
Total	$13,840 04	$13,668 22

Receipts from January 1 to Nov. 7:

1865	$603,623 63
1864	499,609 61
Increase	$104,014 02

The earnings of the Chicago and Rock Island Railroad for the first week in November, 1865, were $67,383 00
Corresponding week of previous year.. 96,359 00
Decrease $28,976 00

Hempfield Railroad.

It is to be hoped, now that the war is over, that some of our enterprising capitalists will take the matter in hand and complete the Hempfield Railroad to Pittsburgh or Greensburg. A great portion of the road is already graded between Washington and Pittsburgh, and it would not require a very heavy outlay of money to finish the road and place it in a proper condition for the running of trains. If the road is completed to Pittsburgh, it will be the shortest and most direct route and could not fail to attract a great majority of Eastern travelers. During the coming year a bridge will be built across the river at Bellair, thus connecting the Central Ohio with the Baltimore and Ohio Road. Should the Hempfield Road be completed we would enjoy the advantage of two direct routes to the East. The completion of the road could not fail to result beneficially to Wheelings's interest.—*Wheeling Register.*

☞ The extension of the track of the Pennsylvania Railroad from Philadelphia Gas Works to a point on the Delaware, near the Old Point House, is nearly completed.

Milwaukee City Taxes.

The following is the Comptroller's estimate of City taxes for the year 1865:

For interest and sinking fund on readjustment bonds	$57,976 57
For general city purposes	27,477 05
For dredging the Milwaukee and Menomone Rivers	9,960 43
For reconstruction of bridges	8,998 73
For school purposes	18,051 60
Total for city purposes	$117,464 38
For general ward purposes	59,991 54
For special ward purposes	8,242 63
Total	$185,698 55

The valuation of real and personal property for the year 1865, is as follows:

Real estate	$10,623,378 99
Personal property	3,115,145 36
Total	$13,738,524 35

Journal of Railroad Law.

COLLISION.—MUTUAL NEGLIGENCE, WHAT IS?

This action was brought by the plaintiffs, Rufus K. Delafield and Gecrge Baxter against The Union Ferry Company of Brooklyn, to recover damages done to their canal boat, which was run into by a ferry boat of the defendants, in the port of New York, in January, 1857. The canal boat had been taking in a cargo at the end of the pier on the southerly side of the defendants' ferry slip. She had completed loading at the close of the afternoon, and was lying across the end of the pier. The captain immediately after the ferry boat left the slip, commenced to haul his boat across the slip to a berth on the northerly side of pier 36.

The following facts were clearly established. Each ferry boat was making three trips an hour. The captain of the canal boat knew that the ferry boats were passing to and fro regularly, and that a ferry boat was soon expected to return, and that vigilance and industry on his part were necessary to enable the canal boat to be drawn across the slip before the ferry boat would return. There was no evidence that those in command of the ferry boat had knowledge or reason to suppose that the canal boat was being hauled, or would be attempted to be hauled across the slip while the ferry boat was passing from the Brooklyn to the New York side.

The captain of the canal boat stated that he saw the ferry boat when she left the Brooklyn side, and of course, knew that she was approaching. But there was no evidence given to show that the men in charge of the ferry boat, had their attention been directed to the fact, when she started from the Brooklyn side, could have seen the canal boat. The men in charge of the ferry boat, testified that they did not see the canal boat until within a short distance—two or three boat lengths—when it was too late to avoid the collision. The ferry boat had lights, but the canal boat showed none. At the close of the evidence the defendants moved to dismiss the complaint, on the ground that there was no evidence of carelessness or negligence on the part of the defendants, and that the evidence showed negligence on the part of the plaintiffs contributing to the injury.

The Court denied the motion, whereupon the defendants excepted.

The Court instructed the jury, among other

things to inquire whether there was any negligence in the management of the canal boat which contributed to produce the injury? "And if there was fault or negligence on his part, in that regard, which contributed to produce the injury, then the plaintiffs cannot recover, even though you should find that there was some negligence on the part of the managers of the ferry boat.

"In short to justify you in finding a verdict for the plaintiff, you must be satisfied that the collision was produced by the negligence of the managers of the ferry boat, without any negligence on the part of the captain of the canal boat, which tended to produce the injury."

The jury rendered a verdict in favor of the plaintiffs for a sum of $2,070 26.

The defendants appealed to General Term when the following decision was given by

MONCRIEF, J.—The law it is conceded by the learned counsel for the respective parties, is well settled that in an action like the present, claiming damages for injuries received as alleged, by the negligence, &c., of a defendant, it must appear that the result complained of was not in the slightest degree occasioned or contributed toward by the complainant. If it be true that in any degree both parties concurred in the want of care, it must necessarily follow that the accident cannot justly be said to have arisen from the negligence of one or the other solely, and of course an action cannot be maintained by either party upon the ground that his adversary caused the damage. (Wilds *vs.* Hudson River R. R. Co., 24 W. Y. R., 430; Ernst *vs.* same, 24 How. Pr., 97; 8 Com. Bench, N. S., 568, 572.) The application of this plain principle requires the plaintiffs in this action to establish that the damages they have sustained not only arose from negligence on the part of the defendants, for such is the distinct averment in their complaint, but also assuming that fact to have been proven with sufficient clearness to be submitted to the jury, that the plaintiffs themselves were without fault. The proof of want of due care and caution on the part of the plaintiffs, it seems to me, is most abundantly shown throughout the case. As owners of the canal boat, they or their servants and agents knew of the existence of the ferry, and had ocular demonstration of the frequent, uninterrupted, regular trips of the ferry boats. Their boat had no light; the attempt was made to haul their canal boat by hand from one dock to the other at dusk or after dark without notice to the defendants' servants of their intention, with full knowledge of the tide being against them while hauling the canal boat, and that their act might be attended with some delay. (Steves *vs.* The Oswego and Syracuse R. R. Co., 18 N. Y. R., 422, 426, 427.) It was an unusual step to take at the time of its attempt. No prudent man having just regard for his property, would take such a risk under circumstances requiring no haste; and in case of an exigency, reasonable caution would have led him to make known his intention to cross the entrance to the ferry.

Having finished the loading of their canal boat about half past four or five, and at a period of the year when it becomes dark about the latter hour, the boat then lying bow out, at the side of a pier, the plaintiffs made the attempt "a little before or after five," perhaps to change position and get into line with the opposite pier to which it was intended the canal boat was to be hauled and fastened. How long a time it required to execute this necessary preliminary movement, or at what time the canal boat began her journey across the mouth of the ferry slip, does not appear by any testimony on the part of the plaintiffs; the evidence on the part of the defendants clearly shows the time of the accident to have been about 7 o'clock. As the canal boat commenced hauling across the slip immediately after a ferry boat went out of the slip and was within 15 or 20 feet of being out of danger of collision before being struck, it is plain that the plaintiffs began to haul their boat long after dark, against the tide and floating ice, at the risk of having their hawser break and casting adrift, knowing the constant plying to and fro of the ferry boats, without a light on board and without the slightest intimation to the defendants. The captain of the canal boat had full knowledge that at best it was a most hazardous experiment; his testimony clearly establishes this fact. A verdict finding that such conduct was not wanting in due care and prudence, and was not contributive to the injury which happened, in my opinion is plainly against evidence and should be set aside. As it appears that the defendants asked the learned Chief Justice to dismiss the complaint upon the ground now presented as the reason for reversing the judgment a new trial should be directed with costs to abide the event of the action. (Brown *vs.* Bradshaw, 1 Duer., 199, 206; Goodyear *vs.* Ogden, 4 Hill, 104; Wright *vs.* Orient Mut. Ins. Co., 6 Bosw., 269, 280.)

☞ At a meeting of the residents of the town of Paris, N. Y., held at Clayville on the 10th inst., a petition was prepared to be forwarded to the Legislature praying that body to enact a law, authorizing the town of Paris to subscribe the sum of $160,000 in aid of the construction of a railroad from the city of Utica, southerly through said town. The petition was signed by a large number of the tax payers present.

☞ The Ottawa and Prescott Railway of Canada is to be sold. It will probably go into the hands of the principal creditors—the Ebbvale Iron Company. It is supposed that this road will be of great importance when the seat of Government shall be fairly located at Ottawa.

☞ The argument in the case of the Connellsville and Southern Pennsylvania Railroad Company *vs.* the Pittsburg and Connellsville Railroad Company, will be heard before Judges Grier and McCandless, of the United States Circuit Court, in Philadelphia, on the 24th inst.

☞ A bill has been introduced into the Missouri Legislature, according to the recommendation of Gov. Fletcher, authorizing such a change in the gauge of the railways of that State, as will enable them to operate in conjunction with roads out of the State without change of cars.

☞ At the annual meeting of the Atlantic Mail Steamship Company held on the 9th inst., the following gentlemen were elected directors for the ensuing year: D. B. Allen, L. G. Wheeler, Jr., Jas. H. Banker, C. K. Garrison, and T. F. Secor.

Summit Tunnel.

The Central Pacific Railroad Company of California have concluded to pass the Summit of the Sierra Nevadas with a tunnel about fifteen hundred feet long, as thereby the line can be kept down about one hundred feet lower. Charles Crocker has gone to the Summit to locate and arrange for the construction of laborers' camps at each end of the proposed tunnel. Work on the tunnel will be commenced immediately, and prosecuted day and night, with three shifts of workmen, until completed. It will take about one year to finish it, by which time the company expect to have the iron horse there ready to pass through.—*Sacramento Union.*

☞ The following gentlemen have been elected directors of the Utica and Black River Railroad for the ensuing year: John Thorn, Robert L. Kennedy, H. A. Munsell, John Butterfield, Martin Hart, James Sayre, Edmund A. Graham, Isaac Maynard, A. J. Williams, Chas. Miller, Silas D. Childs, Russell Wheeler, Thos. Foster. President, John Thorn; Treasurer, Isaac Maynard; Secretary, Martin Hart. It was unanimously voted to increase the capital stock of the company to $1,500,000.

☞ The Central Pacific Railroad Company have been laying their plans for the operations of the year 1866. The surveys which have been in progress this Summer have developed a better line over the mountains than was anticipated, and the Directors, after a full consideration of the work before them, have concluded that they can and will lay the track to the Truckee River next year. They have given the necessary orders to effect that object. If successful, it will be a great feat in railroad building.

☞ The value of property in Philadelphia upon which the tax rate for the coming year will be fixed is as follows, viz: Real estate, $159,590,142; furniture, $2,483,645; horses and cows, $570,147; carriages, $187,895—total, $162,831,829. The valuation of real estate in 1864 was $155,980,917; the increase in value in one year is therefore $3,609,225.

☞ The first sod was turned at St. John, N. B., on the 10th inst., on the line of the European and North American Railway for the extension from St. John to Bangor.

☞ The total population of Massachusetts, according to the recent returns of the census takers, is 1,267,329; in 1860 it was 1,231,066—an increase of 36,263. The number of legal voters in 1857 was 211,309; in 1865, 246,087—an increase of 34,728.

☞ ALBERT FINK, Esq., has been appointed General Superintendent of the Louisville and Nashville Railroad vice B. Marshel, Esq., resigned.

☞ The Whitewater Valley Railroad is being extended to Brookville, Ind., where it will connect with the Indiana Central.

Interest and Dividends.

The Northern (N. H.) Railroad Company have declared a dividend of $3 per share net, payable Dec. 1.

The Pacific Mail Steamship Company has declared a dividend of five per cent. out of the net earnings of the quarter ending October 31, payable on the 22d inst.

☞ It is proposed to extend the Warwick Valley Railroad to Water Gap, on the Delaware River, a distance of forty miles, which, with the Boston, Hartford and Erie road, would furnish an air line railroad from Boston to Philadelphia, *via* Newburg, and open the immense mineral resources of Northern New Jersey. It would cost something over half a million of dollars.

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THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

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6t44 ROBERT L. BANKS, Secretary.

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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

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H. S. HAINES, Esq., Supt. Charleston and Savannah R. R.
S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 2m 38

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American Railroad Journal.

New York, Saturday, November 25, 1865.

The Extension of the Railway System our Political Security.

If we should depend entirely for our future on the personal influence and good conduct of our politicians, even the best and greatest of them, we should yet tremble for the republic. These men are continually seeking to inflame the public mind in one way or another, and will rarely permit any measure to have a fair trial, nor are they willing to make any concession to effect harmony, but in fact consider the United States their own property, their private theatre, their stage of action. The greatness of our territory, the immensity of our resources, the extent of our commerce and the vastness of our production, they consider only as appropriate and incidental to their own personal advancement, so that we are kept in a continual turmoil by agitators, who strut their hour, fill the air with their clamor, and then pass away to make room for others who have crowded them off the stage.

The truth is, this country is growing so large, that to govern it well will henceforth be a difficult effort. When our states were few and our boundaries compact, when we saw the Ocean for one of them, the northern lakes for another, the gulf for the third and the Mississippi, the almost impassible fourth, the management of our National affairs was comparatively easy. Our army and navy were small, our commerce was moderate, our revenue sufficient for our expenses, and a surplus besides, and no taxation whatever. It is not necessary to show the immense difference that now exists in all these respects.

Our western boundary is removed to the shores of the Pacific. In the most desirable direction, within the healthiest most fertile and most enjoyable parallels of latitude our great Empire is extending itself, creating new states at every moment's pause. We neither seek a new northern boundary mid perpetual cold, nor a new southern one in the burning regions beyond the gulf, the home of mental lassitude and imbecility, under the perpetual influence of fever, mingled with its occasional delirium and unnatural fury.

The original Union had physical geography on its side in a most remarkable manner. Our chains of mountains did not divide the States, but ran through them in the right direction from North to South, in fact assimilating them in a great many respects, and holding them together as by a chain. Our greatest rivers have their heads in the North, their mouths in the South, thus making their utility and navigation common property and a common heritage. The Ocean divided us from the turbulent, unquiet, despotic and dangerous nations of the old world. Into this paradise entered the same bad spirit which once disturbed heaven. Ambition disguising its real objects, attempted a final disruption of a country, than which none had been more prosperous or happy. That danger has passed away leaving behind it the most painful wounds and scars.

We shall have no more rebellions, if any separation ever takes place it will be by peaceable measures, by negotiations and the force of seperate and irreconcilable commercial interests, and from the difficulty of governing well so vast an Empire. This is the only thing those who come after us will have any cause to fear. And this may be anticipated and prevented, not by harangues from orators, nor the teachings of books, nor the resolutions of congress but by the continued and extending construction of railways. This is the remedy which Providence has put into our hands and we must use it. Let the Union Pacific be finished without any unnecessary delay. Let the Government not only aid it by instalments of credit, but let it be given at once and on the largest scale, that it may do its work in two years instead of twenty. Let every commercial centre between the Atlantic and Pacific States be made a terminus for auxiliary branches, so that the whole United States may be passed over by travelers in any direction within five days. We shall then be on a perfect equality as to means of transportation from West to East, East to West, North to South and South to North. The vast field of industry and enterprise will be held in common, and we shall be able to direct in time of foreign aggresion the whole mighty power of the State wherever necessary in its most crushing form.

Such interests as will then arise and on so grand a scale will make separation hereafter impossible. There can be hereafter no antagonism of interests, but a perfect amalgamation of them. The turbulence of individuals, the narrow local prejudices of communities, the treason of conspirators will then have no more effect, than a pebble thrown into the Ocean, and we may look at least for the complete realization of those splendid prophecies which were uttered by the bards of our revolution, when seeing the final result of its grand struggle. "Time's greatest triumph is her last."

The immediate material irresistible agent is the Railway. We have seen what the system has done for us already both in peace and war, in the former, building up cities and states, in the latter aiding the movements of our armies in the repossession of our territory. What will it be when we shall see on the map of our great Western interior and beyond the mountains, lines as numerous as those on the maps of the Atlantic and North Western States, when the chartographer will stud it with points denoting cities and towns, rich, populous and flourishing, with more than Golcondas, or Potosis pouring forth their treasures and loading the trains, when the most precious and

costly fabrics of the Orient, its choicest products, its spices, gums, herbs and fruits, shall be exchanged at all these points over thousands of miles of new railways, and placed cheaply in the hands of our own people there for the first time.

Let the politicans then speculate as they may about our future destiny. We care not what they think. Give us the railways now making their progress to the Pacific, with as much speed as possible, let them extend their net work rapidly in every direction, and we may bid defiance to all human opposition, a practice of unity and grandeur such as has never yet been seen in the Book of Time.

It is a most gratifying circumstance to the writer of these remarks to add, that the sentiments embodied in them find a corresponding sympathy in California to their full extent; that in that state the immediate construction of the Union Pacific Railroad, is the general and deep desire of the people there, that it is the universal topic, the summing up of all conversations, the ultimate of their best hopes, and their conviction that its moral and political tendencies are anticipated in the keenest manner, the theme not only of men of intellect and of business but becoming that of the most profound and eloquent of their pulpit orators.

Cleveland, Fort Wayne and Chicago R. R.

We are glad to learn that our prominent business men and capitalists, in connection with parties from Chicago and New York, of large means and well known financial experience, are now taking active and determined measures to revive the work upon our old and long-cherished line of road, between the cities of Cleveland and Chicago. And we believe that the time has now come when the great tide of trade and travel between these two important railroad centres, not only demonstrates clearly that this new line will prove a financial success beyond all question, but demands that it be speedily built, in order to meet the present, as well as future necessity, for this kind of travel.

It is determined, we understand, to first complete that part of the line between this city and the city of Fort Wayne, distance one hundred and two miles, and known as the Middle Division, passing through the counties of Seneca, Hancock, Putnam and Paulding, in this State, and Allen, in the State of Indiana, by which a connection with Chicago and Cleveland will be at once secured, with a large and profitable local traffic in timber, lumber and agricultural products, from the rich fields and forests pierced by this line.

Upon this division the grading has been done, and entirely paid for, as well as the right of way; and it only remains for our people to extend a liberal hand towards the parties who are now moving in this work to secure the completion of this division of the road in twelve months.

A large meeting was held by our citizens on Tuesday evening of last week, to take steps towards raising subscriptions to the first mortgage bonds of the company, and which subscriptions are to be paid when the iron is laid down, and the work secured to the subscribers. We are informed that one hundred thousand dollars and upward have been already subscribed to this object in our city, with a promise of a large increase in the country. On the line west of this, we are advised that two thousand dollars per mile has been promised towards the expense of procuring ties and laying down the iron; and in a few days this subscription will be taken by parties appointed to canvass the line, and we are assured that the iron rails, spikes, chairs, &c., for twenty-five miles of the line will be secured and furnished on the ground this winter, if the parties meet with a liberality they expect and desire from the people who are directly interested in the enterprise.

Our business men and farmers are very deeply interested in having this road pushed forward to completion, at the very earliest possible moment; and as the Directors of the road offer an unquestionable security, by a mortgage upon the road and entire property of the company in payment of the subscriptions, we trust that all who possibly can, will not only feel it a duty, but a pleasure to contribute to the success of this great work.—*Tiffin (O.) Advertiser.*

North Missouri Railroad.

The earnings and expenses of this road for the years ending March 1, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$283,698 59	$441,409 85
" freight	283,894 80	483,589 03
" mails	21,209 14	25,500 00
	$588,802 53	$950,498 88
Expenses, viz:		
Repairs of road	$79,021 02	$93,094 54
" bridges	3,472 04	8,733 09
" buildings	11,690 39	16,427 07
" engines	41,231 03	56,981 03
" cars	26,627 80	65,026 40
" tools, etc	823 00	2,631 21
Officers, agents, etc	51,372 42	63,154 79
Conductors, etc	22,971 95	28,195 21
Enginemen, etc	18,157 21	26,472 24
Watchmen, etc	21,280 80	33,874 97
Fuel	42,326 31	71,401 01
Water supply	6,274 43	14,943 66
Oil and waste	5,984 14	9,813 57
Loss and damage	11,153 06	35,725 45
Government tax	8,057 04	17,430 36
Station expenses	4,324 19	8,071 41
Miscellaneous	65,244 74	88,645 01
	$420,733 32	$640,641 02
Net earnings	$168,069 21	$309,857 86

The gross and net earnings and expenses for the three last years have been as follows:

	Gross earnings.	Operating expenses.	Net earnings.
1862–'63	$462,205 15	$314,949 42	$147,255 73
1863–'64	588,802 53	420,733 32	168,069 21
1864–'65	950,498 88	640,641 02	309,857 86

The net earnings of 1864 exceed those of 1863 by $21,213 84, while the net earnings of 1865 show an increase over those of 1864 of $141,788 65. The President in his report says:

As the directory so recently made an elaborate report to the Governor and Legislature of the State of Missouri, with which you and the public are familiar, it seems unnecessary at this time to enumerate the facts contained in that report. It is referred to, however, as a part of this, to be preserved among the records of the company as made specially to the stockholders. Suffice it to say, that upon that report the legislature at its last session passed an act, which released the first lien of the State on this road for the $4,350,000 of state bonds which has been loaned to this company, and authorized it to give a first lien for six millions of dollars to enable the company to construct a bridge over the Missouri river at St. Charles, to extend its Main Line to the State of of Iowa, and to build a West Branch of its road from Moberly (a point about twenty-two miles south of Macon) to St. Joseph, or to any point on the Missouri river south of St. Joseph. The first lien to secure said six millions of dollars covers the one hundred and seventy miles of road already completed and stocked with cars and engines, and also the bridge over the Missouri river, and that portion of the Main Line and West Branch which are to be built.

The six millions of dollars are to be applied as follows: $500,000 to the construction of a bridge over the Missouri river at St. Charles, which, according to the estimates of competent engineers, will accomplish the object; $1,500,000 to extending the road from Macon City to the Iowa line. It is sixty-eight miles from Macon City (the point to which the road is now completed) to the Iowa line. Twelve and three-quarters of a mile of this portion of the road is graded. The grading of the whole line, including bridges, culverts, right of way, and everything to make the road ready for the ties, iron, and rolling stock, will not exceed five thousand dollars to the mile. It is believed that the one million and a half of bonds applicable to the construction of this portion of the road will be ample to accomplish the object. Four millions are made applicable to the construction of the West Branch from Moberly to St. Joseph, or any point on the Missouri river south of St. Joseph that the company may elect.

With the aid of counties along the line of the West Branch, and the subscription of the city and county of Leavenworth, which will in the aggregate amount to one million of dollars, we believe we shall have means enough to reach Leavenworth or Weston, where we will connect with what is called the Platte Country Railroad which extends to St. Joseph, thence on to Savannah, in Andrew county, and is expected to be completed to the Iowa State line; or we may conclude to abandon the Leavenworth subscription, and run our road direct to Kansas city, and from thence direct to St. Joseph; or we may conclude to run the West Branch to Richmond, which is made a point by law, and thence direct to St. Joseph through Clinton county. A great deal, in this respect, will depend on the action of Leavenworth city and county. If the same liberal, confiding spirit characterizes the future that has the past in their dealings with this company, there will be a strong disposition to go to that point; but should this course be changed, and exactions made, and obstacles thrown in the way by this and other points, they may be disappointed in getting the road. Without any aid from Leavenworth city and county we shall be able to complete to Kansas City; and it may be that we shall conclude to run only to Kansas city, as the Weston and Atchison and Atchison and St. Joseph roads are compelled to build to Kansas city within three years. Future developments may change the present expectations of the directory as to the point to which the road will be run after it reaches a point at or opposite Richmond, in Ray county.

We feel that we can safely give assurance to the stockholders that our means will enable us to build the bridge over the Missouri river at St. Charles, extend the road to the Iowa State line, and build the West Branch to Kansas city, Leavenworth, or such point on the Missouri river as events shall demonstrate to be for the best interests of the company.

When these three works are carried out, it is our opinion that we shall be able to earn enough money to enable us to pay the interest on the $6,000,000 loaned to us by the recent act of the legislature, and to pay the interest on the $4,350,000 of State bonds that now have, instead of the first, a second lien on the road.

We do not desire to raise hopes that will not be realized, but we feel that we may not be too sanguine when we express to you the opinion, that within five years from the completion of these works—all of which should be completed in less than five years—we shall be able to earn enough to pay the interest on the first and second mortgage bonds on it, and also pay something in the way of dividends to the liberal and enterprising stockholders through whose means, as a basis, this great work has been accomplished.

We had the misfortune, during the months of September and October of 1864, to have two trains of cars burned by Bill Anderson's murderous band, and by those acting in concert with him, seven of our depots were burned and some engines injured. We lost a full month's business, besides the decrease in business for some time by persons being intimidated from shipping or travelling on the road. It is hardly probable that $150,000 would cover our total losses occasioned by this destruction of our trains and depots.

Notwithstanding our losses in this way, our net earnings for the fiscal year from the 1st of March,

1864, to and including the 28th day of February, 1865, were $309,857 86. This result is not attributable to any sudden influx of Government business, or from any other extraordinary cause. The war has had the effect to diminish instead of increasing our earnings. The products of the country that would have been shipped by our road have to a great extent been consumed by the armies of one side or the other, and many farms have remained untilled and unproductive; whilst the merchants have bought most scantily to supply the country, for fear of being robbed by the guerrillas; thus the war has diminished instead of having increased our business.

From the beginning of the war to the 1st of September, 1864, our total Government earnings were $189,288 03. We have earned since (still unadjusted) about $50,000, making a total of $239,288 03.

In the same time the Pacific Railroad has earned from the Government about $2,000,000, the Hannibal and St. Joseph has earned about $2,000,000, and the St. Louis and Iron Mountain Road about $600,000.

We do not anticipate that the next fiscal year will show as large net earnings as the past, as many farms are uncultivated, and there will neither be the labor to produce nor the money to purchase needed supplies. The year following that, however, we look for a very material increase in our business, especially if war should cease in our State.

The State is now free from slavery, and when war shall no longer exist we may reasonably expect a large emigration of free white labor into Northern Missouri. Our soil is much better and much cheaper than lands which are not equal in productiveness nor so favorably situated as to climate, and must attract population and capital when the time arrives that they will be safe from molestation in our State.

A comparative statement is submitted, among the exhibits in the Appendix, of the revenue of the Board for the last three years, showing the earnings of every month in each year:

T'l receipts for the fiscal yr.	1862–'3.	$484,188 75
" " "	1863–'4.	694,240 17
" " "	1864–'5.	1,013,043 95

This certainly, under all the circumstances of the case before stated, presents a most gratifying prospect for the future of the company.

The annual interest on the present $4,350,000 of State bonds is $261,000. It will be seen that our net earnings last year would more than have paid this sum, as they were $309,857 86. We have been compelled in the past to use our surplus earnings to add to our rolling stock and to complete our road, which was unfinished when our subscriptions and State credit were exhausted. No one should doubt either the intention of the State or the Road to pay every one of the bonds issued for the benefit of this company, with the interest thereon. The sole object which the State had in postponing her first lien, and taking a second lien for the $4,350,000, was to secure to the city of St. Louis and the State railroad connections with the railroad system of the State of Iowa; to give an independent line of the Hannibal and St. Joseph Road to Kansas city, Leavenworth, and St. Joseph; to connect with all of the great Pacific Railroads projected from the Missouri river to the Pacific coast, and to bridge the Missouri river; whereby the State of Missouri and the North Missouri Railroad Company would both the sooner be made able to pay the interest on the $4,350,000. It is unreasonable to suppose that the legislation of last session will not have this effect.

Those who shall have the future management of the road have a bright future before them if they shall be able to negotiate the six millions of bonds; and it seems to us, with the basis they have, there should be no difficulty in finding a market for them at par. The merchants and property holders of St. Louis are too deeply interested in the extension of this road to Iowa, and the building of the West Branch, to let these bonds go begging for a market. They are worth par, and should not be sold for less.

The company own 23 locomotives; 17 passenger, 2 mail, 4 baggage, 76 combination, 59 stock, 56 box, 57 flat and 20 hand cars.

Miles run by engines in 1865, 480,186, at a cost per mile of 26.86 cents; against 395,419 miles in 1864, at a cost per mile of 22.06 cents—showing an increase in mileage of 64,767; and in cost per mile of 4.80 cents.

The total number of coupon tickets sold in 1865, were 16,503; against 7,233 in 1864—showing an increase of 9,270 passengers.

The total number of tons of freight carried in 1865, were 23,299; against 83,868 in 1864—showing a decrease of 39,431 tons in 1865.

GENERAL BALANCE SHEET.

Capital stock subscribed	$2,582,400 00	
Less subscription unpaid	112,860 05	
	$2,469,539 95	
Forfeited stock	168 25	
State of Missouri bonds	4,350,000 00	
Pay-rolls for Feb. 1865, and vouchers unpaid	78,100 48	
Bills payable	20,278 00	
Balance—net earnings account	782,783 11	
	$7,695,869 79	
Cost of road	$5,458,789 79	
Less donations for depots	7,907 65	
	$5,450,882 14	
Cost of rolling stock and machinery	697,767 70	
Interest and loss on bonds	1,292,599 96	
	$7,441,249 80	
Office fixtures	9,259 48	
Main line north of Macon	4,112 63	
St. Charles bridge	2,190 70	
West Branch	11,599 70	
Due from U. S. P. O. Department	4,652 23	
" individuals	1,706 11	
Bills receivable	2,698 40	
Military subscriptions	7,600 00	
Michael Powers	29,516 08	
Supplies and material on hand	68,062 38	
Cash	113,222 28	
	$7,695,869 79	

President.—ISAAC H. STURGEON.

Directors.—Henry S. Reed, John O'F. Farrar, Josiah Fogg, Henry Overstolz, Elias W. Fox, Benjamin O'Fallon, Isaac H. Sturgeon, John Orrick, Frederick Morsey, James H. Robinson, John P. Clark, James S. Rollins, Norborn B. Coates.

Vice President.—JOHN O'F. FARRAR.

Chief Engineer.—J. B. MOULTON.

Ass't Superintendent.—JAMES A. FELPS.

Master Mechanic.—EDMUND TAYLOR.

Treasurer.—CHARLES TAUSSIG.

☞ The friends of the New Castle and Franklin Railroad, are making arrangements to secure its construction, now that the Jamestown and Franklin road is to be finished forthwith. The route will be from New Castle *via* Mercer to Blonnsville, where it will intersect the Jamestown and Franklin road.

☞ All the wire, necessary materials, &c., for the completion of the Russo-American Telegraph *via* Behring Straits have been contracted for in Paris, and will shortly be shipped to this country.

☞ The Government has restored the Winchester (Va.) and Potomac Railroad to the old company, with all the rolling stock. A long credit is given.

Morris and Essex Railroad.

The Morris and Essex Railroad is now fairly open from the Delaware to the Hudson River. On Wednesday night the first coal train passed the whole length of the road, and will probably be followed by others immediately. It is contemplated to commence running, at an early day, through passenger trains from Phillipsburg to Hoboken; but the arrangements are not as yet completed. A late train will be run to South Orange in a week or two, in order to accommodate those who wish to attend the places of amusement in New York.

Lehigh Valley Railroad.

The Lehigh Valley Railroad Company, in order to procure funds for the extension of the road to the Wyoming Valley, give notice that the stockholders of the company shall be entitled to subscribe at par for 20 per cent. additional to the stock standing in their names respectively on the 1st of December next, and each fractional share will be entitled to subscribe to one full share. The payments are $5 per share down, and $5 per share each succeeding 15th of the month until the whole is paid.

Illinois Southern Railroad.

At a meeting of the residents on the line of this road, held at Cairo on the 12th inst., it was stated that fifty miles had been graded, and the ties on the ground and paid for. Over $40,000 had been expended, and the indebtedness is but $25,000 to $30,000. A committee was appointed to fix the amount of subscriptions, with power to call further meetings.

Ottawa and Prescott Railway.

This road was sold by public auction at Toronto on the 14th inst., to satisfy the claim of the Ebbwvale Iron Co. It was bought in for the holders of the first mortgage bonds for $50,000. It is believed that the road will be worked as it has been for the past twelve months, in connection with the Grand Trunk, as it is for the obvious interest of the new proprietors as well as of the citizens of Montreal that this should be done.

☞ At the recent meeting of the Directors of the Atlantic Mail Steamship Company, Mr. D. B. Allen was elected President, Samuel Barton Treasurer, and Franklin Allen Secretary.

☞ The Richmond *Enquirer* says that at a meeting of the Board of Directors of the Richmond and Danville Railroad Company, a few days ago, it was resolved to substitute white for negro labor, wherever employed upon that road. The transition will be as gradual as the circumstances will permit.

☞ The York River railroad company have resolved to borrow $300,000 to reconstruct their road from Richmond to West Point, Va.

☞ The Minnesota Central Railroad was formally opened to Faribault on the 16th inst. The Minnesota Valley Road is now open from Mendota to Shakopee.

☞ The Allegheny Valley Railroad will be completed to the mouth of Mahoning by the 1st of January next.

Chicago and Northwestern Railway.

(Continued from Page 1097.)

History of the Peninsula Railroad.

As has been already observed, it was always a part of the original plan and desire of the Chicago and North Western Railway Company to reach the business, trade and travel of the important and growing mineral regions of Lake Superior, and the board of directors scarcely failed in their annual reports, for years past, to urge upon the attention of their stockholders the importance of securing that trade and traffic.

In the extension of the road to Green Bay this object was prominent.

The enlarged operations of the copper and iron mines of Lake Superior for the last few years, and their promise of still greater increase of business in the future, was beginning to attract the attention of railroad parties not in the interests of this company, so seriously that it became important to secure, without delay, this business to the long line of railroad of this company, already extending from Chicago to Green Bay, 242 miles; and it became apparent, also, that unless, at least, that portion of the line of road between Little Bay de Noquet, on Green Bay, now called "Escanaba," and the Iron Mines was secured and built in the interests of the Chicago and Northwestern Railway Company, it would be constructed by others having adverse interests and connections, threatening ultimately to entirely deprive the Chicago and Northwestern Railway Company of its valuable Lake Superior business, now so perfectly secured to it by the Peninsula Railway, besides otherwise materially and injuriously affecting it.

The Northwestern Railway Company having, about that time, with considerable effort, completed its line of road to Green Bay, the board hesitated in regard to immediate proposals for further efforts, by the company, in that direction.

Capitalists, in the main unconnected with the Chicago and Northwestern Railway Company, were appealed to, to furnish the funds and build a road across the Upper Peninsula of Michigan, as of itself a desirable investment. The appeal was successful, and the result was the prompt construction of the "Peninsula Railroad of Michigan," commenced in 1863 and opened in December, 1864, by a company duly organized under the general laws of that State; said road extending from Escanaba, on Green Bay, to nearly all the great iron mines of Lake Superior, and connecting at the Jackson Mine with the railroad from Marquette to the mines, thus making a through line to Lake Superior.

The length of the Peninsula Road, from the harbor and ore-docks at Escanaba to the great Jackson mine at Negaunee, and to its juntion with the Marquette Road at that point, is about 62 miles, and its extension from that point to the end of the Peninsula Road, at the Cleveland Iron Mountain and the New York Company's mines, is about three miles further.

Branches from the main line to some five or six other mines recently opened, and to the neighborhood of others proposed to be opened, amount in all to about five miles more of track, making the entire length of the Peninsula Road extension and branches full 70 miles, besides several miles of side track, including ore-dock tracks at Escanaba.

The large ore-dock at Escanaba, 32 feet high, 37 feet wide and a quarter of a mile long, constructed for receiving and holding some 20,000 to 30,000 tons of ore in pockets, at a time, and for shuting it thence into the holds of ships without re-handling, seems a perfect success, and great saving of time and money in shipping ores, and offers superior inducements to shippers over anything of the kind known to be in use elsewhere. Its cost was very considerable, near $200,000; but its efficiency and economy, in the expense of handling and shipping ores, is very satisfactory, and the facilities it furnishes invites shippers, and insures business and ample returns.

The ample, perfectly safe, deep and desirable harbor for ships at Escanaba, with its easy, unobstructed, broad and liberal entrance, also greatly attracts shippers and purchasers of iron ores to that point. Vessels can make nearly or quite two trips from Cleveland or Buffalo to Escanaba in the time required to make one to Marquette, on Lake Superior, the only point heretofore from which iron ore was shipped. The season for shipping is also much longer from Escanaba, and the St. Mary's River and canal are avoided by going there, and large vessels can load much heavier and deeper at Escanaba.

The engines and cars for this road were contracted for just previous to the great rise in these articles during the war, on very favorable terms; the contracts for construction were let favorably also; but labor became so high and inefficient, and the difficulties of construction through such an entire wilderness as the road traverses, being greater than was anticipated, considerable extra expense was incurred before the road was finally opened in December, 1864.

The length of the through line from Escanaba, on Green Bay, to Marquette, on Lake Superior, is about seventy-five miles—sixty-two miles of which is over the Peninsula Railroad, from Escanaba to its junction with the Marquette Road, at the Jackson Iron Mines, at the village of Negaunee, and thence thirteen miles over the Marquette and Bay de Noquet Railroad to Marquette, on Lake Superior.

The securities on the Peninsula Road rose rapidly, with the increase in value of the equipment materials and work which had already been provided, and were in brisk demand for near a year before its completion, the stock reaching eighty and ninety cents for the dollar, and the bonds were sought for and sold at par. There was danger that they might pass into the hands of holders having interests adverse to the Northwestern, and again expose that Company to the hazard of losing the benefits of a close connection with it, as the key to the Lake Superior business, so important to the long line of road already extended in that direction.

Efforts were made from time to time by the Northwestern, previous to its consolidation with the Galena, to secure a permanent connection or consolidation with this road, but were unsuccessful, the owners of it then being indisposed except at too high rates.

Meanwhile, at the annual meeting, at the time of consolidation between the Galena and Northwestern Railroads, in June, 1864, authority was conferred upon the Board of Directors by the stockholders to consolidate with the Peninsula, if terms acceptable could be obtained.

Subsequently better terms were obtained, and in October, 1864, after the consolidation between the Galena and Northwestern, a consolidation was effected with the Peninsula Railroad Company, by an exchange of one-half share of the common stock and one-half share of the preferred stock of this company, for one full share of the stock of the Peninsula Railroad Company.

The agreement of consolidation contained a provision, however, in accordance with the law of the State of Wisconsin, approved March 26th, 1864, authorizing this company to create and issue different classes of preferred and special stock, under which provision holders of Peninsula Railroad stock might, if they elected so to do, continue to hold their Peninsula stock, and receive any dividends thereon which might be declared from the special earnings of that road, instead of exchanging it in the manner above stated; and a portion of the Peninsula stockholders still continue to hold their stock, preferring to rely upon the earnings of that road for dividends upon it, rather than upon the general earnings of the consolidated company.

Some months previous to the opening of the Peninsula Railroad from Escanaba to the Iron Mines, repeated efforts were made and branch roads offered to induce the Sault St. Mary Canal Mineral Land Company, who held a large body of superior, heavily timbered mineral lands, containing valuable iron ores, and situate at and near the northern termini of the Peninsula Railroad, to open and work their iron mines, or to lease them to others who would open and work them. That company, however, declined either to work or lease them, but, finally, determined to sell them in a body.

It was of great importance to the business of the Peninsula Railroad that these mines should be promptly and amply developed; and just before its completion, parties engaged in the production or manufacture of iron in various parts of the United States, and others, were induced to make the purchase of these mineral lands.

Large expenses were immediately incurred by the new owners in the development of these new mines, in which great progress has already been and is still being made.

Branches of the Peninsula Railroad have been extended to these new mines, and they are so situated that the only outlet for their ores to market is over the Peninsula Road, to which their supply of iron ores for transportation will hereafter be large, constituting, no doubt, one of the main sources of the business of that road.

The temporary paralysis which the close of the war produced in the iron trade, prevented the "Peninsula Division" of the Chicago and Northwestern Railway Company from opening the present season with the amount of local business anticipated. Latterly, however, it has been occupied to the extent of the capacity of its machinery in the transportation of iron ore, and promises to be so occupied to the close of navigation.

A line of steamboats is established between Green Bay and Escanaba, adding, in connection with the Peninsula Road, large numbers of through passengers and business, both ways, to this company's line between Green Bay and Chicago, and promising in the future all that was ever expected from this connection.

A matter of great value and importance, in connection with this Peninsula road, is the grants to it (and to an extension of it south to the Michigan State line at the Menominee River, in the direction of Green Bay, about sixty miles) by Congress and by the State of Michigan together, of about a million of acres of land, if the same can be found, in alternate sections, of Government lands and in lands of the State, within twenty miles of either side of the line of said road.

The old grant of six sections, 3,840 acres to the mile, to the Chicago and Northwestern Railway Company, in aid of the extension of its line of road from Green Bay, northerly, to the State line of Michigan, at the said Menominee River, (about fifty miles,) and to its point of connection there with the Peninsula road, is still extant and valid, and both these grants were extended at the last session of Congress for five years, from June, 1866, within which time, aided by these lands, this company no doubt can, if it shall think proper to do so, readily and easily construct this only remaining connecting link from Green Bay, *via* the Menominee River, to Escanaba, about 110 miles, from the proceeds of bonds to be secured upon it, and of stock subscriptions and donations that will be made along the line of it.

With this link in, this company has no controlling necessity for any further construction in the perfection of the system and plans upon which it is now so firmly established and based, and which can hardly fail to secure to it so great a future.

As regards the value of these million of acres of lands granted to the Peninsula Railroad, and some 200,000 acres more granted in aid of the line from Green Bay to its connection with the Peninsula line of road at Menominee, (in all about 1,200,000 acres of land,) and as to the value of the wood upon these lands for lumber, and especially for charcoal iron purposes, and as to the increased business, certain to result to these roads, from the large manufacture of charcoal iron from the wood upon these and other lands in the Lake Superior iron region, this Board respectfully refer to the able and interesting letter of Dr. R. H. Lamborn, Secretary of the American Iron and Steel Association, to the editor of the *New York Tribune*, upon the "*advantages of the Lake Supeaior region for producing charcoal pig*," a

copy of which letter is appended to the back of this report.

This company have recently sold near 4,000 acres of these Peninsula Railroad lands for charcoal iron purposes for $5, in hand, per acre; a like rate for all would produce $6,000,000, enough to pay the entire cost of the Peninsula Railroad, and the cost of constructing the connecting link from Green Bay to Escanaba.

No such result is counted upon, however, although ultimately by no means impossible to happen.

Add the length of road contributed to this company's lines, by the Peninsula Railroad Company	70	miles.
To the lines owned and leased, contributed by the Galena Company	545	"
And to the lines owned by the Chicago and Nothwestern Railway Company before consolidation	315	"
And we have the total of the lines of railway now owned and operated by this company, to wit:	930	miles.
The longest continuous line of railway now operated by this company is from Chicago to Boonesboro', Iowa	342	miles.
And the next longest from Chicago to Green Bay	242	"
And the next from Chicago, or rather from "Junction," 80 miles west of Chicago, to Freeport	91	"
Or, if counted from Chicago, 121 miles. This line has branches from it to Elgin, over two miles in length, and from Elgin to the State line, 33 miles	35	"
Also, from Belvidere to Beloit, 21 miles, and from Beloit to Madison, 47 miles.	68	"
Add the "Peninsula Division,"	70	"
The "Kenosha and Rockford Division,"	73	"
And the St. Charles at time of consolidation	9	"
And we have again	930	miles.

Thus it will be seen, that as all these lines, except for the present, the Peninsula, not yet connected, except by steamboats, start from and converge to their one great centre at Chicago, they are not of unwieldy length, but comparatively very compact and manageable from that one point, and with unusual facilities for aiding, assisting and supporting each other, by the convenient, economical and profitable interchange, transfer and use of their cars, engines, materials and supplies from one road to the other as most wanted, and by the like convenient and economical transfer of all traffic as desired from any one of their connecting lines of road to another, and to all connecting lines of other roads.

The long continued, unwise and injurious competition which existed between the Galena and the Northwestern Railroads at their several points of contact, and which seemed to be chronic, and not likely to terminate, and which induced the companies to give too much of their time and attention to the control or construction of inferior, rival and illegitimate lines, naturally gave rise to proposals for the combination of these lines as the only certain and permanent remedy for the loss of earnings and increase of expenses resulting from the senseless but apparently unavoidable competition which existed.

Stockholders of both roads were consulted in large numbers, and very generally and cordially consented to and approved of a consolidation, in the manner and on the terms on which it was effected and carried out on the 2d of June, 1864, by and with the consent and under the direction of a majority of all the stockholders of both companies at the time, and which consolidation has since been further ratified and confirmed by nearly all the stockholders of both companies, and by the Legislature of the State of Illinois, by an act of that Legislature passed and approved February 15, 1865, which act not only recognizes and confirms the consolidation of the Galena and Northwestern Railroads, but also declares that "the Chicago and Northwestern Railway Company, as now consolidated, may have and exercise all the powers heretofore conferred by this *or any other State* upon the Chicago and Northwestern Railway Company, and the Galena and Chicago Union Railroad Company, or any other company consolidated with it."

All of the original 60,284 shares of Galena stock have now been exchanged, except 1,882 shares, and of that number 472 shares have assented to the consolidation, leaving but 1,410 shares which have not fully consented and approved it, and many of these, held by heirs, trustees and foreigners, have not been in a condition to do so.

The advantages thus far resulting from this consolidation are all that were anticipated.

By it the management has been improved—the uses of the engines and cars extended—and the earnings of the road largely increased—and the ability of the company to transfer their engines and cars to the different lines of the road, where they are most required, has proved a great benefit to its interests.

The general facilities of the consolidated roads in the way of connections with all other roads terminating in Chicago, for the interchange and transfer of freight, cars and engines, and for the general interchange of all business transactions with those roads, have been increased and economized by the consolidation; and as soon as the company can establish one general central depot and passenger house for the accommodation of its different lines of road, the business of them all can be conducted there with the ease of one road, and with a very large reduction in the expense of management incurred by these lines previous to consolidation.

Another advantage resulting to the company from consolidation is in their ability to establish more equitable tariffs, at the different points and stations on their lines of road, much to the satisfaction of all, except such stations as were previously points of extreme competition, and which stations were often from that cause enabled, previous to consolidation, to get their transportation at cost, or less than cost, to the roads carrying it.

The increased earnings of these roads since consolidation, and in part resulting from it, clearly indicate its wisdom, and the management are perfectly confident that when they shall have perfected their new organizations, and appointments, and economical plans for the conduct of the business of these united roads, and as soon as labor and material shall return to fair prices, they shall be enabled, if supplied with an equipment sufficient to do the business offering, to reduce their tariff on freight and passengers to a very moderate rate, and furnish increased facilities for trade and travel to all the country and people doing business with them, to their entire satisfaction, and yet be able to make full and regular payments of interest and dividends to all their bond and stockholders for all future time, so far as can now be foreseen.

(To be Continued.)

☞ The inauguration of the Chalco Railway, extending from the City of Mexico to the village of Chalco, a distance of 36 miles, was celebrated on the 13th ult. The Emperor and Empress were present. Bishop Carpena bestowed his blessing on the engine, and the Imperial Austrian band discoursed the music.

☞ The Tennessee Legislature has passed a bill authorizing the Governor to issue new bonds for the railroads of the State to the extent of the State endorsement; also for the funding of the State debt as it matures, together with the interest due or to become due on the 1st of January, 1866, by the issue of new bonds.

☞ The Whitewater Valley Railroad will be finished to Brookeville, forty-three miles distant from Cincinnati, by January 1, 1866.

Colorado and Clear Creek Railroad.

We have had an opportunity recently of learning some facts in regard to the survey by Messrs. Mersereau & Reynolds, Engineers, of the route for a railroad between Black Hawk and Golden City, which prove that it is altogether feasible and that its construction will not exceed a price on which the business of the road, even for this short distance, will not afford a fair interest on the capital required.

The entire distance, as per the survey from Golden City to Black Hawk Point, near the post office, is 19.21 miles, which is about three miles less than it was generally supposed, and requires three tunnels amounting in the aggregate to 2,425 feet, and four bridges, the total length of which is 280 feet, the sections divided as follows:

From Golden City there is a grade of 82 feet per mile for 1½ miles, where the first tunnel is reached, which is to be 950 feet in length. The next plane of two miles is at a grade of 105 feet to the mile, and is followed by one of 5⅓ miles at a grade of 122 feet per mile. On this plane there are two tunnels about one-fourth of a mile apart, one of 925 feet and the other 550 feet in length. For about two miles on this plane the elevation of the road bed is from 50 to 100 feet above the creek level, making that portion of the route, including the two tunnels, by far the most expensive portion of the road. After passing the last tunnel on the same plane the grade line is about 20 feet above the level of the creek.

Two and one-fourth miles from the last tunnel the creek is bridged twice, each bridge 100 feet span, to avoid the construction of a tunnel 600 feet in length. The bridges are to be 20 feet above the creek, and the grade only 68 feet per mile. For the distance of two miles, from the point of crossing the creek, the cost of construction will be comparatively light, but there is heavy work from thence one-fourth of a mile to the junction of north and south forks of Clear Creek. The total distance from Golden City to this point is eleven miles and four-fifths of a mile.

At the junction the north fork is crossed by a bridge of 40 feet span, at an elevation of 35 feet above the creek, commencing a grade of 153 feet per mile for a plane of 6.82 miles in length; thence running on the west bank of the north fork a distance of 2¾ miles, where the line crosses the creek on a bridge of 40 feet span and 40 feet above the creek bed, the grade line there being from 35 to 40 feet above the creek to 1¾ miles beyond the last bridge, where it reaches the creek bottom; thence along the creek bottom to Black Hawk Point, a distance of 3¼ miles.

The maximum grade per mile on South Clear Creek is 120 feet; the maximum grade on North Fork is 150 feet per mile.

All the material for the structure of the road bed ready for the iron, is found on the line of the road in abundance and of good quality, and at the present extraordinary high price of labor the whole construction, including iron, depots, engine houses, etc., can be made for a sum not to exceed $100,000 per mile.—*Colorado Miners' Register, October* 17.

New York Central Railroad.

At the monthly meeting of the Directors of the New York Central Railroad Company, held at Albany on the 16th inst., the resignation of Hon. John V. L. Pruyn, Treasurer of the company, was received and accepted, and Mr. Edmund D. Worcester, who has for several years ably filled the position of assistant Treasurer, was elected Treasurer, and Mr. Robert L. Banks, the present Secretary, was elected Secretary and assistant Treasurer.

☞ We learn from Vera Cruz that the Emperor has just authorized the construction of a new road from Mexico to Tacubaya, to the company, Knight, Smith & Co., now engaged in building up the road between Vera Cruz and Mexico.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	23
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C.	2.,000	5	----	35c
Bare Hill ..... "	----	----	----	200c
Bay State ..... L. S.	20,000	----	3½	9½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	2
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	10c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	25½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	270c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	----
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	50c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	40
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	40c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	45c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	12½
Hanover ..... "	20,000	----	½	1
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	3½
Hungarian ..... "	20,000	----	1	1
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	3	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Maldon ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	1½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	55c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	90c
Minnesota ..... L. S.	20,000	----	3½	16
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	6½	20
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	65c
New England ..... "	20,000	----	2	87½c
Newton ..... Ca.	200,000	1	----	80c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	----
Pewabic ..... "	20,000	----	3½	38
Phila. & Boston... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	52
Pontiac ..... "	20,000	----	3½	1
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	52
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	2½
Roscoe ..... Ca.	200,000	1	----	20c
Rudisell	----	----	----	80c
St. Clair ..... L. S.	20,000	----	3	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1
Springfield ..... Md.	----	5	----	125c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2
Sussex	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	1½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	68
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C ... Md.	----	----	----	130c
Baltimore	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	54
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	6,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	24½
Fulton ..... "	60,000	5	----	8½
Gilbertson	5,000	100	----	41
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	40½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	3½
Metropolitan	----	100	----	----
Middle Coal Fields.. "	----	----	----	8½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn.	100,000	50	----	182
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	15
Schuylkill Valley.. "	20,000	10	----	11½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	29½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	41
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	63

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chandiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Gregy (G.) Col.	50,000	100	----	9½
Copalinshe (G.) .... "	200,000	20	----	----
Corisannio (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	14½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	47½
Renfrew (G.) ..... Ca.	120,000	7½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	3½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	80,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	80,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	----	41
30 Nov. '64	4.52	—	179	23	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	45
30 Nov. '64	27.43	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	----	88
30 Nov. '64	—	7.5	—	—	Dedham and West Roxbury	-------	41,000	—	—	------	------	----	----	----
30 Nov. '64	1.41	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro	poli'n)	6	----	46
30 Nov. '64	2.80	—	26	6	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	----	----
30 Nov. '64	11.75	—	200	31	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	85
30 Nov. '64	3.41	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	------	—	----	25½
30 Nov. '64	2.97	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl	esex)	—	50	25
30 Nov. '64	31.85	—	841	140	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	43½
30 Nov. '64	6.84	—	263	41	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	----	45
30 Nov. '64	5.69	—	75	9	Quincy	135.243	71,800	55,583	31,533	28,510	1,369	—	----	---
30 Nov. '64	6.75	—	66	15	Salem & South Danvers	173,980	150,000	—	25,800	37,017	------	—	----	---
30 Nov. '64	2.68	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	----	25
30 Nov. '64	2.50	—	10	2	Stoneham street (Boston)	35,300	32,900	—	—	7,454	------	—	----	---
30 Nov. '64	—	6.74	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	----	---
30 Nov. '64	6.00	—	70	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	---
30 Nov. '64	—	—	411	63	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	------	—	----	86½
30 Nov. '64	1.59	—	—	—	West Cambridge	13,600	13,600	—	—	(Lea	sed)	6	----	47
30 Nov. '64	2.25	—	—	—	Winnisimmet	62,154	60,000	—	939	21,580	------	—	----	---
30 Nov. '64	11.60	—	59	8	Worcester	86,657	76,800	—	53,668	25,453	------	—	----	---
					CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000	—	—	------	------	8	----	---
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield	300.000	300,000	—	—	------	------	—	----	---
					NEW YORK.									
30 Sep. '64	10.76	—	---	32	28 Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	---	78	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2 Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	----	45
30 Sep. '64	24.00	—	---	48	22 Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	---	140	29 Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	----	---
30 Sep. '64	11.75	4.00	---	28	— Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	—	----	---
30 Sep. '64	0.09	9.41	—	—	— Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	------	------	—	----	---
30 Sep. '64	—	18.00	—	—	— Brooklyn City & Rockaway	—	12,000	—	700	------	------	—	----	---
30 Sep. '64	—	25.00	—	—	— Brooklyn, E. N. Y. & R'k'w'y	90,000	50,000	25,000	15,000	------	------	—	----	---
30 Sep. '64	—	----	—	—	— Buffalo Street	-------	------	------	------	------	------	—	----	---
30 Sep. '64	—	25.00	—	—	— Canarsie, B'klyn & Winfi'd.	38,500	15,000	18,500	—	------	------	—	----	---
30 Sep. '64	—	----	—	—	— Central City (Syracuse)	-------	------	------	------	------	------	—	----	---
30 Sep. '64	19.00	3.00	—	99	12 Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	------	327,713	30,493	—	100	---
30 Sep. '64	17.25	—	---	32	— Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	----	---
30 Sep. '64	—	6.00	—	—	— East & North River (N. Y.)	650	650	—	—	------	------	12	100	---
30 Sep. '64	18.50	1.00	---	101	— Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	----	---
30 Sep. '64	12.00	1.00	---	50	— 42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	---	----	---
30 Sep. '64	----	----	---	---	— Fourteenth Street (N. Y.)	-------	------	------	------	------	------	8	----	---
30 Sep. '64	4.52	----	---	---	— Grand St. & Newtown (W'g'g	-------	------	------	------	------	------	—	----	---
30 Sep. '64	10.00	—	---	17	2 Harlem Br., Moris's & Ford'm	158,749	72,000	88,000	------	34,660	897	—	----	---
30 Sep. '64	—	----	---	---	— Main & Ohio St. (Buffalo)	-------	------	------	------	------	------	—	----	---
30 Sep. '64	—	----	---	---	— Niagara Street (Buffalo)	-------	------	------	------	------	------	—	----	---
30 Sep. '64	11.00	7.00	---	34	— Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	---
30 Sep. '64	—	----	---	---	— N. Riv. & Wall st. Ferry (N. Y.)	-------	------	------	------	------	------	—	----	---
30 Sep. '64	—	11.00	—	—	— Port Morris & Westchester	1,200	1,200	—	—	------	------	—	----	---
30 Sep. '64	7.50	3.40	---	20	— Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	------	—	----	---
30 Sep. '64	16.00	—	---	---	— Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	---	40	25 Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	125
30 Sep. '64	—	----	---	---	— Tenth Av & 32d st. (N. Y.)	-------	------	------	------	------	------	—	----	---
30 Sep. '64	17.50	—	---	137	3 Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	----	---	---	— Troy and Cohoes	50,000	------	------	------	leased.	------	—	----	---
30 Sep. '64	6.50	9.00	---	18	— Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	----	---
30 Sep. '64	1.50	—	---	8	— V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	----	---
30 Sep. '64	—	12.00	—	—	— Williamsburgh & Cony Isl'd	15,000	15,000	—	—	------	------	—	----	---
					NEW JERSEY.									
Dec. '62	5.32	—	---	7	— Hoboken and Hudson City	32,000	30,000	—	2,000	------	------	—	----	---
Dec. '62	6.05	2.50	---	8	— Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	---
31 Dec. '62	10.47	—	---	---	— Jersey City & Bergen Point	-------	------	------	------	------	------	—	----	---
31 Dec. '63	17.00	—	---	150	22 Orange and Newark	411,000	211,000	200,000	—	------	------	—	----	---
31 Dec. '62	5.80	—	---	8	— West Hoboken & Hoboken	100,000	40,000	60,000	—	71,050	19,183	—	50	---
					PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	65
31 Oct. '64	8.89	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	----	---
31 Oct. '64	4.12	—	12	2	0 Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	----	---
31 Oct. '64	4.38	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	----	22
31 Oct. '64	16.74	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	400 500	200,000	18,500	251,897	81,029	8	50	44
30 Nov. '64	24.23	—	235	39	0 Germantown	377,824	112,245	250,000	—	176,540	41,534	—	----	55
31 Oct. '64	8.40	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24,703	12½	----	26
31 Oct. '64	8.73	—	236	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	----	33
31 Oct. '64	11.00	—	---	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	----	26
31 Oct. '64	—	----	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	----	11
31 Oct. '64	11.17	—	---	---	— North Philadelphia	-------	------	------	------	------	------	—	----	---
31 Oct. '64	12.00	—	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	----	---
31 Oct. '64	10.57	0.52	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,207	2	----	---
31 Oct. '64	7.04	—	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,956	6,096	—	----	---
31 Oct. '64	4.51	—	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	----	---
31 Oct. '64	6.16	—	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	----	13½
31 Oct. '64	5.20	—	---	---	— Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	------	------	------	—	----	6
31 Oct. '64	7.78	—	58	10	0 Ridge Avenue & Manyunk	179.635	120,000	65,108	—	39,334	6,113	—	----	13
31 Oct. '64	19.46	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	82
31 Oct. '64	5.62	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41,580	9,418	5	----	5
31 Oct. '64	8.38	—	115	17	4 Spruce & Pine (Phil. & Gr'n F.)	175,610	159,312	15,500	—	79,670	21,297	6	----	30
31 Oct. '64	7.65	1.51	201	35	3 10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	6.25	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	---	28½
31 Oct. '64	9.31	—	316	53	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	----	68
					MARYLAND.									
31 Dec. '62	21.00	----	345	50	— Baltimore City	700,000	670,000	------	31,549	239,050	21,068	—	----	21½
					OHIO.									
31 Dec. '62	5.00	—	---	---	--- Cincinnati Street	151,913	150,000	------	------	------	------	—	----	---
31 Dec. '62	5.00	—	---	---	--- City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	----	---
31 Dec. '62	3.81	—	---	---	--- Passenger (Cinc.)	69,317	50,000	------	------	------	------	—	----	---
31 Dec. '62	2.63	—	---	---	--- Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	—	----	---

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
Broadway [Brooklyn]:	$	pc	Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1888	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	----	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guaranteed	78,100	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	----	----	----
Middlesex:					
1st Mortgage	31,000	--	----	----	----
Malden & Melrose bonds	51,762	--	----	----	----
Real Estate	4,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	67,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	55,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	65,500	"	----	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Oct. 31, 1865.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		6	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		6	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	105¾
" " ..... coupon		6	" "	1881	105¾
Loan of July 17, & Aug. 5, 1861 ..registered	284,231,400	6	" "	1881	105¾
" " " ..... coupon		6	" "	1881	105¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100¾
" " " (5-20s) ..... coupon		6	" "	1882	102
Loan of March 3, 1865 (5-20s) ..... exchanges.	44,479,100	6	May & Nov.	1885	99¾
Bonds, Central Pacific R. R. Co	1,238,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ....registered	172,770,100	5	Mar. & Sept.	1904	91
" " " ..... coupon		5	" "	1904	91¼
Loan of March 3, 1864 (5-20s) ....registered	100,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	100
Treasury Notes of July 17, 1861 ..... coupon	308,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	97½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	96½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97
Debt Certificates	55,905,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	173,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,057,469				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ....coupon	599,000	6	No interest paid for many yrs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	88,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	95
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7			----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	97½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,825,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	83
" — " " special stock "	1,216,787	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ....coupon	516,130	6	----	d'm'd.	74
" — " (R. R. etc.) .... "	3,902,000	6	----	'87-'96	----
" — " " (banks) ..... "	5,368,533	6	----	----	----
" — " " (war loan) .... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'62-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	6		1865	----
" — " " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1890	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,889	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) .... "	503,350	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	180
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	245,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" —	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	105½
" — " " " ..... "	600,000	5	" "	'77-'78	93
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	96
" —Back Bay Loan ..... "	168,000	5	" "	1850	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'82	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,500	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	70½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1858	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'83	77
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds .... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	92½
" " —Notes ..... "	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,520	6	" "	'65-'71	----
" " — " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	25,098	5	----	d'm'd.	----
" " — " " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'87	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1884	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	820,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'62-'74	----
" " — " " " "	15,889,025	6	" "	'64-'76	----
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	62
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,566	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " (" ") .... "	1,600,000	6	" "	1875	99½
" — " " (" ") .... "	4,095,309	6	" "	1881	98
" — " " (domestic debt)	2,400,000	6	" "	1886	100
" — " " (war loan) ..... coupon	125,650	6	" "	1863	108
" — " (" ") ..... "	1,500	----	" "	1866	----
" —Irreducible debt (school funds, etc.) ...	279,313	----	" "	1868	----
Oregon—State scrip	2,920,403	6	Yearly.	----	----
Pennsylvania—State Stock Loans	55,372	----	----	----	----
" — " " "	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	91½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,241,598	5	Mar. & Sept.	due.	----
" —Interest Certificates	210,263	5	June & Dec.	due.	----
" —State bonds ..... coupon	200,000	6	Feb. & Aug.	due.	----
" —State Stock Loans	1,177,890	4½	Jan. & July.	1882	----
" — " " "	675,029	5	" "	1854	----
" — " " "	1,045,629	5	Feb. & Aug.	1854	----
" — " " "	1,558,673	5	June & Dec.	1854	----
" — " " "	2,277,755	5	Jan. & July.	1865	----
" — " " "	1,766,214	5	" "	1868	----
" —State bonds ..... coupon	4,850,000	5	" "	1870	90
" — " "	428,000	5	Feb. & [illegible]g.	18[illegible]7	97½
" —Inclined Plane Loan	400,000	5	" "	1878	----
" —State bonds ..... coupon	650,000	5	April & Oct.	1879	----
" —Bank Charter Loans	260,987	5	Jan. & July.	1882	94
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (intern. impr.) "	2,063,666	5	----	Var.	54
" — " " (railroads) .... "	12,799,000	6	----	Var.	81
" — " " (capitol) ..... "	603,000	5	----	1890	57
" — " " (Hermitage) .. "	45,000	6	----	1890	87½
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'68-'84	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	5	Jan. & July.	'55-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (" ") .... "	1,100,000	6	" "	'73-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	322,098	406,076	446,044	396,847	381,510	367,586	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,423	81,463	103,655	94,925	107,758	73,751	64,937	956,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,965	315,944	391,574	399,602	355,075	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,406	89,170	104,272	100,403	82,895	139,049	134,500	145,829	92,573	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,563	128,795	135,595	1,423,499
1863	140,024	130,226	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,985	336,617	321,057	3,095,470
1865	305,554	249,331	289,403	186,172	227,260	311,180	232,257	288,095	384,290	300,707	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	231,334	296,169	473,186	551,122	435,945	407 683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,805	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,353	585,623	747,941	702,681	767,506	946,707	921,886	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,770	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,985	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,289	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,540	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	155,920	1,579,509
1864	154,068	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	153,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	350,243	349,953	330,657	361,819	359,114	455,235	465,959	536,606	414,704	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600.124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,105	714,211	6,214,169
1862	699,097	601,395	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	945,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,541	856,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	.....	.....	.....
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,903	155,164	156,973	170,157	157,443	232,013	1,933,454
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,557
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,985	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,026	278,540	231,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	625,936	418,711	424,570	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209.904	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,029	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	406,378	510,100	423,578	540,179	799,236	661,291	667,141	693,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,051	531,996	661,548	706,740	621,849	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,334	37,271	56,687	46,452	81,329	55,257	45,544	512,218
1863	38,203	53,778	60,540	54,306	35,326	40,706	58,704	52,864	77,112	83,089	76,764	65,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	90,626	93,563	82,186	78,842	110,186	108,652	112,156	120,051	117,604	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,501	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,990	1,153,407
1862	63,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,339	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,520	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	225,020	310,595	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,026	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,899
1861	140,925	116,988	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,915	226,819	276,109	325,818	306,284	279,539	2,647,393
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	305,106	375,567	332,560	348,048	3,302,541
1864	256,600	304,445	328,454	330,661	267,126	315 238	278,891	358,562	402,219	407,107	443,984	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	360,083	424,206	484,173	521,636	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,303	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	150.658	151,902	175,696	186,039	174,002	172,189	216,524	295,956	322,269	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	305,168	376,488	339,794	306,186	3,166,055
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,479	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	355,563	329,105	413,501	460,651	490,694	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,503,703
1860	387,128	402,530	561,078	585,141	561,700	495,943	544,494	692,382	868,985	811,468	730,726	623,047	7,184,622
1861	489,065	420,793	627,051	599,088	677,073	558,743	525,138	662,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,193,435	1,157,818	1,089,902	13,230,417
1865	899,478	881,872	915,600	1 350,600	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	264,622	283,646	288,619	245,977	2,725,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,875	466,557	454,829	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	636,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	182,566	188,831	165,796	154,032	203,853	245,935	286,844	231,253	191,138	2,235,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	501,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,880	397,525	401,299	364,231	370,983	3,745,319
1863	337,350	360,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,514	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	676,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	836,511	758,107	661,238	650,311	612,128	718,016	759,405	807,382	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,960	118,887	129,166	135,510	1,117,507
1863	109,808	110,603	120,310	123,115	113,798	123,949	116,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,865	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,076
1865	170,076	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	.....	.....	.....
Toledo, Wabash and Western:													
1860	43,518	42,054	64,414	73,679	67,946	67,428	84,879	122,755	136,100	125,047	77,599	51,296	926,755
1861	59,639	47,043	82,551	76,274	79,278	80,074	93,464	133,722	142,537	162,855	137,036	92,574	1,172,100
1862	82,235	47,142	56,006	83,852	106,545	113,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,956	132,111	134,272	152,585	105,534	116,379	120,895	151,052	134,563	111,339	1,439,798
1864	79,785	95,843	132,896	123,967	127,010	166,338	139,926	244,114	241,840	221,570	220,209	265,154	2,060,222
1865	144,084	139,171	155,783	144,001	138,738	194,525	271,799	374,024	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	533,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	
2d Mortgage	693,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1860	700,000	6	Jan. & July.	"	1880	99½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1855	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1956	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1895	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	550,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	666	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $300,000	423,680	6	"	"	1870	94
" " $875,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1873	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1887	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	95
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8		" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	82
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	
Equipment Bonds	270,488	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	655,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1867	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1866	70
C. and T. Income (convertible)	5,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	243,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	538,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	288,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,685,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	182,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	345,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	91
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	720,538					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,555,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$390,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	561,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	384,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "			
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1851	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	150,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	236,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,891,293	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	350,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1862	
Jackson Branch	77,000	7	" "	" "	1863	
Goshen Air Line	682,000	7	" "	" "	1865	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		45
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1868	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1856	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'65 '4'5	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1956	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	91
D'bts of former Co's outst'ding	224,920					
Funding (S. F.) Bonds	1,298,000	7	Feb. & Aug.	" "	1876	101
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	97
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,600,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,002,500	7	June & Dec.	"	1888	94
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	55
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7	" "	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	500,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1865	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	106
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1895	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,021,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,500,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	300,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	625,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	183,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	406,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	90
" 1843, "	1,625,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1850	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1850	91
1857, (convertible)	564,000	6	" "	"	1856	110
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	506,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.		1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	500,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1853	55
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	322,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,393	6			1879	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1885	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1876	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	133,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	71
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.		
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1886	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	79½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.		dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Wilmington and Manchester:						
1st Mortgage	800,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	20,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	.....	505,156	200,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,577	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	280,251	104,804	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	80,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,898	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,323	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,658	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	6.5	9.3	—	3	2	—	New Haven and Northampton	2,236,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	5½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	270.672	84,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,546	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,238,600	607,000	10,982	3,238,531	66.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	14.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	8.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	20,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	22.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	16	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	512,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	.....	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,025,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
21 July '60	104.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	258,552	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	852,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	103
30 Apr. '65	317.0	53.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,968,105	5,726,910	2,752,273	20	114½
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	23,155,641	12,020,483	625,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	59
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.6	.....	—	126	78	3,227	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	123
1 Jun. '65	111.0	—	.....	—	15	114	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,958,955	1,391,000	.....	4,344,965	111.0	.....	489,874	210,950	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	800,767	—	46
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,056	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	85.8	20.2	.....	—	23	19	818	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	120
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	554,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	45.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	26	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,963,106	73.0	370,555	1,007,979	521,254	18	156½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 478.123	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	182,298	—	—
1 Jun. '58	38.6	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,080,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	905,298	52,500	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*		5,527,871	3,297,000	39,307	12,578,715	300.0	963,047	4,314,540	2,172,515	8	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	556,000	339,297	5,855,220	80.0	180,204	481,922	228,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	06.0	.....	1,232,624	555 434	—	.....
31 Aug '60	52.1	—	.....	135.2	...	...	—	*Vicksburgh. Shreveport & Texas*	1,062,591	*	—	1,282,016	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	840,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	165,225	6,491,286	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	116
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	18,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,406	1,881,113	7	78
								MINNESOTA.													
31 Dec. '62	14.5	—	—	302.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	600,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	240.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	854,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	455,949	275,060	1,974,444	59.7	.....	176,402	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.5	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,800	.....	.....	206.5	579,224	1,047,567	420,026	—	87
22 Feb. '65	258.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,250,000	93,378	7,695,870	168.8	480,186	950,496	540,641	—	—
24 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
23 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,212	12,580,306	283.0	595,415	1,007,793	211,510	—	—
28 Feb. '65	77.0	—	3.9	206.0	...	...	—	*South-Western Branch*	3,008,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	109,562	197,744	1,896	—	—
30 Sep. '64	86.5	2.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,222	3,501,000	40,668	6,352,109	90.1	250,189	399,291	31,320	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,838	205,584	757,381	35.5	76,844	79,761	43,461	—	—
30 Jun. '62	142.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	557,754	—	2,494,900	3,068,491	—	7,983,476	142.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '62	82.0	9.5	5.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	102.5	139,953	172,113	91,437	—	—
31 May, '63	92.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,203	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	95½
May, '60	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,756	3,990,254	16,151,962	10,781,833	630,555	33,673,564	288.8	1,953,769	4,481,859	3,064,653	6	112
30 Sep. '62	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,532,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	158.0	4.0	25.0	—	60	47	3,529	Northern Central	7,947,041	1,104,744	122,775	3,344,860	4,550,000	—	12,273,047	261.0	1,099,248	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	185,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	473,213	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	442,332	8	118
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	127
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,554	437,416	100,000	4,500,000	—	229,061	5,567,510	53.6	638,622	1,471,986	487,864	10	129½
30 Nov. '64	45.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,568	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	76,208	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	104
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	284,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,852	309,341	8	103
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	532,883	50,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,562	71.0	186,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,800	35.7	54,272	220,850	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	35.7	94,743	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,050	466,932	5	103
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	215,153	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	228,900	727	470,931	(Op	er. by B	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,243	245,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,363	—	42½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986,959	218.0	1,430,223	2,996,854	1,178,712	10	138
30 Nov. '64	45.7	—	9.5	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,742	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par 850)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.8	.....	821,986	136,049	5	57½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	80,699	7	103
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	557,044	210,265	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper. by	Verm't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.2	.....	5.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,181	6,472,400	10,264,463	—	.....	124.2	.....	5,799,980	1,140,788	35	126
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	6½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,588	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	20	122
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,800	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,507	777,626	10	140
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	483,872	21.2	99,787	146,956	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18.2	—	.....	—	—	—	.....	Warren	2,708,300	—	—	1,406,300	600,000	—	2,008,300	18.2	.....	280,022	130,510	6½	46½
31 Dec. '64	55.5	—	.....	47.	—	—	.....	West Jersey	1,461,210	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,356	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,342	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,456	769,025	10	100
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,985,800	17,823,400	1,067,053	48,045,234	807.0	6,916,324	12,429,643	4,594,725	8	92
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	106½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2,928,474	103.6	290,474	497,299	255,287	14	89½
30 Sep. '64	297.5	258.1	408.3	—	241	256	5,024	New York Central	27,232,174	5,646,077	712,945	24,386,000	13,211,341	—	47,275,990	654.9	5,990,208	12,287,220	3,506,745	9	97½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,686	8,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,743	176,640	—	35½
30 Sep. '64	25.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	123,199	—	396,345	311,500	23,708	901,553	25.9	68,498	218,994	112,056	8	.....
30 Sep. '64	23.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,491	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	180.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g	2,095,871	568,305	—	1,774,175	1,729,900	50,225	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	250,000	—	920,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	18.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	18.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,023,640	9,166	—	1,200,180	1,586,257	18,832	2,982,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	186	Troy and Boston	1,639,779	283,482	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	222,900	1,130,470	1,045,000	51,500	2,984,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,291	3,114,964	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	354,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	66.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,938	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	66.3	—	.....	—	27	27	461	Cine., Hamilton and Dayton	4,341,780	595,209	138,147	3,000,000	1,629,000	—	5,001,796	202.0	.....	1,241,857	503,228	10	128
31 Dec. '64	181.8	—	—	51.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cine.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,486	191.2	1,081,368	2,499,348	1,235,162	15	128
31 Dec. '62	97.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,782	23,240	1,035,065	1,752,400	128,857	2,917,322	67.0	248,387	575,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,080	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101.	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,551	—	8,776,352	208.5	1,256,812	2,512,315	438,897	8	94½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,310	—	8,070,880	188.6	2,104,098	1,691,206	814,780	10	102½
31 Dec. '58	61.4	—	.....	59.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,488	.....	61.5	75,120	65,128	19,768	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,500,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	oper	r. w. Lit.	Miami.	807,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	1,256,303	—	2,366,705	3,782,430	—	6,214,525	142.0	—	—	1,069,187	43	130
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	556,634	487,103	5,573,438	1,400,000	—	8,111,625	133.0	1,117,886	2,433,258	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,808,215	250.8	445,408	1,038,165	427,405	—	—
30 Apr. '62	192.8	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,476	*	8,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,632	119,032	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '58	153.0	52.0	.....	—	30	19	388	Sandusky, Dayton and Cine.	3,963,495	595,400	251,867	3,243,956	1,341,693	14,202	5,172,133	265.0	352,409	719,924	145,900	—	19½
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & Now'k	2,335,156	*	—	862,571	1,229,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
31 Dec 64	242.4	—	.....	—	45	15	950	Toledo & Wabash	10,080 918	*	—	3,427,060	6 663,508	—	10,245,015	250.0	1,344,255	2,060,323	945,492	3½	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	90.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,459	149,018	—	27½
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	85
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	185
31 Oct. '64	58.0	1.7	7.7	—	8	1	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	30.7	153,041	333,560	202,009	—	----
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,060,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.5	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	168,502	55,466	—	----
31 Oct. '64	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	64.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '64	32.0	—	1.3	44.0	5	5	12	Hempfield	1,616,458	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	----
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	205,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	71½
31 Oct. '64	23.5	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	30
31 Oct. '64	120.5	—	53.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	)	7½	56
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	31
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,388 815	5,604,810	19,860,000	16,694,840	—	43,520,356	356.9	5,846,778	14,739 057	4,065,113	10	66½
31 Oct. '64	17.0	3.0	22.0	—	18	46	101	Phila., Germant'n & Norrist'n	1,130,079	262,399	—	1,358,100	315,000	—	1,673,100	24.0	283,739	423,147	207,898	8	52½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,009	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	28½
30 Nov. '64	152.0	46.5	206.5	—	216	81	1089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 329	7,271,879	—	27.716.258	509 5	3,328,229	9,269,341	4,308,150	15	58½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	*	245,695	999,200	250,000	—	1,249,200	28.2	176,447	224,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	984	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197.0	639,238	3,205,560	1,366,200	10	58½
31 Dec. '64	59.5	—	7.2	59.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004	—	1 770,414	1,500,000	69,232	3,666,877	72.0	266,176	315,725	101,569	—	0
31 Dec. '64	465.1	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,128	12,657,060	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	105
31 Dec. '64	28.0	—	8.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen	67,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.8	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,312	1,855,443	26.4	118,698	278,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	5	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	105	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	----	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,365	197,905	1,099,586	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,696	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	1,289,673	2,020,000	200,000	----	----	----	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	5.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,864	1,902,000	390,407	----	130.3	150,142	297,506	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,864	3,809,949	2,659,000	250,112	7,627,797	291.0	----	1,625,096	873,597	—	----
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	50.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	----	47.6	54,175	63,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,806	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	505,922	800,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	26.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	----	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	----	275 500	240,000	171,580	----	50.0	31,800	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	----	3,063,466	105.0	164,794	428,180	184,470	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	595,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	----	1,687,500	ope	r. by Vt.	Central	----	—	----
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	80,612	—	516,164	795,200	----	1,301,886	23.7	48,995	64,267	26,451	8	95
30 Jun. '65	59.0	8.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.5	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	125,302	43,022	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	156,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,160	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	Loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,998	—	1,366,800	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.8	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	—	----
30 Sep. '59	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,960	90,828	----	78.6	159,961	279,945	145,385	7	----
30 Sep. '59	52.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,064	168,753	79,585	4	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	628	Virginia Central	4,952,753	541,197	83,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 966	634,081	259,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '61	196.9	—	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,550	—	----
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,328	6,775,773	607,000	—	8,452,351	234.4	958,183	1,711,281	505,230	—	----
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,708	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	264	130	2,399	Grand Trunk	---,810,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
31 Dec, '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----	----	----	4,909,980	768,959	5,678,939	90.1	402,670	467,266	191,132	—	----
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	12,100	136,000	1,709,252	60 0	----	124,456	36,070	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	20.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,131	—	----
								NEW GRANADA.													
1 Dec 63	48.7	—	—	—	11	22	120	Pan ma	9,000,000	*	615,653	5,000,000	76,000	—	10 763,723	48.7	----	----	237,438	1,328,924	17	235

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	20
Catawissa (preferred)	1,150,000	7	—	45½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45½
Chicago & Alton (preferred)	2,425,200	7	7	106
Chicago & Northwestern (pref.)	12,994,720	7	7	67⅛
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	43½
Erie (preferred)	8,585,700	7	7	54
Hannibal & St. Joseph (preferred)	5,253,856	7	—	56
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	51½
" " (2d pref.)	3,819,772	7	3	28
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	102½
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,255,000	7	—	50
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	76
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	---	---	----
" " " (2d pref.)	904,473	---	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,500,000	8	8	----
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	---	--	-------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	-------	------	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	78½
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1875	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	19½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1s; Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	34
Susquehanna and Tide Water	50	2,048,260	—	10
Union	----	----------	----	----
Union (preferred)	50	2,750,000	—	1½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	52 —	@ 55 —
Pig, American, No. 1		— —	@ 50 —
Bar, Refined, English		97 50	@100 —
Bar, Swedes, assorted sizes (in gold)		90 —	@ 95 —
		Store Prices.	
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English & American, Refined		125 —	@150 —
Bar, English & American, common		115 —	@120 —
Scroll, English		155 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@156 —
Horse Shoe		150 —	@155 —
Rods, English		127 50	@190 —
Hoop, English,		160 —	@225 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 42½	@ — 50
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	57 —	@ — —
Rails, American		— —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 20	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 5½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 50
Sheathing, Yellow		— —	@ — 34
Pig, Chile		— —	@ — —
Bolts		— —	@ — 50
Braziers'		— —	@ — 50
American Ingot (cash)		— 33½	@ — 39

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 10 50
Spanish		— —	@ 10 12½
German Refined		— —	@ 10 12½
English		— —	@ 10 12½
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 27½	@ — —
Straits		— 26½	@ — —
English		— 24½	@ — 24½
Plates, Charcoal I. C	per box.	— —	@ 14 75
Plates, I. C. Coke		12 25	@ 13 50
Terne, Coke		10 50	@ 11 —
Terne, Charcoal		14 25	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— 8	@ 8 50
Clinch (cash)		— —	@ — —
Copper		— —	@ 55
Ausable Horse, Norway Iron, Forged		— —	@ 35
Zinc Nails (6 mos.)		— —	@ 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 39½	@ — 40
Ref'd, free, L.S. to pr. Wh. (110@120 test)		— 81	@ — 83
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 52	@ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th. 16.	F. 17	Sat 18.	M. 20.	Tu. 21.	W. 22.
Atlantic M. S. S. Co	----	----	----	----	----	134
At. & Gt. W. (O) 1st m't.	96½	----	----	----	----	97
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45	45½	45½	46	45½	45½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	103	----	----	----	----
" " pref.	105	----	----	----	----	----
" " 1 M.	96	96	----	96	----	----
" " S. F.	----	96	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	111½	111	114½	----	115	115
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	33½	34½	35½	38	35½	39
" " pref.	65½	65½	66½	66½	66½	68
" " 1st M.	----	----	----	82	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	109	108½	108½	108½	108½	108½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	128	128	130	----	----	128
Clev. and Pittsburg	93½	93½	93½	94½	93½	94
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	102½	----	----	----
" " S. F. 7 p.c.	98	----	----	----	----	----
Cumberland Coal, pref	43½	43½	44	45	44½	44½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	165	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	92⅞	92	92	92½	91⅞	92
" pref.	----	----	84	----	84	----
" 1 M. 7 p.c. '67	100	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	100	----
Hann. & St. Joseph	----	----	----	----	37	----
" " pref.	----	58	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	109½	----	108½	109	108½	109
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	102	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	----	----	133½	133	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	50	50½	55	50½	----	----
" " 2d "	----	----	28	----	----	28
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13½	14	16	14	15
Michigan Central	116	115	----	115½	----	115
" SF. 8p.c. '82	112	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	76⅞	76½	76½	76½	76½	77½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	87	----
Mil. and P. du Chien	100	100	100	----	----	99
" " 1st pref.	----	----	102	----	----	102½
" " 2d pref.	89	88	----	90	----	91
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	74½	----	75	76	76	76½
" 1ss. to H. & St. J. R.	75	----	----	----	----	----
" " Pacific	74½	----	78	77	77	77
New York Central	97	96½	97	97½	96½	97½
Real Estate	----	----	----	----	----	----
" "7s, S.F. '76	101	----	----	----	----	----
" "7s, conv. '76	104	104	----	----	----	----
" "6s, S.F. '83	91	----	----	----	91	----
" "6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	85	----
" "pref."	----	----	----	----	----	----
" "1M. 7p.c. '73	----	----	----	100	----	----
" "2M. 7p.c. '84	----	----	----	----	----	----
" "3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	82½	82	82	----	----	----
Ohio & Miss. cer.	29	29½	28½	29½	29	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	235	----	235	----	235
Penn's Coal Co.	182	----	----	----	----	----
Phila. and Reading	114½	114½	114	114½	114½	114½
Pitts. Ft. W. & Chicago	104½	104½	105	104½	104½	104½
" " 1M.	102½	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	48½	----	48½	47½	47½	47½
St. L., Alton & T. H.	----	44½	----	----	46	46
" " pref.	----	----	----	----	77	----
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	71	----	----
Tennessee 6s, 1890	87½	87½	----	----	----	87½
Tol., Wab. & Western	50	----	49	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	76	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th.16.	F.17	Sat.18.	M.20.	Tu.21.	W22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	91½	91⅝	91½	91½	91	----
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105⅛	105⅛	105⅛	105⅞	----	105⅞
U. S. 6s, 1881, cou.	105⅛	105⅛	105⅛	106	105⅛	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	121½	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	117⅞	118
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅞	97⅞	97⅛	97⅛
U. S. 6s, 5-20s, coupon	102	102⅛	102⅛	102⅛	----	102
U. S. 6s, 5-20s, new	----	100⅛	100⅛	100⅛	100	----
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, 1st series.	97	97⅛	----	97⅛	----	97⅛
" " 2d series..	96⅞	97	97⅛	96⅞	97⅛	97⅛
" " 3d series..	96⅞	97⅛	97⅛	97⅛	97	97
American Gold	147⅛	----	----	----	147	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21
Cattawissa	28	27⅛	27⅛	28	27⅛	27⅛
" preferred	46⅛	45	45	45⅛	45⅛	45⅛
Camden & Amboy	126⅛	126⅛	126⅛	126⅛	----	126
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	94	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	90	----	----	----
" " 6s,'89.	----	----	89	----	----	----
" mort. 6s,'89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	----	----	55⅛	55	----	----
" 6s, '70	92	91	----	----	----	----
" " 6s, '84.	----	----	----	----	91	----
Lehigh Valley R. R.	70	70⅛	71	71⅛	71⅛	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	30	30	----	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	35	----	----	----	----
" " 6s.	----	----	----	----	----	85
Minehill	----	----	----	----	56	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	120
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	31	31	----	----	----
" " 6s.	----	86	86	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	44⅛	44⅛	----	----	----
Pennsylvania R. R.	56	56⅛	56⅛	56⅛	56⅞	56⅞
" 1st m.	----	98⅜	----	----	----	98⅛
" 2d m.	----	----	----	94⅛	94⅛	----
Penn. State, 6s	93	92⅛	91	----	91⅛	91⅛
" " 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	----	----	100	----	----	----
Philadelphia City, 6s	----	87⅛	----	87⅛	----	87⅛
" " new	90⅛	90⅛	91	91	91	91
Philad., Germ. & Nor.	53	52⅛	----	----	52⅛	----
Phila. & Reading	57⅛	57⅛	57	57	57	57⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	29	28⅛	29	28⅛	----	----
" " 6s.	----	----	----	----	----	88
Philad. & Sunbury, 7s.	----	----	92⅛	----	----	----
Schuylkill Navigation	----	----	----	----	----	27⅛
" " pref.	34⅛	34	34	34	34	----
" " 6s '82	----	80	----	----	79⅛	78⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83.	----	----	----	----	19⅛	19⅛
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	56⅛	----	----	----	----	55
" " bonds.	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	82	----	----	----	----	----
Spruce & Pine, "	----	----	80	----	80	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875.	----	----	----	----	99⅛	99⅛
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	100⅛	100⅛	----	----	----	101
Balt. and Ohio	112	112	112	----	112	----
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	100⅛	----	----
" " " '80.	----	----	----	99⅛	----	----
" " " '85.	----	----	99⅛	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85.	84⅛	----	----	----	----	----
" " " 90.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	113	----
Boston and Providence	----	----	----	----	128	127
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	46⅛	47	----	----
Concord	57⅛	57⅛	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	98⅛	98⅛	98⅛	----	98⅛	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	104	104⅛	103⅞	103⅛	103	----
Manchester & Lawr'ce	103	----	----	----	103	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	90	----	----	----	----
Old Colony and Fall R.	103⅛	103⅛	----	----	103	103
Ph., Wil. & Baltimore	----	----	59⅛	----	----	58⅛
Portl'd, Saco & Ports.	----	----	96	----	----	95⅛
Vermont & Canada	----	----	----	----	----	95
Vermont & Mass.	42⅛	----	42⅛	----	42⅛	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	88	----	----	----
Metropolitan "	----	----	----	----	43	43⅛
Middlesex "	60	----	45	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	24	24	24⅛	26	25⅛
Franklin "	35	34	35	38⅛	38⅛	40
Huron "	----	----	----	41	----	----
Isle Royale "	----	12	----	----	14	15
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	34	34⅛	36⅛	39	38
Pittsburg "	----	----	----	50	52	----
Quincy "	48⅛	----	----	48⅛	51	52
Rockland	2⅛	----	2⅛	2⅛	----	2⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 7th of November:

Maryland 5s	—	to	—
United States 6s, 1881	—	"	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	63⅛	"	64⅛
Virginia State 6s	45	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	53⅞	"	54⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	81⅛	"	82⅛
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82..x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42

American Railroad Journal.

Saturday, November 25, 1865.

Stock Exchange and Money Market.

While we have had great cause to complain of the treatment this country has received at the hands of British sympathisers during the rebellion; there however, have been those, especially among the British press, who have never for a moment wavered in their belief of the justice of our cause, or of our ultimate triumph. The same generous and confiding faith is now given to our financial as it was to our military success. Thus we notice in a very late number of the London *Star*, a paragraph on the subject of the present measures of the Treasury department, the steps taken by Mr. McCulloch to restore value to our currency, and of the War and Navy departments to return to a peace expenditure. It says:

"These facts indicate a prudent and a pacific Government; and they demonstrate that the confidence is not misplaced which holds that the United States, both Government and people, are animated by high and pure principles, determined to maintain financial integrity. With an inconvertible paper currency, prices are necessarily inflated, but the resumption of specie payments, which it is Mr. McCulloch's policy to adopt as quickly as possible, will be accomplished with comparatively little inconvenience. The Americans will certainly *not be so long over it as we were*, while their vast natural resources will enable them to accomplish it with infinitely fewer losses. These things will tend to encourage European investments in American railroads, especially in those connecting the West with the East and with the sea."

These friendly remarks from the *Star* we may accept as genuine; but we have great reason to distrust any compliments coming from those other journals who used their whole influence for the destruction of our credit, an important step towards the destruction of our country. The truth is that the admissions even now made abroad by the *Times*, *Herald* and other papers of that stamp, that we are again an undivided nation, and that our resources are equal to every call upon them, are most reluctantly made, and by no means come from a convinced enemy, or a magnanimous one. On the contrary, there was never a deadlier foe to our institutions, than the spirit which inspires these foreign journals, that chronicles our return to unity and greatness with more secret anguish, that seeks every opportunity more quickly for disparaging everything American, and even now is doing all it can and dare to impair public confidence in our securities on the Bourses of Europe. We know these people thoroughly, and the animus which governs them, and it is folly on our part to think that forbearance, generosity and kindness make the least impression upon them. An American policy, is the only one which can compel even common justice from that quarter.

Among capitalists and monied men the principal subject of interest just now is the forthcoming budget of the Secretary of the Treasury. He has a large debt before him to contemplate, a large and redundant currency to interfere with the wholesome action of the laws of trade and commerce, but happily a splendid revenue to fall back upon, and an enthusiastic American feeling to rely upon, which grandly welcomes taxation, however severe, when it is to restore the country to its normal condition in the financial world. This country full of gold and silver does not believe that promises to pay in irredeemable paper are real money, and it will hail the efforts of the Treasury to make those promises worth what they appear to be and formerly really were, as good as gold itself.

It is understood that Mr. McCulloch sees two methods at his disposal with regard to the currency, either to fund it, or reduce it gradually by employing the surplus of the national receipts. These are certainly the obvious methods which a banker would employ for this purpose; but we maintain there is yet another far more decisive, and that is, to require that all the banks yet to be created shall deposit greenbacks as security for their own currency, a very simple and straightforward measure which would remove perhaps some 200 millions of legal tender out of circulation and keep them out for half a century at least.

And we also see no impropriety in requiring all the banks who have deposited bonds to withdraw them and deposit greenbacks in their place. This done, in the course of a twelvemonth, would give them ample time to do it in, appease the clamorous speculators in paper prices and values, and by one single stroke lift the country back into its place as a specie paying nation. We see no reason why our legislation shall continue any longer to be exclusively favorable to our banks, why one class of interests should be secured 12 per cent. interest any longer by law, while all other classes are left to take care of themselves. The plea of necessity no longer exists, the Government is not now a borrower, and need not make any further unequal concessions for the use of money. Whether this proposition is now regarded or not, it is very certain that the attention of Congress should be called to it, as one of the most conclusive measures as yet proposed to restore prosperity to this country.

This plan which we know has been respectfully submitted to the Secretary, is met as far we can learn with but one objection at present, that "it might create trouble in the money market, and be likely to embarrass the Banks to a greater degree than the process of funding directly by the Government."

This is nothing more nor less than saying that the interests of the Banks must be consulted in preference to those of the Country; that the institutions making 12 per cent. per annum by means of legislation alone, must be protected, though the labor, and industry, and consumption of the country are prostrated to the earth, and that we must continue to pay 2, 3, 4, 5 and even 600 per cent. for articles of necessity, in order that the money market shall keep up its inflated volume, till the speculators have time to secure their millions.

This is the only question after all. Is the whole financial policy of the country to turn on the interests of banks and brokers, to the permanent injury of producers and consumers? Against such a policy we shall continue to protest. We further think that the policy of funding the legal tenders will defeat itself. We doubt if they can be funded. We doubt whether those holding them, will part with the advantage of holding them as ready money, for any securities at 5 or 6 per cent. when they can get them now at par or nearly par. On the contrary, at the bare attempt to fund 5 or 600 millions, the price will go down so fast as to make the loan a dead weight in the market.

All the leading journals of Boston, New York, Philadelphia, and Baltimore are for decisive and vigorous measures to be undertaken at once, because we are better prepared for them than we shall be a few years hence; and if there are any exceptions to be found among these journals, they are those who have ventured upon large private speculations, and wish to get safely out of them before a return to specie payments is possible. The motive is therefore apparent enough. The hunting up and display of worm eaten precedents from English history is entirely out of place.

Twenty-five years of floundering in the financial policy of that country, are no guide for us who live a century in a year.

Our local market has been much affected the past ten or twelve days by the arrangements for, and the celebration of the reception of Gen. Grant, and by a severe North East storm which came with unusual severity, and raged both on land and water. Almost every business man in the city had something to do with the former, giving it a preference for several days to other engagements. And a rain storm of several days' duration or even a single day always has a perceptible effect upon Wall street. It is a curious fact, that the operations there are affected by rain storms, and there are some persons who, expecting a decline on such occasions, take advantage of them, knowing that the next day of sunshine will ensure them a profit. There is quite a class of capitalists who will not turn out on rainy days, and their absence makes a sensible difference in the street. All the daily papers noticed this declining tendency. Gold has been dull and fallen off. It is said the operators in this article are not much encouraged. Just when they get the premium up 1 or 1½ per cent., they find the Government selling against them, and they are quite disheartened. They alledge also that the gold note system works against them, as it gives the Treasury a large excess of deposits, and opportunity to place this excess on the street without difficulty or hazard. If this is their real opinion we may expect them to submit to a further reduction in the premium. Exchange still rules considerably below par and is dull at that. One reason for this is the continuation of our exports on an increasing scale. Money is in fair supply at 7 per cent. Government bonds are pressed for sale and close heavy. Abroad at the last advices they had stiffened and brought 64 stg. The balance in the Sub-Treasury on Wednesday was $64,374,229 94.

The exports, exclusive of specie, from the port of New York for the week ending Nov. 20th, were $5,022,750, against $4,845,104 in 1864, and $2,309,288 in 1863. Total since Jan. 1, $146,965,558; same time in 1864, $196,623,556; in 1863, $158,633,655.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central N. J. R. R., 122; do., 2d mort., 105; Milwaukee and St. Paul, pref., 50; do., 1st mort., 83; U. S. 6s 5-20s, 1865, 99¾; State 7s Bounty Loan, 99⅞; Ohio 6s, 1881, 98; Illinois coupon bonds, 1879, 98; Long Island R. R., 79; McGregor Western, 25½; Chicago and Milwaukee, 72; Buff. and State Line, 190; Spring Mt. Coal, 55; Schuylkill Coal, 11½; Central Coal 54; Wyoming Valley Coal, 63; Lehigh and Susq. Coal, 11⅝; Mariposa pref., 19½; Brunswick City Land, 8½; N. Y. Guano, 21; Dutchess Co. Iron, 5; New York S. S. Co., 120; Gunnel Gold, 1½; Cons. Greg. Gold, 9½; Pacific Mail scrip, 230; Western Union Tel., 60; U. S. Tel., 57; Importers and Traders Bank, 100; Central Bank, 104; 9th National Bank, 104; Bank of America, 111; 4th National Bank, 94; Metropolitan Bank, 119; Am. Ex. Bank, 112; Bank of Commerce, 107½.

Philadelphia.—Huntingdon and Broad Top Mt., 1st mort., 30; New Jersey 6s, 100; Pittsburg 5s, 70; Alleghany Co. coupon, 5s, 73; Steubenville and Indiana, 10; 13th and 15th streets R. R., 28½; 10th and 11th streets, 52; Hestonville, 26; Fulton Coal, 8⅝; N. Y. and Middle Coal Fields, 8¼; Clinton Coal, 1⅛; Mahanoy Coal, 3½; Shamokin Coal, 7¾; New Creek, 1; Big Mt., 5⅜; Mechanics Bank, 28; Commercial Bank, 50; Manuf. and Mech. Bank, 29; Bank of North America, 195; Farmers and Mechanics Bank, 119¼; Farmers Bank of Kentucky, 103; Girard Bank, 53; Corn Planter, ¾; Centralia, ⅞; Crescent, ⅜; Curtin, 2¾; Dalzell, 1⅝; Densmore, ⅞; Era, 2⅜; Feeder Dam, 1⅛; Gibson, ⅜; Junction, 1⅞; Jersey Well, ⅞; Keystone, 1¼; McKean, 8; McElrath, 1⅝; Mingo, 2⅛; McClintock, 1⅞; Maple Shade, 6¼; McIlheny, 1⅝; Ocean, 6; Oil Creek, 2¼; Royal, ¼; Sugar Creek, 6⅜; St. Nicholas, 1⅛; Sugar Valley, 2½; Sugar Dale, 1; Walnut Island, ½. The latest quotations are: City 6s, 87@87½; do., new, 90¾@91; State 5s, 90½@91½; do., coupon, 91@93¾; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 58½; Reading, 57¼@57⅜; do., 6s, 1870, 90@93; do., bonds, 91@91; do., con., 114@115; Camden and Amboy, 126@127; Penn. R. R., 56⅜@56⅝; do., 1st mort., 98½@99; do., 2d mort., 94@94½; Little Schuylkill R. R., 29½@30; Morris Canal, 80@82; do., pref., 120@121; do., bonds, 90@91; Wyoming Valley Canal, 54@55; do., 6s, 89@90; Susquehanna Canal, 9@10; do., 6s, 44@48; Sch. Nav., 27½@27⅝; do., pref., 33⅜@33⅝; do., 6s, 1882, 79½@79½; Union Canal bonds, 18⅝@20; Delaware Div. Canal, 30@30½; do., bonds, 90@90; Elmira and Williamsport, 28@30; do., pref., 41@43½; do., 7s, 1873, 94½@95; Lehigh Coal and Navigation, 55⅜@55½; do., bonds, 1884, 91@91; North Pennsylvania, 29@31⅛; do., 6s, 84@85; Philadelphia and Erie, 28¼@28½; do., 6s, 87½@89; Minehill, 55@55¼; Catawissa, 27¼@27¾; do., pref., 45½@45¾; Lehigh Valley, 71@72; do., bonds, 89@91½; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 81@82; Race and Vine, 13@15; West Philadelphia, 67@68; Spruce and Pine, 30@31; Green and Coates, 33@33; Chestnut and Walnut, 58@58; Arch, 20@22; Thirteenth and Fifteenth, 27@28; Girard College, 26@26; Tenth and Eleventh, 51@52; Norristown, 52@53; Union, 18@22; Hestonville, 26@27.

Boston.—Northern (Ogdensburg) 2d mort., 37¼; Vermont Central 1st mort., 79½; Vermont and Massachusetts R. R. 6s, 90; N. Y. and Boston Air Line 6s, 80; Rutland and Burlington 1st mort., 65; do., 2d mort., 26; Eastern R. R. 6s, 1874, 91; Ogdensburg and Lake Champlain R. R., 37½; Conn. and Pas. Riv. pref., 74; Massachusetts 5s, 1894, 94½; Boston 6s, 1869, 95; do., 5s, 1884, gold, 95; Chicago 7s, sewerage, 92¾; Cambridge 6s, Water Loan, 95¼; Bangor 6s, 1870, 90; Boston Water Power Co., 26¼; East Boston Co., 10⅛; Waverly Co., 5; Union S. S. Co., 95; Mammoth Vein Coal, 11¼; Short Mt. Coal, 29½; Potomac Coal, 5⅞; Pit Hole Creek Oil, 14¾; Cambridge Gas, 97¾; East Boston Gas, 25⅞; Atlas Bank, 102½; Merchants Bank, 109½; Webster Bank, 103; Tremont Bank, 109; 2d National Bank, 99¾; Old Boston Bank, 61½; Mt. Vernon Bank, 101¼; Eagle Bank, 110; State Bank, 104; Freeman's Bank, 104; Bay State Mining Co., 9½; Concord, 3¾; Dudley, 50c.; Gt. Western, 50c.; Hancock, 12⅞; Humbolt, 3¾; Hanover, 1; Madison, 1¼; Phœnix, 10; Star, 1⅛; South Side, 1; Superior, 2.

Baltimore.—Marietta and Cincinnati bonds, 84; N. W. Va. 1st mort., 98; Bare Hill Mining Co., 2.00; Mineral Hill, 0.90; Maryland, 0.55; Guil-

ford, 0.45; Santa Clara, 13; Am. Gas Coal, 0.70; Maryland Anthracite, 18; Balt. and Cuba S. and M. Co., 122½, Md. and Va. S. and G. Co., 11½; Banker's and Broker's Telegraph, 10; Penn. Oil, 0.55; Baltimore Chrome, 1.25; Peoples Bank, 18; Marine Bank, 31; Merchants Bank, 108½; 3d National Bank, 99½; Farmers and Merchants Bank, 43; Union Bank, 74. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1867, 97@101; do., 1875, 100½@101; do., 1880, 100@101; do., 1885, 99½@100¼; Northern Central, 44@45¾; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 84½@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@100; do., 1890, 100@101; Baltimore 6s, 1870, 98@98; do., 1873, 98½@100; do., 1875, 99¾@100; do., 1886, 100@100½; do., 1890, 101@101; do., coupon, 100@100¼; do., 5s, 1838-'70, 83@85; City Passenger R. R., 20@21½; Canton Co. 44@44; Gardner, 0.30@0.50; Gas Coal, 0.65@0.70; Maryland, 0.45@0.55; North State, 0.10@0.10; Springfield, 1.15@1.40; George's Creek, 108@115; Santa Clara, 12½@13; Balt. Chrome, 1.05@1.10; Bare Hill, 1.85@1.00; Atlantic Coal, 1.10@1.20; Mineral Hill, 0.85@1.00; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 3.50@3.50.

A New Railroad Project.

We are glad to see that the community, and especially railroad men, are awaking to a sense of the value of short lines. Of late years the projects of *air-lines*, as they were called, or in other words, the shortest distance between two points has been a matter of ridicule even with sensible men. But a larger experience in railway management and a growing competition has served to convince them that other things being equal, that road is the best which is the shortest. In short lines there is not only a saving in cost of construction and in expense of maintenance, but also in *time*. A new railway is in contemplation between Cleveland and Chicago, called THE CLEVELAND, FORT WAYNE AND CHICAGO RAILROAD, which it is claimed will be some twenty-five miles shorter than any line in existence between those cities. This projected road runs *in an air-line* from Cleveland to Tiffin, 78 miles, thence to Fort Wayne, 102 miles, and thence by an independent line to Chicago, 150 miles. It is also in contemplation to extend the line from Fort Wayne westward to connect with the Chicago and Rock Island Railroad at Morris; the leading idea of the plan being *to connect by a due East and West Grand Trunk road the railways of the Atlantic States with the eastern terminus on the Missouri River of the great highway to the Pacific.* That portion of the line lying between Tiffin and Fort Wayne, belonged formerly to the Tiffin and Fort Wayne Railroad Company, but has been sold to the Cleveland, Fort Wayne and Chicago Railroad Company. It is graded, bridged and ready for the iron, and twenty-five miles of it, forming a link between the Fremont and Indiana Railroad and the Dayton and Michigan Railroad, is under contract to be speedily completed—the iron having been already shipped. The company has leased twenty-seven miles of the Fremont and Indiana Railroad, through which connection is made with the Cleveland and Toledo Railroad at Fremont; so that a portion of this new road will soon be in active operation.

Through Line to California touching at Mexican Ports.

We publish elsewhere the advertisement of a new line of steamers from this port to Aspinwall three times a month, composed of splendid vessels, connecting at Panama with steamers for South Pacific ports, and those bound up the coast to San Francisco, touching at Acapulco. We especially recommend this line to the public, and especially the Henry Chauncey, belonging to it, as a new and most elegant vessel of great speed and admirable accommodations.

☞ We invite attention to the advertisement of MESSRS. BULKLEY & MCNEILL, Consulting Engineers, 57 Broadway, N. Y. Mr. Bulkley has been engaged for several years in the practical designing of machinery, at two of the largest machine shops of the city. For the past year has been Inspector of steam machinery being constructed for the Government.

Mr. McNeill, served an apprenticeship at Whitworth's shop in England, and has also had practical mechanical experience in Philadelphia, Pa., and Lynchburg, Va.

The Eaton and Hamilton Railroad.

The affairs of this company as we learn from the Cincinnati *Gazette*, are about to be placed on a new and favorable footing. Two years since the creditors and stockholders proposed to capitalize its liabilities and reorganize under the laws of Ohio. Under a decree for the sale of the road in 1849, some measures of relief became necessary. A convention of the parties in interest has proposed the following plan, viz., the company to issue $500,000 in 7 per cent. bonds, to mature 30 years after date secured by mortgage on the railroad property and franchises, with which bonds its debts are to be paid, including $150,000 to the city of Cincinnati. A majority of the several individual interests has assented to the proposition, and the City Council have it now before them for consideration. The $150,000 are all that is left to be paid to the city for its advances of a million to several companies, and by its adoption the Eaton and Hamilton Company will be relieved of nearly half a million of its liabilities, and the operation will be advantageous to all parties. The company justly bears a high character for probity, and its reorganizalion is deservedly approved by the public.

☞ Alvah Crocker and several other Fitchburg capitalists have purchased the water power of the upper locks and canals on the Connecticut river at Montague, together with several farms. They propose to rebuild the dam at Turner's Falls, and to build a railroad to Grout's Corner, to connect with the Vermont and Massachusetts and New London Northern railroads. It is the intention of the company to develop the water power and build up a manufacturing city.

☞ The South Carolina Railroad is now open to Hopkin's Station, some ten miles from Columbia, and is in order on the Augusta branch, sixteen miles this side of Branchville. The bridge over the Edisto will soon be completed.

Another Railroad to the Mississippi.

The "American Central Railway Company," which was organized in 1856 to build a road from Fort Wayne, Ind., to New Boston, Ill., on the Mississippi river, about sixty miles below Rock Island, has recently been consolidated with the Pittsburg, Fort Wayne and Chicago Railroad.

About a hundred miles of the road is now graded from New Boston eastward to this side of Lacon, in Mashall county; the work was interrupted by the financial crash of 1857; but is now certain to go ahead. Under the consolidation recently effected Hon. John S. Thompson, Judge of the Tenth Judicial District of this State, who is President of the original corporation, left for England a few days since, to negotiate for the purchase the iron for the entire road from the Mississippi to the Indiana State line, and it is anticipated that the work will be vigorously resumed early next spring, and that it will be so far completed eastward from New Boston as to intersect with the Chicago, Burlington and Quincy Railroad at Galva some time next year. The road will also cross the Chicago, Alton and St. Louis Railroad, twenty miles east of Lacon to which point it is already graded.—*Chicago Journal.*

Central Pacific Railroad.

The Sacramento *Union* says that S. S. Montague, Engineer of the Pacific Railroad, has just returned from the summit of the Sierras, which point he visited for the purpose of starting the work on the summit tunnel. This tunnel will be 1,750 feet, or about the third of a mile long, twenty-six feet wide and twenty feet high. The excavation will be sufficiently wide for a double track. The entire work runs through solid granite. It is expected that a year and a half will be required to complete it. The work was started by Montague at both ends. This tunnel is not level, but descends to the east at the rate of ninety feet to the mile. The summit is about fifty miles east of Colfax. Thirteen miles of the road between Colfax and Dutch Flat will be graded by the first of January. It is expected that the summit will be reached before the tunnel is completed, and that a temporary track will be laid over it for the purpose of facilitating the work on the eastern slope.

Central Ohio Railroad.

The new organization of the Central Ohio Railroad Company has elected the following directors: H. J. Jewett, Daniel Applegate, S. R. Hosmer, John King, Jr., Walter B. Brooks, Joseph H. Rieman, Joseph W. Jenkins, James Harvey, Simeon Gebhart, John H. Heaton, Wm. Dennison, Jos. R. Swan, and Wm. H. Clement. Officers for the ensuing year: H. J. Jewett, President; Daniel Applegate, Treasurer; Wm. Wing, Secretary; and D. W. Caldwell, Superintendent.

☞ A convention was held at Jackson, Michigan, on the 31st ult., for the purpose of promoting the extension of the Grand Trunk Railway *via* that city to Chicago. Articles of association were drawn up, and commissioners appointed to solicit subscriptions to the stock of the proposed company, the capital of $3,000,000. The length of the road to be built is estimated at two hundred and eighteen miles.

☞ Andrew Jamieson, Esq., of Alexandria, Va., has been unanimously elected president of the Orange and Alexandria Railroad Company; and Geo. D. Fowle, of New York; Philip Quigley, of Delaware, and Robt. H. Miller, of Alexandria, directors on the part of the private stock. The three State directors are yet to be appointed by the Governor.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the second week in November, 1865, were.....$177,417 20
Corresponding week of previous year. 146,551 90

Increase.....$30,865 30

The earnings of the Michigan Central Railroad for the 2d week in Nov., 1865, were..$104,136 38
Corresponding week of previous year.. 88,659 88

Increase.....$15,476 50

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Nov., 1865, were.....$113,532 00
Corresponding week of 1864 ..... 93,211 00

Increase.....$20,321 00

The earnings of the Grand Trunk Railway for the week ending Nov. 11th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$56,528 00
Express, freight, mails and sundries..	4,036 00
Freight and live stock	89,473 00
Total	$150,037 00
Corresponding week, 1864	106,219 00
Increase	$43,818 00

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Nov., 1865, were:

	1865.	1864.
Passengers	$9,336 45	$9,407 24
Freight	16,117 25	10,650 80
Mail, express & telegraph	1,175 00	1,084 48
Total	$26,628 70	$21,142 02
Total for the fiscal year commencing Jan. 1.	$1,056,083 48	$878,300 78

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 14, were:

	1865.	1864.
Passengers	$3,206 52	$2,743 78
Freight	10,888 25	9,480 39
Express	130 22	104 16
Mail	296 58	296 58
Total	$14,521 57	$12,624 86

Receipts from January 1 to Nov. 14:

1865	$618,145 20
1864	512,234 47
Increase	$105,910 73

The traffic of the Great Western Railway for the week ending Nov. 17, 1865, was as follows:

Passengers	$34,287 03
Freight and live stock	43,519 66
Mails and sundries	3,229 91
Total	$81,036 60
Corresponding week of 1864	56,195 16
Increase	$24,841 43

☞ The Atlantic and Great Western Railway is to be connected with the Ohio and Mississippi Railroad by a short line extending from Hamilton to Pierceville; passing the Indianapolis and Cincinnati Railroad near Sunman, and the Whitewater river near Harrison. A saving of 30 miles in distance will be made. The surveys are now in progress.

☞ The St. Louis, Jacksonville and Chicago Railroad, passing through the counties of Jersey, Green and Madison, Illinois, has just been completed.

Railroad Earnings--Monthly.

The earnings of the Ohio and Mississippi Railroad line from Cincinnati to St. Louis for September were:

	1865.	1864.
Eastern division	$206,004 63	$195,451 24
Western "	144,343 40	136,948 83
Total	$350,348 03	$332,400 07
Increase of 1865 over 1864		17,947 96

Comparative earnings from Jan. 1, to Sept. 31:

	1865.	1864.
Eastern division	$1,601,427 23	$1,420,310 72
Western "	1,122,088 64	990,566 90
Total.	$2,723,515 87	$2,410,877 62
Increase of 1865 over 1864		$312,638 25

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DAMAGES FOR BREACH OF CONTRACT.—DELAY IN TRANSPORTATION.

The action of Hamilton *vs.* McPherson was brought by the plaintiffs, against the defendants John McPherson and others, as common carriers for damages for injury to a quantity of oats, caused by their heating and becoming mouldy, during the months of June and July 1851, in consequence of the failure of the defendants to transport them from Perth, in Canada, to Oswego, within the time required by their contract.

The defendants' counsel requested the Judge to charge that the defendants were not liable to respond in damages for the injury sustained by the oats while they were at Perth, and before they came to the possession of the defendants. The judge refused so to charge, but instructed the jury on this point, "that the defendants were liable to respond for any damage the oats sustained, after the defendants should have entered upon the performance of the contract. To the refusal and to the charge on this point the defendants' counsel excepted.

The jury found a verdict in favor of the plaintiffs for seven hundred and thirty dollars; for which amount, with costs, a judgment was entered against the defendants, which has reversed on appeal by the defendants to the general term, and a new trial ordered. From this judgment the plaintiffs brought the present appeal, with a stipulation that if the judgment appealed from shall be affirmed judgment absolute may be entered against them.

The following opinion was delivered by SELDON, J. A good cause of action was shown on the part of the plaintiffs against the defendants, for neglecting to proceed with reasonable diligence in forwarding the oats after the notice which they received on the 27th day of May, and the only question which the case presents relates to the amount of damages for which the defendants are responsible.

The rule applicable to such cases has been briefly and accurately stated by Mr. Powell, as follows: "Damages for breaches of contract are only those which are incidental to and directly caused by, the breach, and may reasonably be presumed to have entered into contemplation of the parties; and not speculative profits, or accidental or consequential losses," (Powell on Ev. ch. 21 § 54, p. 2165; Hadley *vs.* Baxendale, 9, Wels. H. and G. 341; Griffin *vs.* Colver, 16 N. Y., Rep. 494, 5: Code Nap. § 1150, 1151; Mayne on Dam. 15). I think the instructions given to the jury in this case, which were excepted to, cannot be reconciled to this rule. The damages to the oats, from heating, were not "incidental to, or directly caused by," the delay in moving them. The delay if proper care had been bestowed upon the oats, would not have resulted in their injury. The direct cause of injury therefore was the want of care. The necessity for extra care arose from the delay, and the expenses attending such necessary care, if it had been bestowed, would have been the direct result of the defendants breach of contract. For such expenses they would have been answerable, but were not answerable for the damages which resulted from the failure to bestow that care. The law, for wise reasons, imposes upon a party subjected to injury from a breach of contract, the active duty of making reasonable exertions to render the injury as light as possible. Public interest and sound morality accord with the law in demanding this, and of the injured party, through negligence or wilfulness, allows the damages to be unnecessarily enhanced, the increased loss justly falls upon him. (Miller *vs.* Mariners' Church 7 Greenleaf, 51; Shannon *vs.* Comstock, 21 Wend. 461; Heckschor *vs.* McCrea, 24 id. 309; Clark *vs.* Marsiglia, 1 Denio, 317; Spencer *vs.* Halstead, id. 606; Laker *vs.* Damon, 17, Peck, 284.)

If the injury to the oats had been the necessary consequence of the delay, and the contract had been entered into by the defendants in view of that consequence, in case of their failure in performance, (Hadley *vs.* Baxendale, 9 Exch. supra.) they would have been responsible for such injury because it would have been the direct result of their breach of contract. The case then would have been parallel to that of the failure of a railroad company to take milk or vegetables to market in accordance with previous contract, and other like cases suggested by Mr. Justice Mullen in his dissenting opinion in this case. In such cases, however, the injured parties could recover nothing for damages, which by reasonable diligence on their part, could have been presented.

(Miller *vs.* Mariners' Church supra.)

The burden of proving that the damages which have been sustained in such cases could have been prevented, unquestionably rests upon the party guilty of the breach of contract. (Cartigan *vs.* The M, and H. R. R. Co., 2 Denio 609.) As I understand the case, such proof was made by the defendants here; but whether the fact was conclusively proved or not, there was sufficient evidence to call for the submission of that question to the jury, which was taken from their consideration by the positive instruction of the judge, that the defendants "were liable to respond for any damage the oats sustained after the defendants should have entered upon the performance of the contract."

It is not material to inquire whether the duty of taking care of the oats rested upon the plaintiffs, who were the owners, or upon McDonald & Hall, who were the custodians of them. It is sufficient for the present case that it rested upon the defendants. No responsibility in this respect attached to the defendants, until they took possession of the property.

The judgment of the Special Term was properly reversed, and final judgment must be rendered against the plaintiffs in pursuance of their stipulation.

Denio Ch. J. and Davies, Wright, Emott and Marion Justices concuring.

Ordered accordingly.

Railway Sentiment in California.

We have on a former occasion alluded to the feeling which now pervades California, with regard to the speedy completion of the Union Pacific Railroad. This feeling is not comprehended in the Atlantic States. We have here such vast and immediate outlets for our commerce, such facilities of water communication, such short distances comparatively to traverse to foreign markets, that we cannot so readily or naturally understand the anxiety of the Californian on this subject. Nor do we do them full credit for their present exertions in this direction. The whole movements of these people, the governing idea, the basis of their future operations, and the foundation of their hopes for increased prosperity are part and parcel of this great idea. Whatever disadvantages they labor under, whatever defects they perceive in their present social condition, are in their unanimous judgment to be connected by the effects of the Union Pacific Railroad. We find this well stated in a recent letter in the Springfield *Republican*, written by its accomplished editor, Mr. Bowles, who has recently visited the Pacific coast and made the overland journey with Mr. Colfax. He says:

"In all these matters, to which I have devoted this letter—society, manners, morals, education, religion—the great want, the great reformer, is the Pacific Railroad. These, as much as mines and commerce, await the vivifying and elevating influence of that great instrumentality. Every discussion of the interests and the needs of this half of our continent ends here. All life on the coast is a circle leading to that. Everybody here sees this, realizes it, far more painfully than you possibly can in the East."

What is remarkable is that this conviction has found its way into the pulpit, and so profound is it, that the most celebrated divines do not hesitate to look forward to the completion of this work as a great moral and social agent, and the enterprise itself as one of their best allies. To give our readers some idea of the extent to which this opinion prevails among religious men, we give the following extract from a *sermon* recently delivered at San Francisco, by the Rev. Mr. Stebbins. We cannot do better than to quote what he said on this subject at length. It is a most philosophical and eloquent appeal, and should not be lost on those who on this side of the continent wish well to our faithful and patriotic brethren on the Pacific Coast:

"The primeval command to 'replenish and subdue' the earth, is promulgated anew to us on these outer borders of the world. We, upon this coast, need, above all material advantage, as the condition of a noble social life and progress, an unbroken and swift communication by railway and magnetic circuit with the places which we still fondly call our home. *The social effect of such relations would be unspeakable in giving permanence and quiet to society.* This longing, that comes like the sigh of the night wind over the habitations of men, would be hushed. When the continental railway and the ocean line to China shall be complete, the London cosmopolite will make the circuit of the globe in ninety days, and we shall be nourished by the blood of the heart of the world. Intelligence will be increased, society liberalized by intercourse, and extemporaneous adventure driven out by better industries, as in the olden time the temple of God was cleared of moneychangers by the presence of a superior spirit. Men have been attracted here by the dangerous and corrupting passion for gold. The inherent tendencies to barbarism in that adventure can be overcome and neutralized only by assimilation with the best forms of society, and bringing these distant places into close proximity with civilization, that the whole world may be tributary of its best things.

"It is not wise for us to flatter ourselves with false appearances or expectations. The bare historic fact is, that no fine state of human society has ever existed over gold mines. And the only ground of expectation we have that society here will prove an exception to the general law, is that the compensating influences of a beneficent Government and swift communication with the world of mankind will give us the laws, the manners and the religion which no gold-producing country has ever been able to make for itself. Man, here on these shores, contends not merely with the unreclaimed powers of nature, as the pioneer of New England or the Mississippi Valley but nature herself is dishonest. She bribes and corrupts him, and plays a trick on all his being. She sneers at his industry, makes his business a joke, and his word a lie. *The world must be imported here to make nature honest, and outwit her secret arts.* Nothing can save us from Spanish decline and Mexico littleness but communication with the world; that rapid and sure intercourse with human society, which assimilates the interests and the life of mankind. And I make this moral predicament concerning the growth and prosperity of our State: That the powers which have made her prosperous thus far have done the best, and that no great impulse of human affairs, having breadth and height and depth of permanent, untiring progress, can be felt here until the great highways are opened over sea and land; and the world, the many-sided world of industries and arts, and commerce and literature, is imported to us. The primeval command comes to us with the augmented authority of our providential vocation, and is reiterated to us in original sublimity of moral law, from every mountain summit which nature raises up as a barrier to our assimilation with the nation and mankind. It is only by the introduction of new powers that we can conserve those we have. *Compared with this all other questions for us are idle.* And the people of California can make no better investment of their time, their talents, their money, or their public spirit—and I would that I could persuade you to believe it and quit, all your lesser contradictions—than in turning all the powers of the State to overcome the barriers which lie between her and the nation's hearthstone, between her and the heart of the world.

"Human society is made for religion:—for the ends and aims which religion suggests. Whatever promotes the assimilation of mankind, whatever brings nations and people into communion, thus supplementing each other in the completeness of humanity, is a step in the advancing kingdom of God. This earth is a musical instrument not yet fully strung. When every coast shall be peopled, every mountain barrier overcome, every abyss spanned, and the peoples of the earth shall flow together as in prophetic vision to the mountain of the Lord's house, and harmony of common good shall persuade the lion and the lamb; when laws shall be greater than conflict, and order than violence; when manners shall enrobe the races as a garment of beauty, and religion conserve society as virtue conserves the soul—then this earth shall give its sound in harmony with the infinite intelligence, and the providential purpose shall gleam from every summit as the beacon lights of mankind."

☞ The Baltimore and Ohio Railroad Company, says the Washington *Star*, have "decided not to come direct to Washington and Georgetown in laying down the branch railroad from the Point of Rocks, but propose to make a connection with the Washington branch at either Bladensburg or Laurel."

Indiana State Debt.

At the opening of an extra session of the Indiana Legislature, on the 14th inst., Governor Morton stated that the amount of the public debt of the State, consisting of two and a half and five per cent. registered stocks, is $7,418,960 50. Of this amount $5,342,500 is five per cent., and $2,076,460 50 is two and a half per cent. stock; that is, stocks upon which interest is paid at these rates. After a lengthy review of the condition resources and liabilities of the State in view of the debt, the Governor concludes that, while the State is not bound to pay the principal of this debt on the 19th day of January, 1866, or be considered in default, yet that it is not at liberty to postpone the payment of it indefinitely; that to do so would be to violate the fair construction o the certificate itself and the explicit understanding that existed in the Legislatures of 1846 and 1847 and in the convention of 1850, as shown by their several enactments and debates; but that she is bound to make provision to pay the debt within such reasonable time after the twenty years as may comport with the original understanding of the parties, the ability and condition of the State as left by the war, the faithful performance of her contracts and the preservation of her good name. The message continues, that if the trust funds of the State could be invested in her own stocks it would greatly cheapen and simplify her financial system, and restore to its administration that public confidence the absence of which has long been felt. Should the assets of the sinking fund be converted into the State public debt, as the Governor, has suggested, the whole debt of the State left outstanding in the hands of her creditors to be provided for might be thus stated:

Two and a half five per cent. stock	$3,386,080 38
War loan bonds	438,000 00
Vincennes University bonds	66,685 00
Floating debt, estimated at	100,000 00
Total debt	$3,990,765 38

Railroad Extension.

We understand that the contract has been let to Mr. C. F. Harvey of Chocolate, for building a railroad from Marquette junction to Chocolate, on Lake Superior, a few miles from Marquette; to be completed by the 1st of June next. This is an extension of the Peninsula Railroad, which will straighten the route from Escanaba to Marquette, and save the change of cars. This is a matter of great importance, not only to the Lake Superior country but to all doing business in that region. All freight now has to be transferred from the P. R. R. to the Bay de Noquet and Marquette Railroad, which latter road has sufficient business to employ all its rolling stock without taking the trade from the bay shore to Marquette. The new road will as we have said before, straighten the route, and cut off many miles of the distance.—*Green Bay Advocate.*

☞ The officers of the Mississippi and Tennessee Railroad, recently elected are: F. M. White, President; Minor Merryweather, Secretary and Treasurer; Miles Merryweather, Chief Engineer; O. T. Livermore, General Superintendent.

☞ The first engine of the Southern Minnesota Railroad is at the La Crosse depot, awaiting to be transported to its destination.

☞ All the stock of the Kent county (Md.) railroad has been taken.

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THE undersigned having established themselves in this City, and opened an office as above, would respectfully inform their friends, and those who may require their services, that they are prepared to furnish designs, specifications and working drawings for marine and stationary machinery of every description.

Those having mechanical designs which they wish elaborated, are invited to consult with the above, who will give professional advice, and if required furnish drawings, and estimate on the value of such inventions.

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Their experience in this country and in Europe in the practical designing of machinery, and the possession of designs, and detail drawings from approved European and American Workshops, render them confident of conducting satisfactorily any business that may be entrusted to their care.

6m47 HENRY W. BULKLEY,
THOMAS E. McNEILL.

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THROUGH LINE TO

CALIFORNIA,

TOUCHING AT MEXICAN PORTS,

And Carrying the U. S. Mail,

—o—

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage.
On steamers.....	$335	$235	$100

Panama Railroad ticket invariable $25 additional, in currency.

A discount of ONE-FIFTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

3m47 F. W. G. BELLOWS, Agent.

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
ALBANY, November 1st, 1865.

THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,
6t44 ROBERT L. BANKS, Secretary.

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THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trestle work, or loading trains with material for gravelling.

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1,000 FIRST AND ONLY

7 Per Cent. Mortgage Bonds,

OF 1,000 DOLLARS EACH,

On the Middle Division of their Road, running from Tiffin, Ohio, to Fort Wayne, Indiana, a distance of 102 miles.

—o—

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Further information may be obtained upon application at the office of

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47 Exchange Place, New York.

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ONE HOUR AND THIRTY MILES SAVED.

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Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.
NEW YORK, September 16, 1865.

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No. 142 Meeting Street,

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GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

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H. S. HAINES, Esq., Supt. Charleston and Savannah R. R.
S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 38

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 2, 1865.

East India Railways.

We have from time to time given in the JOURNAL an account of the progress of the Railway system in India, showing that it was planned on a most extensive scale, and is in successful operation. It became evident to the British Government years ago, that if India was to be turned to good commercial account, a better method of transporting its valuable products to the sea, than by bullock carts must be provided. The cost of this transportation generally added 100 per cent to the original value of the articles. It was under this condition of affairs that English capital was induced to enter upon this distant field, and to construct lines of railways in that country. Lord Dalhousie Governor General of India an enlightened man, gave the idea his cordial and yet prudent support, sanctioning no projects which did not offer a reasonable prospect of fair dividends to the shareholders. Governmental aid was accorded to a certain but considerable extent, on the most favorable terms with certain checks on the companies, which on former occasions we have fully explained. Other advantages were afforded them. All the ground required for construction was given them free of cost except through large towns. There was no parliamentary jobbing necessary, there were no law expenses, no opposition to encounter or buy off, no vested interests to fear, and no lawyers or consulting counsel to receive extravagant fees. Of course one-half the preliminary difficulties were entirely avoided, and a large amount of expenditure saved at the start. The result has been most favorable. It is not fifteen years since the first locomotive was sent from London to Bombay, and about thirteen, that the first section of railway was opened from Bombay to Tauna a distance of twenty miles. In 1869–'70 the whole of the grand trunk lines will be fully completed. The extent of these lines in the aggregate is five thousand miles, constructed at a cost of £77,000,000 or about $385,000,000. There will then be uninterrupted railway communication from Calcutta in the South East to Mooltan and Peshawar in the North West, to the frontier. Also from Bombay on the West coast to Madras on the Eastern coast, across the peninsula, also from Bombay to Surat through all the great cotton districts up into Central India, meeting the line from Calcutta. Thus a traveler may proceed from Bombay to Peshawar at the extreme North West of the frontier, come back in a diagonal line by Delhi, Caunpore, Allahabad, through Bengal south easterly to Calcutta crossing the Peninsula; thence if he chooses, back and across to Madras, and all by railway. So that in fact the East India Railway system includes three long and distinct lines, crossing Hindostan at such distances apart, as to give opportunity to construct interior and tributary lines, connecting with these great trunks to any desired extent, and securing a variety of markets and access to the Ocean on the East or West coasts, and the three great marts of Calcutta, Madras and Bombay.

The plan is certain by a very magnificent one, and thus far both in the present results and in the future, promises all and more than was anticipated. But a very few links in these lines remain to be completed; already the traffic is large and remunerative, and the growth and production of cotton have been secured on an unusual scale, as may be seen by the exports of that article to Europe within the last two years.

To the American Engineer, this statement is suggestive. If the British Government has determined that the great peninsula varying in width, from 600 to 1,500 miles could not be accommodated by one line, but has traversed it with three, one of them longer than the Union Pacific, it is plain to be seen that to a similar result, we ourselves will have to come at no distant day. The two cities of Calcutta and Bombay, on opposite coasts bear no comparison whatever in wealth or importance to New York, or Boston, and San Francisco, and the intermediate territories of India in the one, can bear no comparison with those which lie between the Atlantic and Pacific. There are no mining countries on the East India lines, and but a tithe of the variety of useful products of the soil to which our own line will give an outlet. Certainly therefore we may expect that instead of a single line as now being constructed there are those living who will see within 20 years, more than one line to the Pacific coast. What has been done in India in a hot and unhealthy climate among a half civilized people in fifteen years, can certainly be accomplished here by the intensified moral, physical, mental and financial force of our own wonderful race.

Utica and Black River Railroad Extension.

At the meeting of the Committee from the Board of Directors of this road, and the Committee appointed at the Lowville meeting, held in Utica on the 16th ult., to confer relative to an extension of the Utica and Black River Railroad, the following arrangement was agreed upon:

The old Board agree to construct their road, on their own account, from its present terminus, at Boonville, either to Lyons' Falls or to Turin, ten miles this way, and put the whole road, with all its rolling stock, depots, machine shops, tools and machinery, into the new company as capital at $1,500,000. The location of the terminus of the road at Lyons' Falls or Turin is to depend upon the location of the road this way, through Lewis County. They further agree, if ratified by a full Board, and the people of Lewis and Jefferson will subscribe enough to procure the right of way, grade, lay the ties and make the road bed, ready to receive the iron, that they will mortgage the whole road, old and new, if necessary, to purchase the iron and lay the rail.

The Committee, on the part of the people, ac-

cepted these propositions as satisfactory, and assured the directors that an earnest effort should be made to raise the necessary subscription along the route, to fit the road bed for the iron.

From $15,000 to $18,000 a mile it was estimated would be required for the object. The route selected, price of labor, material, &c., might of course vary this sum. The Advisory Director from Jefferson and Lewis will be received into the councils of the old Board, and a new Director hereafter so often as $200,000 of new stock is subscribed. Dividends also will be paid new stockholders as fast as sections of ten miles or so of the road is made ready for use.

The subject of a route for the proposed road was discussed at the meeting, and dismissed with the idea that that route will be selected which backs up its desire with the largest amount of funds, although the subject of grades, curves, general expenses, &c., will be considered.

Sandusky, Mansfield and Newark Railroad.

The earnings and expenses of this road for the years ending December 31st, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$120,878 39	$185,126 85
" freight	131,186 23	174,915 13
" mails, exp., etc.	20,137 80	22,765 53
	$272,202 42	$382,807 51
Expenses, viz :		
Repairs of engines	$14,582 72	$34,680 72
" cars	18,898 98	50,362 82
" track	57,860 12	57,157 13
Train expenses	25,036 56	37,500 07
Station "	22,526 99	24,806 08
Shop "	3,658 66	7,126 94
Fuel	16,343 88	21,561 34
Oil and waste	2,727 63	6,570 20
Salaries, etc	18,283 11	24,377 57
	$179,918 65	$282,142 87
Less paid toward change of gauge included in the above expenses		88,823 24
	$179,918 65	$193,319 63
Net earnings	$92,283 77	$189,487 38

Compared with the previous year the gross earnings of 1864 show an increase of $110,605 09; with an increase in operating expenses of $13,400 98—making the increase in net earnings $97,204 11.

The change of gauge of track was made in nine days, commencing on the 5th and ending on the 14th of March. For nine months subsequent to that date the earnings were $307,209 80—an increase over the corresponding period of the previous year of $82,269 96; the average monthly earnings being $34,134 43, against $19,530 60, the average monthly earnings for the same months for seven years prior to 1864.

Tables are given showing the benefit derived from the business of the Baltimore and Chicago Line, over which the freight began to move about the middle of December, 1863, and the largely increased earnings since the change of gauge.

The extraordinary expenses above referred to, consist mostly of the charges to which the company were subjected in changing the track and machinery from 5 feet 4 in. to 4 feet 9½ inches, and in putting in connecting tracks with other roads.

The expense of changing the gauge of the locomotives greatly exceeded the original estimates, from the fact that the boilers and furnaces were too wide to be used in rebuilding, and new ones had necessarily to be supplied.

The gauge of the passenger, baggage, mail and hand cars has also been changed.

Four new locomotives had been supplied of the new gauge by the Rogers' Locomotive and Machine Works. With these and the old locomotives belonging to the company, the road is well supplied with motive power. Not less than two passenger and fifty freight cars were required to be added to the rolling stock. The report says:

The domestic bond debt at the last annual meeting had been reduced to $9,100, since which time all has been paid except $2,000. Of this last sum the payment of $1,500 has been suspended by legal proceedings commenced by an attaching creditor against his debtor, making the company a party.

Since the last annual meeting a contract has been entered into between the Cleveland and Toledo Railroad Company and this company, to establish the line for the transportation of freight and passengers between Baltimore and Washington on the east, and Chicago on the west, by way of Toledo, Monroeville, Newark and Bellair; which contract adopts for its terms and conditions the basis, substantially, of the contract made between the other companies whose roads compose the line, referred to in the last annual report.

In July last the Board of Directors in anticipation of the payment of the coupons that fell due on the first day of January, 1865, passed an order to fund all the coupons that matured prior to that date.

The resolution authorized new seven per cent. coupon bonds, constituting the "Funded Bond Debt," to be prepared and executed to an amount equal to the said past due coupons, and interest thereon at seven per cent., to be computed from the time of their maturity to the first day of January, 1865, payable at the Continental Bank, in the City of New York, on the first day of July, 1875; the coupons to be made payable at the same place on the first days of January and July, yearly.

Mr. C. F. Timpson, Cashier of the Continental Bank, New York, was appointed a Trustee, and to exchange the bonds for the over due coupons, with authority to hold said coupons, the lien of which, under the mortgage, was to remain in full force in his hands, as collateral security for the payment of the bonds thus exchanged, and in case of default in the payment of the "Funded Bonds" then, after thirty days, the default still continuing, the bonds to be delivered to the company and the coupons returned to the owner.

The Funded Bonds have been duly executed, and the Trustee at last dates had completed the funding of $1,190,000 out of $1,290,000. The funded and original bonds will amount to about $2,020,000.

The condition of the company both in respect to its finances and its business prospects is encouraging.

Quite recently passenger trains have been put on the route to run in connection with the Baltimore and Chicago line, and though this project is yet too much of an experiment to justify us in speaking positively, we are already beginning to feel the favorable influence of it on our passenger business, and it is believed it will increase as the country becomes more free from disturbances. Our general passenger business has been good.

When the road shall be completed from Steubenville to Pittsburg, it will contribute to increase the business of this company, both in freight and passengers, in connection with the route by Newark, between Pittsburg and the Lakes.

The character of the freight traffic promises to be much more stable than when the bulk of it consisted of a few articles raised along the line. The earnings hereafter will be more equally distributed and full employment given to our equipment and employees throughout the year.

Although the business prospects of the company remain, to some extent, to be tested by experiment, enough is already known to justify the expectation that the change of gauge will materially change the character of the enterprise, and that the freight business which may be done by the company for the year 1865 will be limited only by its ability to do it.

Our financial condition will appear from the following statement. The company has paid off some $10,000 of old liabilities, has paid for the four new locomotives, rebuilt three on the present gauge and made considerable progress in rebuilding two more, has purchased and paid for material for rebuilding locomotives and cars to the amount of $18,323 20, now on hand; has purchased lots and grounds and put in connecting tracks with other roads; altered 162 freight, passenger, mail and baggage cars from the old to the new gange, paid $10,000 for ten new freight cars, and built twenty one more in our own shops; has expended $10,591 in building new water stations, renewing bridges and in supplying wood in excess of the amount on hand last year; newly ballasted six miles of track, and graded and laid with iron, one and a quarter mile of new track at Newark, to overcome sharp curves and steep grades—all which expenditures have been met by the ordinary earnings of the year and the means on hand at the commencement of the year.

In the meantime the road bed has been well kept up, the machinery kept in good order, and money enough reserved from the earnings to pay the interest that fell due on the first day of January, 1865, leaving $11,171 95 in the Treasury.

After all that has been done, however, much remains to be done. The wants of the company increase with its business. Shop room and shop machinery, locomotive sheds, and greater yard and wharf capacity, are much needed at Sandusky, but these must be postponed.

Yet it cannot be expected that the earnings of the road will be sufficient to pay running expenses and the interest on $2,020,000 of bonds, and also to pay the expense of rebuilding the locomotives and build the cars above recommended to be supplied.

However desirable it may be to keep the debt of the company within present limits, it would not be good economy to forego the use of all of the old locomotives, some of which are partially rebuilt, or of the above number of freight and passenger cars, so much needed, in order to avoid the expense necessary to provide them.

This subject has engaged the anxious consideration of the Directors, and they have concluded to recommend a new issue of 7 per cent. income bonds not exceeding $100,000 to be used for these purposes.

PROFIT AND LOSS ACCOUNT, Dec. 31st, 1864.

Balance January 1, 1864	$405,904 08
Earnings, as above	382,807 51
Interest account, 1864	557 57
Freight suspense account	266 81
	$789,535 97

CONTRA.

Expense account, as above stated	$282,142 87
Taxes 1863, and part 1864	9,145 17
Internal revenue taxes, 1864	8,248 01
Special expense account	1,224 95
Grain suspense account	1,768 92
Attorneys fees, costs of suit, etc	110 00
Car mileage, balance	18 71
Balance to new account	486,877 84
	$789,535 97

The number of passengers carried in 1863 was 137,608, of which 1,799 were through, and 135,809 way; in 1864, 189,646, of which 9,372 were through, and 180,274 way—showing an increase in 1864 of 52,037. The number of tons of freight carried in 1863 was 63,358; in 1864, 77,672½—an increase of 10,320 tons.

The receipts from all sources during the year,

including $19,677 20 from previous year, were $447,680 85; and the disbursements were:

Redemption of bonds	$7,808 77
Interest and taxes	18,752 67
Real estate	1,344 00
New locomotives	31,154 70
New track at Newark	6,291 60
Bills payable	12,500 00
Vermilye & Co. (deposited)	44,300 92
Expenses	312,551 51
Miscellaneous	1,804 73
Cash on hand, Dec. 31, 1864	11,171 95
	$447,680 85

The company have 7 locomotives; 8 passenger, 8 baggage, 2 caboose, 20 stock, 119 box, grain and merchandise, 40 platform, 22 hand and 7 ditching cars. Miles run by locomotives, 209,-011.

CONDENSED BALANCE SHEET.

Capital stock issued	$884,308 76
" " due receiver	2,600 00
First mortgage bonds	1,290,000 00
Domestic bonds	1,700 00
" new series	300 00
Bills payable	1,608 06
" special funded coupons	105,509 78
Sundry accounts	37,875 89
Profit and loss	486,877 34
	$2,810,779 83
Railway property	$2,428,910 21
Coupons 1st mortgage bonds	121,949 56
" " " funded	105,509 78
" domestic bonds	23,042 23
Interest domestic bonds over due	12,382 43
Sundry accounts	16,870 68
Stock on hand	37,605 24
On deposit in New York	45,776 69
Cleveland Rolling Mill Company	7,561 06
Cash in Treasury	11,171 95
	$2,810,779 83

President.—C. L. BOALT.

Directors.—C. L. Boalt, John Gardiner, Wm. P. Chapman, John W. Sprague, Samuel M. Robinson, Robert McComb, H. P. Warden, James Lyon and Jerome Buckingham.

Superintendent.—JAMES H. STEWART.

Treasurer.—WM. P. CHAPMAN.

Master Mechanic.—THOS. HOGG.

Richmond, Fredericksburg and Potomac Railroad.

A meeting of the stockholders of this company was held at Richmond, on the 15th ult., when the following officers were re-elected, viz: P. V. Daniel, Jr., president; J. B. Winston, treasurer. Directors on the part of the stockholders—G. A. Myers, Esq., Dr. R. W. Haxall, Dr. Charles S. Mills and Elihu Chauncey, Esq. On the part of the Commonwealth—Andrew Johnston.

The annual report shows that the income of the company during the six months ending the 31st of March 1865, was $585,663, while its expenses during the same period were $484,785, leaving a net revenue of $100,878, all in Confederate States currency, the only currency then in use; that the income earned during the succeeding six months in United States currency has only about equaled the expenses of the same period—the income amounting to $69,441, and the expenses to $69,531—unavoidably resulting from the destruction of the bridges on the road during the war, and the necessity of rebuilding them.

The bridges over the Rappahannock and Accocuk Run are now permanent structures of the best material. To procure the means to repair the road the directory found it necessary and expedient to borrow the sum of $100,000 and to issue therefor the company's obligations at their par value, bearing 3 per cent. interest, payable on the 1st of July, 1867, and secured by a pledge of the net revenues of the company until paid or provided for.

The income during the months of August and September amounted to $41,925, although until the 23d of September the road was not completed. The income for the past month of October exceeded $30,000 and such is the increase of travel and freight over this road, that it will be impossible to accommodate it without additional cars and engines of greater power, for procuring which arrangements have been made. The increase arises, too, during the existence of a competition wholly unprecedented. The roadway, machinery and other equipments of the company are in excellent condition.

Perkiomen Railroad.

The corps of engineers under the direction and supervision of S. W. Mifflin, principal, and Col. S. Wright, assistant, finished their labors on the 8th ult., in thoroughly examining the country, and making a survey in running the line of this proposed road. The following description of the route is from the Norristown, Pa. *Register*:

"Commencing at a point on the Reading Railroad near Pawling's bridge, and running up and crossing the Schuylkill near the Ferry below Brower's Locks; from thence along the west side of the Perkiomen, crossing the Reading Turnpike about 100 yards distance from the Perkiomen bridge; following the west side of the Perkiomen to within one-fourth of a mile of Hunsberger's bridge; there crossing and following the Macoby creek, and passing through Pennsburg to the Hosensack valley; thence along the valley to the Lehigh or South mountain, passing through the mountain by tunneling at Leibert's Gap; from thence along the Lehigh (Creek) Valley, crossing the East Penn. Railroad near Emmaus; and from thence passing on and very favorably connecting with the Auburn road, connecting with the Reading and Pottsville road below Pottsville, making a direct line of road from Pottsville as well as from the Lehigh Valley road through to Philadelphia, opening an avenue of trade equal to any other in Eastern Pennsylvania."

The length of the proposed road is about 40 miles. The *Register* says that the "engineers have returned to their proper quarters for the purpose of making out their final report with the instructions from the Reading Railroad Company to commence locating the road as soon as possible."

Railroad to Point of Rocks.

There have been many speculations and conjectures as to the course which the Baltimore and Ohio Railroad Company will pursue in making the connection from the Point of Rocks to Washington. The engineers have been engaged for several weeks in this neighborhood in running experimental lines, and we suppose the board of Directors, on their report, will determine the line. They have crossed Rock Creek at several places; the last, and, as we have heard, the most feasible, just above Veirs' Mill, about two miles and a half from Rockville. The nearest point of approach to the village is about half a mile off, on the farm of Mr. S. M. Lyddane.—*Rockville Sentinel.*

☞ The Utica *Observer* says that the track on the Whitesboro Street Railroad is going down towards Whitesboro at a rapid rate. Columbia street has been "laid out," and the workmen are now engaged on Whitesboro street.

☞ A double track is to be laid on the Norwich and Worcester Railroad from Fisherville to Worcester, the amount of business on this road demanding this improvement.

Virginia Central Railroad.

The stockholders of this road held their annual meeting in Richmond on the 23d ult. Col. Fontaine, the president, made his annual report. It gives an interesting account of the labors performed in repairing and reconstructing the road which is now open to Washington, the United Strtes mails and the freights of the Adams Express Company being transported over it. The credit of the company is unimpaired, its earnings large, and its prospects highly flattering. A resolution was adopted asking authority from the legislature to make a loan of $300,000. Gen. Wm's. C. Wickham was elected president by a majority of 300 votes.

The Sturgeon Bay Canal.

This is a proposed route between Lake Michigan and Sturgeon Bay across the portage of 1½ miles, to shorten the distance for vessels between Green Bay and Milwaukee 200 miles at an expense of half a million of dollars, including a break water at the Lake outlet. One hundred vessels per annum enter Green Bay every season, and are much exposed to the danger of being wrecked. These transport 150 millions of feet of lumber. At the approaching session of Congress assistance by a grant of public lands will be asked for this meritorious project and should be granted.

Atlantic and Great Western Railway.

At a meeting of the directors of the Atlantic and Great Western Railway Company (consolidated) held at Meadville on the 5th of October, it was *Resolved*, That there be, and hereby is, established a principal office of this corporation at Kent, Ohio, on the line of the railway in that State; and a principal office at Meadville, in Pennsylvania, on the line of said railway in Pennsylvania; and a principal office at Jamestown, in New York, on said line; also an office at the City of Buffalo, N. Y., and an office at the city of New York; and that the Secretary give public notice hereof, as required by law.

☞ A decision has been rendered in the Court of Appeals, in the case of the corporation of this city against the Third-avenue Railroad Company, for the recovery of license fees and penalties. The Third-avenue and one or two other companies made an agreement with the corporation when the roads were constructed to pay the license fee then allowed by law. In 1858, the corporation imposed a fee of $50 on each company, which the Third-avenue Company refused to pay. The decison rendered by the Court of Appeals declares that the original agreement is binding, and that no additional license fee can be exacted.

☞ The Illinois and Michigan Canal closed last week. The water will be drained off and work commenced in deepening the canal, so as to draw water from Lake Michigan into the Illinois and Mississippi rivers. The canal will be deepened from 9 to 14 feet for a distance of 28 miles.

☞ At a meeting recently held at Leavenworth, Kansas, resolutions were passed in favor of building the Leavenworth, Lawrence and Galveston Railroad, and for the immediate construction of a railroad bridge across the Kansas River at that point.

Chicago and Northwestern Railway.

History of the Peninsula Railroad.

(Continued from Page 1121.)

To carry out and perfect the plans of this company for securing greater certainty of earnings, and more economy in the management of their roads, to the mutual advantage of the people using them and the parties owning them, and not with any blind and stupid desire of impossible monopoly, as has been sometimes maliciously or ignorantly asserted, the Board of Directors found it necessary to secure a controlling interest in the stock of the Chicago and Milwaukie road, the only remaining line in competition with the roads of this company, in order to secure to that road and to the roads of this company fair earnings, and to prevent the possibility of such an unwise and injurious competition as had previously existed between the Galena and Northwestern roads.

To effect this successfully, it was of course necessary that it should not be made public, even to the extent of any general previous consultation with stockholders.

After due consideration, the Board, becoming fully satisfied of the advantages and necessity of this movement, reluctantly assumed the responsibility to advise it, in the belief that their duty to those they represented required it of them.

An exchange of the stocks of this company for a majority of the stock of the Chicago and Milwaukie Company was thereafter effected on the terms hereinafter set forth.

Thus promptly to secure a majority of the stock of that road naturally involved some extra cost, a trifling consideration, however, in comparison with the advantages to result therefrom to the roads of this company, and to the stock of the Chicago and Milwaukie Company, in greater certainty of earnings, secured and otherwise.

Had this company failed in effecting this protection against undue competition, and had the undue competition apprehended with the Chicago and Milwaukie road, in connection with the Milwaukie and St. Paul Railroad, now forming with it a continuous line to the Mississippi at La Crosse, occurred, this company might have felt obliged, in self-defence and protection, and in order to secure a connection with the Upper Mississippi, an object and end which in that case would have become necessary and indispensable to their business and prosperity, to construct a line of road, already carefully surveyed and estimated, from Madison to the Mississippi River at Winona, above La Crosse, at an expense of about $6,000,000; and thus creating three lines of road to the Upper Mississippi, at great additional cost to this company, and seriously affecting unfavorably the Milwaukie and St. Paul and the Milwaukie and Prairie du Chien roads, which roads are as yet fully equal to all the business of that region, and which roads, with proper running relations and connections with the roads of this company, (which it is hoped may, ere long, be permanently established and agreed upon,) can, with this company, largely profit by the organization and plans of this company as now established.

The new direct route would have had certain advantages for local business, and being some 40 miles shorter than the present route, would have had great superiority in commanding the through business. On the other hand, the very high cost of materials and labor was a grave objection to undertaking, at present, new construction on a large scale, and made it cheaper and safer to seek protection from excessive competition by a good investment, which would harmonize existing lines at a fifth of the cost of constructing a new one at the present time.

Under these circumstances, the prospect of triumphant success in competition was resigned for the wiser and more prudent policy of liberal co-operation.

The various chartered rights and franchises of this company, as now consolidated and organized, are ample, liberal and perpetual; and are free from injurious or damaging restrictions.

These consolidations and changes, necessary to secure the present very desirable and efficient organization, now enjoyed by this company, were not for a time sufficiently comprehended by all, to prevent some alarm on the part of those who did not fully understand their objects, or were induced to give too much heed to stock jobbing misrepresentation in regard to them, or who were unnecessarily alarmed at the term "consolidation."

Experience should have long since taught all, what measure of consideration stock-speculating street rumors were entitled to; and the numerous past and constantly recurring consolidations of railroad and other corporations all over the country, and which are now so well understood, and so generally conceded to be desirable, advantageous and necessary, ought to have long ago quieted any alarm on that score.

The first great leading example of railroad consolidations was the New York Central Railroad, which corporation now includes not less than ten or a dozen original different railroad companies, some of which were utterly worthless as sources of income previous to consolidation; all of which are, by consolidation, made valuable and highly appreciated income-paying property.

The great New York and Erie Railroad was never a reliable dividend paying road, until after its absorption into itself of the various railroads leading from it to New York, (Jersey City,) to Buffalo and elsewhere.

The Pittsburg, Fort Wayne and Chicago Railway, now paying full interest upon all its securities, and ten per cent. dividends upon all its stock, and with a large surplus of net earnings beyond, with which it is constantly perfecting itself, and adding to its machinery and facilities for doing business, is largely indebted for its great prosperity and success to the consolidation and reorganization into it of the several original comparatively inferior and non-dividend paying companies which now compose it. The same is eminently the case with the now largely profitable and paying Chicago, Alton and St. Louis Railroad.

The great Pennsylvania Central Railroad, now comprising, perhaps, the most extensive combination of railroad lines under one control in the country, is indebted, in good part, for its present great prosperity, and for the enormous earnings upon its main line of nearly $40,000 per mile per annum, to the business secured to it by the control, direct and indirect, of its various extensions and lateral routes.

The Chicago, Burlington and Quincy Railroad, through its series of consolidations, purchases and construction, has made itself one of the largest earning and best paying roads in the country.

There is every reason to believe that the great strength of position and security for future usefulness, earnings and profits, resulting and to result from the consolidations of this company, will produce effects as beneficial to it as those which have resulted from consolidations to other railroad companies.

In the commencement of railroad construction in this country, and for years thereafter, most railroads had their origin in local causes, and were mainly indebted for their construction to the convenience of them as a means of communication between important towns and points, not far distant from each other, and without much reference to their importance as great through lines and thoroughfares, which, by consolidation and extension, many of them have since become.

A careful study and examination into the security and strength of the position, relations, property and privileges of this company, the directions of its lines of road, and the extensive, productive and rapidly growing region of country included within, and extending beyond them, ought to convince the most sceptical, of the great and certain advantages which have been, with so much labor and devotion of time, at length secured to it, and which, so soon as the appointments and equipments of this company's roads shall equal the business offering to be done upon them, will insure such permanent and satisfactory results to all its stock and bondholders.

In the circular (or Fifth Annual Report) of the Board of Directors of the Chicago and Northwestern Railway Company, issued to its stock and bondholders, in June, 1864, immediately after its consolidation with the Galena Company, the urgent necessity for at least one thousand additional cars, and fifty locomotive engines, was strongly presented; and it was also stated, "that the continued and rapid increase of the population, productions and general business of the Northwest was such as to overtax its railroad thoroughfares, which were daily becoming less and less able to do the business offering, until the difficulty had become a grave one, urgently demanding relief to the farming and business interests of the country traversed by these thoroughfare roads." And the Board of Directors also stated, in the circular referred to, "that immediate action would be taken by them, and no proper efforts within their control would be spared to provide, at the earliest day possible, the means to equip the roads of this company to the extent that the business upon them, and the interests of the company and country, so imperiously demanded."

That large additional equipment was at that time peremptorily required, and must in some way be positively provided, was sufficiently, if not painfully, apparent to all acquainted with the existing pressure of business upon the roads of the company, and the necessities of the people doing it.

After deliberation, the Board decided to order a certain amount of machinery, cars and engines, and to make certain improvements in their roads, buildings and business conveniences, which their new relations, increasing traffic, and the safety of their valuable machinery and engines called for; the means for which to be provided from earnings, in part, and from issues, to a limited extent, if found necessary, of stock and bonds of the company.

As the season progressed, the necessity for a still greater number of cars and engines increased, and it was also found that the condition of the "Galena Division" especially required more new ties and iron, and greater repairs of track, water stations, cars, engines, &c., than was anticipated. This, added to high prices of labor and material, contributed to increase expenses quite beyond estimates, and led to the necessity of providing for them, in part, at a time of very considerable stringency in the money market and at considerable sacrifice; much more than all of which, however, was compensated for by the low prices at which by early contracts, engines, &c., were obtained, and by the increased and still increasing earnings, resulting from the larger equipment thus acquired; quite all of which equipment was found to be absolutely necessary to enable the company to market all the products accumulating along their lines of road.

The measures taken to provide, and subsequently, under the unfavorable circumstances which arose, to pay for this additional equipment, machinery, &c., and which the Board found it necessary to adopt, were equally indispensable to the protection and preservation of the interests and welfare of this company.

Notwithstanding the large increase of equipment, secured during the past year, this company is still in great need of at least five hundred further and additional cars. A much greater number and additional engines could at this time be fully and profitably employed, and the prospect of the continuance of an enlarged business throughout the year is at present very encouraging.

Every month, since the first of June last, our earnings would have been increased from fifty to one hundred and fifty thousand dollars per month, and probably some months to a still greater sum, by additional machinery, sufficient to earn that increased sum; and the only reason why the earnings of September, October and even November, of this year, will fall short of a million and more per month, if they do fail to reach that amount, will be because our present equipment is

insufficient and incapable of earning more than it now does.

After the payment of the existing floating debt of this company, the largely increasing surplus earnings of its roads will provide for a very considerable additional number of cars and engines, without interfering with the payment of interest upon bonds and dividends upon preferred stock, but will not be at all sufficient or equal to the supply of equipments required for the ensuing year.

The difficulties which this condition of things present are entitled to serious consideration.

No further improvements or increase of equipment, by means of a further increase of the capital stock or floating debt of the company, will hereafter be made, however desirable or urgent the necessity for it may become, this Board having firmly resolved that it will not hereafter tolerate the continued existence of a floating debt, nor further increase its capital stock, in conducting the operations of this company, as it is now constituted.

The necessities of the company, notwithstanding, are such, that the directors feel compelled, not only because of the increased traffic of its roads, but because of the demand of the people upon the lines of them, to proceed to the construction of a large number of additional cars and engines within the ensuing year, and to provide the means to pay for them from the sales of bonds, from surplus earnings, and from other sources than a temporary or floating debt.

The position which this company now occupies, with so large a district of country dependent upon it for railway facilities, makes it not only proper and profitable, but politic and necessary, to supply equipment in reasonable time, sufficient to move the accumulating and increasing traffic upon its several lines of road, and dependent upon them for transportation, and this the Board of Directors purpose to do.

At the repeated suggestions and request of very intelligent holders of this company's securities, and with a view to benefit and improve the character and value of its various issues and denominations of outstanding bonds, resulting from the several consolidations made with other roads—from the Appleton and the Green Bay Extensions—the purchase of the Elgin and State Line Railroad, and the construction of the bridge over the Mississippi River, and also to provide means for further equipment and completion, the company, during the past winter, prepared a mortgage upon all its lines of road within the States of Illinois and Wisconsin, and upon all their depot grounds, buildings, equipment, machinery, &c., to secure the "Consolidated Sinking Fund Bonds," of this company, and providing as follows, to wit:

That such bonds shall be for one thousand dollars each, and shall become payable on the 1st day of February, 1915, and shall bear interest at the rate of seven per cent. per annum, payable in the city of New York quarter-yearly, on the first days of February, May, August and November; that the issue for equipment and improvements shall be limited to $2,000,000, until February, 1866, after which it may be increased by $500,000; that all further issues shall be only in substitution of bonds now outstanding, as specified in the said deed of trust, and secured by prior liens; that the issue for such substitution shall not exceed at any time the par amount of the bonds for which they may be substituted, nor in all the aggregate of the present bonds outstanding February 1, 1865; and that such issues for the purposes of substitution shall only be made in case the company shall hereafter deem it expedient to make such substitution, and on such terms and conditions as this company shall deem advantageous to itself; the intention being, to make on this occasion a provision so comprehensive as to enable the company at any time hereafter, when it may seem advantageous and may be assented to by the holders, to absorb the present outstanding bonds in a single class of securities upon the whole property having fifty years to run, and amounting in all to about $20,000 per mile, on a line now making a gross annual earning of sixty per cent. of the whole bonded debt, with a sinking fund adequate to redeem the whole before they shall become due. The first $2,000,000 of these bonds are convertible into the preferred stock of this company at par, at the option of the holder, at any time before the first day of May, 1870.

A portion of this first issue of $2,000,000 of bonds provided for in this mortgage, over and above the amount of bonds proposed to be issued in exchange for the present various outstanding bonds of this company to be retired by such exchange, have already been disposed of to meet the wants of the company, as shown in the financial statement hereinafter presented.

The operations of the roads of this company through the past year, and for many years previous, have been conducted successfully, orderly, with a commendable spirit on the part of its employees, and remarkably free from accident and its attendant expenses. Its passenger trains of cars and engines are not excelled in quality, safety or comfort, and the regular and exact time which they make have eminently secured the travel and confidence of the public.

The legal proceedings instituted at Chicago against this company by certain parties, believed to be for stock jobbing and other equally unworthy purposes, but professing to aim to dissolve the consolidation made between the Galena and Northwestern Roads, after nearly all of the issues and exchanges of stock involved in that transaction had been made, however it may have originated or been prompted by personal feeling, mistaken impressions, or from want of proper information or otherwise, could not, even had success been possible, ever resulted, under the circumstances of the case, in anything more than a temporarily injurious effect upon the market value of the stock and securities of the company, and was not persisted in, therefore, after information as to the facts, except with a knowledge that evil only and not good must result.

The spirit that could thus unhappily prompt such action, or become an accessory after the fact, with the knowledge that injury to the numerous and unoffending stockholders by a temporary, but, nevertheless, mischievous depreciation of the market value of the stock of so large a corporation, could be the only consequence of such action, is not to be envied. It is not to such spirits, certainly, that the country is indebted for its growth and prosperity, or for the promotion of the happiness of its people, in the manifold blessings conferred upon them by all great public constructions and improvements.

Railroads in Iowa.

In 1864 Iowa had 816 miles of railway completed and their gross earnings that year were $2,533,710. The State Treasurer thinks their earnings for 1865 will be increased fifty per cent. During the past year several of the roads have been slightly extended, and nearly all are making arrangements to go forward with them vigorously next spring. The Burlington and Missouri River road is now bridging the Des Moines near Ottumwa. The Des Moines Valley road, has its track nearly completed to Monroe. The Dubuque and Sioux City road is open to Akley. The Pella, Newton and Marshaltown road, B. F. Roberts, President, of which a preliminary survey has been made. The Iowa Central, David Morgan, President, extending from the southern line of the State, by way of Centreville, Albia, Eddyville, Oskaloosa, Montezuma, Toledo and Cedar Falls to the northern line of the State—designed to connect on the south with the North Missouri road, and on the north with the St. Paul and Southern Minnesota—a large portion of the route has been surveyed, and the contracts let for grading several sections immediately south of Cedar Falls. The St. Louis and Cedar Rapids road, Mr. Angle, President, running from the Southern State line to Cedar Rapids by way of Bloomfield, Ottumwa and Sigourney, with efforts being made to deflect it to Iowa City and one or two other important points; this being also intended to connect with the North Missouri at the State line. There is another proposed route from Keokuk to Dubuque *via* Mt. Pleasant, Columbus City, Muscatine, Tipton and Anamosa. There is also another road projected, and we believe it is now sharing the general revival, running east and west through the southern tier of counties by way of Keosaqua, Bloomfield, Centreville, etc. And also on the Missouri slope, an important line from Council Bluffs to St. Jo., Mo.—*Burlington Hawkeye.*

New Railroad to the Oil Regions.

At a meeting of the Managers of the Pennsylvania and Philadelphia and Erie Railroad Companies in this city yesterday, the details of a contract were agreed upon with Miller & Courtright, two experienced contractors, to construct a railroad from Irving to Oil City, a distance of fifty-three miles, and three miles of siding, and to furnish the same with locomotives and cars; the whole to be completed with the equipments in all of May, 1866—or in about five months from this time—equal to about eleven miles per month. The parties are already negotiating for the iron at New York. The necessary means are to be realized by the issue of $1,300,000 of 7 per cent. bonds by the Warren and Franklin Railroad Company endorsed by both the Pennsylvania and the Philadelphia and Erie Railroad Companies. This proposed road will be an entirely new outlet for the oil production of our State, and, as may naturally be inferred, the parties engaged in making it expect large advantages from it. The oil product from the regions which it opens is estimated at from 5,000 to 7,000 barrels per day, and will require an equipment of from nine hundred to one thousand cars. Each car carries some sixty barrels, the freight on which from Oil City to its junction with the Philadelphia and Erie road, is one dollar per barrel. From these movements over one comparatively small link of railroad, some idea may be formed of the importance of this new Pennsylvania staple. In this connection, on the authority of an officer of the company, we state that the Pennsylvania Railroad Company have now on the Philadelphia and Erie Railroad 300 cars, that cannot reach the oil region at Titusville by way of Corry, so jammed is that road with business. This new source of wealth will bring immense sums of money into a region of the State that has heretofore been esteemed the least valuable portion of our Commonwealth, and will beside add largely to the profits of existing railway improvements.—*Phila. Ledger Nov.* 24.

☞ A road is being constructed from Manheim to Lancaster, Penn, called the Hammercreek Gap and Lancaster road. It is to be extended from Manheim northward through Hammercreek Gap to Pinegrove, and ultimately from Lancaster southward to Newcastle, Delaware, where coal can be shipped during any season of the year.

☞ We understand that Mr. Joseph S. Gitt will commence surveying next week, a route for a railroad between Wrightsville, this county, and New Oxford, Adams County, to connect at the former place with the roads running to New York, and to be extended from the latter place to the West and Southwest.—*Hanover (Pa.) Citizen.*

☞ The people of Nunda have held a meeting to consider the subject of the extension of the Genesee Valley Railroad from Mt. Morris southward.

☞ The Louisville *Journal* states that the Memphis and Charleston Railroad is again open for travel, and that connections are made at Grand Junction with the road to New Orleans.

☞ The Canal Commissioners have resolved to close the canals of this State on the 12th of December.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD; ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	....	10c
Acton Vale....Ca	50,000	5	....	5c
Adventure ....L. S.	20,000	....	....	....
Albany and Boston "	29,000	....	20	....
Algomah .... "	20,000	....	2	2½
Alliance ....Ca.	200,000	2½	....	....
Allouez ....L. S.	20,000	....	1	1½
American ....Ca.	200,000	2½	....	5½
Amygdaloid ....L. S.	20,000	....	....	25
Annapolis....Md.	60,000	10	....	....
Arizona....Ariz. T.	10,000	100	....	....
Ascot ....Ca.	20,000	20	....	....
Astor ....L. S.	20,000	....	1	6½
Atlas "	20,000	....	1	2½
Aztec "	20,000	....	1	3
Balt. and N. C....N. C.	2,000	5	....	35c
Bare Hill .... "	....	....	....	100c
Bay State....L. S.	20,000	....	3½	9
Beaver "	20,000	....	1	....
Bedford ....Ca.	125,000	5	....	50c
Black River "	200,000	2½	....	10c
Bohemian....L. S.	20,000	....	7½	12
Bolton ....Ca.	200,000	5	....	1½
Boston ....L. S.	20,000	....	5*	2
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn....L. S.	20,000	....	2	....
Brome ....Ca.	100,000	5	....	2
Cabot ....L. S.	20,000	....	½	....
Caledonia "	20,000	....	....	6
Cambridge "	20,000	....	5	20c
Canada ....Vt.	100,000	4	90c	10c
Carp Lake....L. S.	20,000	....	....	1½
Cascade "	20,000	....	....	....
Central "	20,000	....	....	40
Champlain ....Ca.	200,000	1½	....	15c
Chatham "	200,000	2	....	....
Chaudiere "	100,000	1	....	50c
Chester "	200,000	1	....	12c
Chetleamp	30,000	5	....	1½
Chippewa ....L. S.	20,000	....	....	....
Cleveland....Ca	100,000	5	....	....
Cliff....L. S.	20,000	....	....	1
Clifton "	20,000	....	....	1
Collin "	20,000	....	¼	....
Columbian "	20,000	....	4½	10½
Consolidated "	20,000	....	5	5c
Copper Falls "	20,000	....	24½	25
Copper Harbor "	20,000	....	1	....
Copper Hill "	200,000	1	....	180c
Copperas Hill "	50,000	10	....	....
Cornwall ....Vt.	100,000	2	....	25c
Dacotah....L. S	20,000	....	....	5
Dana "	20,000	....	3½	1½
Deep River....N. C.	....	5	....	15c
Delaware ....L. S.	20,000	....	....	10
Derby "	20,000	....	....	1½
Devon "	20,000	....	1	4½
Dorchester "	20,000	....	6	7
Douglas "	20,000	....	....	....
Dover ....Ca.	200,000	....	1	3½
Dudley ....L. S.	20,000	....	¼	62½c
Dunham ....Ca.	200,000	2	....	25c
Durham "	200,000	5	....	25c
Eagle River....L. S.	20,000	....	3¼	2
El Dorado (Silver) "	20,000	....	....	....
Escot ....Ca.	25,000	20	....	4
Essex "	200,000	....	....	20c
Etna ....L. S.	20,000	....	....	12½
Eureka "	20,000	....	....	....
Everett "	20,000	....	....	5*
Evergreen Bluff "	20,000	....	....	12
Flint Steel "	20,000	....	....	13
Forest City "	20,000	....	3	1
Forest Shepherd "	20,000	....	6	11c
Franklin ....L. S.	20,000	....	6½	39½
French Creek....Pa	100,000	5	....	40c
Gardner City ....L. S.	20,000	....	....	....
Gardner Hill .... "	20,000	....	5	50c
Girard "	20,000	....	....	6
Glade "	20,000	....	1	....
Glencoe ....Ca.	200,000	1	....	10c
Globe ....L. S.	20,000	....	1	....
Grand Portage ... "	20,000	....	1	10
Grand Trunk....Ca.	100,000	5	....	60c
Great Western....L. S.	20,000	....	2	50c
Green Mountain....Vt.	20,000	10	....	4½
Guilford ....L. S.	20,000	....	5	40c
Hamilton "	20,000	....	....	1
Hancock "	20,000	....	6½	13
Hanover "	20,000	....	¼	1½
Hartford "	20,000	25	12½	....
Hazzard "	20,000	....	....	....
Highland "	20,000	....	7	3½
Hilton "	20,000	....	....	1½
Hope "	20,000	....	¼	1½
Hudson "	20,000	....	....	2
Hulbert "	20,000	....	....	3½
Humboldt "	20,000	....	2	3½
Hungarian "	20,000	....	1	1
Huron "	20,000	....	16	41
Indiana	20,000	....	....	6
Inverness	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ....L. S.	20,000	5	16	45

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	....	....	....
Keweenaw .... "	20,000	....	....	4
Kickapoo .... "	20,000	....	....	1
King Phillip .... "	20,000	....	....	2
Knowlton .... "	20,000	....	1	6
Lafayette....Ca.	200,000	1	....	1½
Lake .... "	200,000	1	....	14c
Lawrence ....L. S.	20,000	....	....	....
Lemoxville ....Ca.	100,000	5	....	50c
Logan .... "	100,000	3	....	2½
Lyster .... "	200,000	2	....	....
Madison....L. S.	20,000	....	1	1½
Malden .... "	20,000	....	1	....
Mandan .... "	20,000	....	2½	45c
Manhattan .... "	20,000	....	2½	1½
Marquette .... "	20,000	....	....	3½
Maryland ....Md.	....	5	....	55c
Mass .... L. S.	20,000	....	....	....
Massachusetts .... "	20,000	....	....	4
Mendota .... "	20,000	....	....	4
Merrimac .... "	20,000	....	....	4
Meteor .... "	20,000	....	....	....
Mesnard .... "	20,000	....	5½	2½
Michigan .... "	20,000	....	....	....
Middlesex .... "	20,000	....	....	....
Mineral Hill	....	....	....	90c
Minnesota....L. S.	20,000	....	3½	16
Missisquoi....Ca.	150,000	2	....	1½
Montezuma....N. Mex.	300,000	5	....	....
Morrison....L. S.	20,000	....	....	....
Nashua .... "	20,000	....	....	....
National .... "	20,000	....	5½	14½
Native .... "	20,000	....	3	50c
Naumkeag .... "	20,000	....	1	2
Nelson....Ca.	200,000	1	....	10c
Nequaket....L. S.	20,000	....	1	2
Nevada (Silver) .. "	20,000	....	....	....
New England .... "	20,000	....	2	87½c
Newton ....Ca.	200,000	1	....	8c
New York ....L. S.	20,000	....	....	½
N. Y. & Passaic....N. J.	100,000	5	....	....
North Cliff ....L. S.	20,000	....	4	1½
North Silver Lake "	20,000	....	....	....
North State .... "	20,000	....	¾	10c
North Sutton....Ca.	100,000	5	....	1
North Western....L. S.	20,000	....	7½	32
Norwich .... "	20,000	....	....	4
Ogima .... "	20,000	....	....	5½
Ontonagon .... "	20,000	....	....	2
Ottawa ....Ca.	200,000	1	....	23c
Pacific ....L. S.	20,000	....	....	....
Pennsylvania .... "	20,000	25	2½	14½
Petherick .... "	20,000	....	2½	2½
Pewabic .... "	20,000	....	2½	39½
Phila. & Boston.. "	20,000	....	15	2
Phœnix .... "	20,000	....	....	10
Pittsburg & Boston "	20,000	....	5½	5½
Pontiac .... "	20,000	....	3½	1½
Prince of Wales ....Ca.	200,000	....	....	....
Providence....L. S.	20,000	....	....	½
Quincy .... "	20,000	....	10	58
Reid Hill ....Ca.	200,000	1	....	....
Reliance ....L. S.	20,000	....	....	7½
Richford .... "	60,000	5	....	....
Ridge ....L. S.	20,000	....	....	....
Rockland .... "	20,000	....	5	2½
Roscoe ....Ca.	200,000	1	....	....
Rudisell	....	....	....	50c
St. Clair....L. S.	20,000	....	3	2½
St. Flavien ....Ca.	100,000	5	....	....
St. Francis .... "	100,000	5	....	....
St. Mary's (L. & M.)L. S.	20,000	....	8½	1½
Salem .... "	20,000	....	1	....
Sharon Consol .... "	20,000	....	....	3
Sheldon .... "	20,000	....	....	16
Silver Creek .... "	20,000	....	1	....
Silver Hill .... "	20,000	....	....	30c
Silver Lake .... "	20,000	....	....	....
Silver Valley .... "	20,000	....	....	10c
Southampton....Ca.	100,000	5	....	....
South Bedford .... "	200,000	2	....	20c
South Side....L. S.	20,000	....	3	1
Springfield....Md.	....	5	....	110c
Stadecona ....Ca.	100,000	5	....	....
Star....L. S.	20,000	....	7½	1
Stark....Vt.	100,000	2	....	....
Strafford	30,000	10	....	50c
Superior ....L. S.	20,000	....	4	2½
Sussex .... "	20,000	....	....	....
Sutton....Ca.	100,000	5	....	85
Toltec....L. S.	20,000	....	50	1
Tremont .... "	20,000	....	5*	1½
Union (L. & M.) .. "	20,000	....	....	....
Vernon .... "	25,000	10	....	....
Victoria....L. S.	20,000	....	1½	....
Vulcan .... "	20,000	....	....	....
Washington .... "	20,000	....	....	....
Waterloo....Ca.	100,000	3	4*	18c
Waukegan....L. S.	20,000	....	....	....
West Minnesota.. "	20,000	....	2½	2½
Wickham ....Ca.	200,000	5	....	20c
Wickopee .... "	100,000	5	....	5½
Winthrop ....L. S.	20,000	....	3½	1½
Wyandotte .... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	60,000	50	....	1½
East River	6,000	50	....	....
George's C'k C. & I.Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin....Me.	3,000	100	....	....
Lake Superior....L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant....Pa.	10,000	50	....	....
Teal Lake....L. S.	....	....	....	2
Tyson	20,000	10	....	6½
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	....	8½
Bucks County ....Pa.	....	....	....	¼
Canada ....Ca.	50,000	5	....	2½
Cluto	....	....	....	¼
Crystal Lake....	....	....	....	....
Erie	....	....	....	21
Gay's River....	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone....Pa.	....	....	....	1½
Lancaster.... "	....	....	....	....
Macomb ....N. Y.	100,000	5	....	45c
Mineral Point....N. Y.	100,000	5	....	¼
Mount Hope ....N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ....N. J.	12,000	100	....	110
N. Y. & Boston..N. Y.	100,000	5	....	2½
Oswegatchie ....Ca.	100,000	5	....	1
Placentia Bay....N. F.	....	....	....	¼
Ramsay ....Ca.	20,000	25	....	....
Rossie .... "	100,000	5	....	....
Shawangunk ....N. Y.	100,000	5	....	....
Sussex ....N. J.	....	....	....	40c
Union	100,000	5	....	57c.
Wallkill ....N. Y.	....	....	....	25c
COAL & ANTHRACITE:				
American ....Pa.	87,500	25	....	60
Ashburton "	50,000	50	....	19
Atlantic & G. C. ...Md.	....	....	....	110c
Baltimore .... "	....	100	....	2
Bear Valley .... "	40,000	12½	....	11
Beaver Meadow ...Pa.	100,000	50	....	....
Belmont .... "	10,000	50	....	9
Big Mountain ....Pa.	....	....	....	5
Blackhall ....N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ....Pa.	80,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler .... "	....	....	....	10½
Cape Briton....N. S.	200,000	2½	....	....
Carbondale....Pa.	....	....	....	3
Central .... "	....	....	....	51
Clinton .... "	....	....	....	1½
Coal Brook .... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.)Md.	50,000	100	....	44
Daniel Webster	5,000	100	....	....
East Mahanoy....Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ....Pa.	5,000	100	....	24½
Fulton .... "	60,000	5	....	5½
Gilbertson	5,000	100	....	44
George's Creek....Pa.	10,000	....	....	105
Grand Tunnel	4,000	100	....	60
Green Mountain....Pa.	....	....	....	1½
Hampton & Balt...Md.	....	....	....	91
Hazleton ....Pa.	32,300	50	....	55
Henry Clay	3,000	100	....	....
International ....N. S.	20,000	50	....	....
Lawrence ....Pa.	2,000	100	....	6½
Locust Mountain .. "	....	....	....	40½
Lorberry .... "	4,000	100	....	11
Macan .... "	2,000	100	....	....
Mahanoy .... "	1,000	20	....	3½
Metropolitan	....	100	....	....
Middle Coal Fields.. "	....	....	....	7½
Milford	2,500	50	....	....
Mill Creek....Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ....R. I	8,000	10	....	....
New Creek....Pa.	....	....	....	1½
North. & Luzerne . "	....	....	....	....
Penn.... "	100,000	50	....	180
Penn. Cannel .... "	6,000	50	....	....
Picton .... "	4,000	100	....	....
Pine Knot....Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ....Md.	40,000	10	....	5½
Powell ....Pa.	....	....	....	....
Preston .... "	....	....	....	18
Princess Alex....N. S.	5,000	100	....	....
Ridgeway....	....	....	....	....
St. Clair....Pa.	5,000	100	....	13½
Schuylkill Valley... "	20,000	10	....	11½
Shawmut	6,000	50	....	....
Short Mountain ...Pa.	16,000	50	....	31
Stafford....	....	....	....	....
Suffolk	4,000	100	....	53
Sugar Loaf ....Pa.	....	....	....	....
Summit .... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	44
Tamaqua .... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley...Pa.	22,760	50	....	58

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	....	....
Acadia (G.)....N. S.	100,000	3	....	....
Albion (G.) .... "	100,000	3	....	¼
Alpine (G.) ....Col.	150,000	10	....	....
Alps (G.) .... "	100,000	5	....	....
American .... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	....	....	....	....
Am. Pioneer....A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.)....N. S.	100,000	2	....	2
At. & Pac. (G.& S.)Nev.	50,000	10	....	33
Bay State (G.) ....Col.	200,000	5	....	....
Beacon (G.) ....N. S.	200,000	2	....	....
Benton (G.)....Col.	100,000	5	....	45c
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) .... "	10,000	50	....	105
Briggs (G.) .... "	10,000	100	....	....
Bullion (G.) .... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.)....Ca.	200,000	2	....	50c
Central (G.)....Col.	50,000	20	....	17½
Chaudiere (G.) ....Ca.	100,000	5	....	90c
Chebucto ....N. S.	100,000	5	....	65c
Colonial (G.)....Ca.	100,000	2½	....	25c
Colorado (G.) ....Col.	50,000	10	....	3½
Consol. Greg'y (G.)Col.	50,000	100	....	9½
Copalinehe (G.).... "	200,000	20	....	....
Corisannie (G.).... "	100,000	10	....	6
Corydon (G.) .... "	100,000	25	....	1
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	....	....
El Dorado (G.)...Nev.	100,000	5	....	....
Empire (S.).... "	....	....	....	....
Empress (S.).... "	....	....	....	....
Eureka (G.)....Cal.	....	....	....	....
Excelsior (G.)....Col.	50,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)....Col.	100,000	5	....	....
Gilbert River (G.)...Ca.	100,000	5	....	1
Gilpin (G.) ....Col.	100,000	5	....	1½
Gold .... "	100,000	5	....	3½
Gold Field....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River....	100,000	3	....	....
Gould & Curry(G.S.)N.	....	....	....	....
Gunnell (G.)....Col.	300,000	10	....	1½
Halifax (G.)....N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ....Col.	150,000	2	....	....
Hope (G.).... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	....	55c
Isabella (G.)	....	....	....	....
Kennebec (G.)....Ca.	100,000	5	....	....
Kent (G.)....N. S.	200,000	1	....	....
Lake (G.) ....Col.	....	....	....	....
Lake Major....N. S.	12,000	50	....	....
Libertad (G. & S.)Mex	....	....	....	....
Manhattan (G.)....Col.	100,000	10	....	....
Mariposa (G.) ....Cal.	100,000	100	....	15½
Massachusetts (G.)..Ca.	500,000	5	....	50
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ...N. S.	50,000	10	....	....
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) ...Col.	250,000	5	....	....
Mt. Vista (G. & S.)Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50 000	10	....	....
New York (G.) .... "	100,000	10	....	....
N. Y. & N. S. (G.) N.S.	100,000	5	....	10c
Nova Scotia (S.).... "	100,000	2	....	2½
Oldham (G.) .... "	100,000	2	....	....
Otate (S.) .... Mex.	....	....	....	....
Palma (S.).... "	....	....	....	....
Peck (G.) ....N. S.	100,000	5	....	....
Peninsular (S.)...L. Cal.	....	....	....	....
Picacho (S.) ....A. T.	50,000	50	....	....
Pontiac (G.) ....Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ...Col	40,000	25	....	2
Quicksilver ....Cal.	40,000	25	....	47
Renfrew (G.) ....Ca.	120,000	2½	....	50c
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)....Col.	....	....	....	10
Sacramento (S.)...Nev.	....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)....Cal.	....	....	....	....
Santa Rita....Ariz. T.	....	....	....	....
Scottie (S.)....Ariz. T.	....	....	....	....
Sherbrooke (G.)...N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	....	....	....	....
Silver Hill (S.) ...Nev.	....	....	....	....
Sonora (S.)....Ariz. T.	....	....	....	....
Southam (G.) ....N. S.	100,000	5	....	....
Stafford (G.)....Ca.	100,000	5	....	2½
Star (G.)... ....Col.	100,000	25	....	....
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	....	....
Victoria (G.)....."	100,000	2	....	....
Waverly (G.) ....."	50,000	10	....	....
Windsor (G.) ....Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6	----	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	45
30 Nov. '64	27 43	—	—	—	--	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	87½
30 Nov. '64	—	7.5	—	—	--	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	----	----
30 Nov. '64	1.41	—	—	—	--	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	----	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	----	----
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	85
30 Nov. '64	3.41	—	—	—	--	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	----	25¼
30 Nov. '64	2.97	—	—	—	--	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	341	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	42½
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,256	—	3	----	45⅛
30 Nov. '64	5.69	—	75	9	--	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	----	----
30 Nov. '64	6.75	—	66	15	--	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	----	----
30 Nov. '64	2.68	—	—	—	--	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	25
30 Nov. '64	2.50	—	10	2	--	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	----	----
30 Nov. '64	—	6.74	—	—	--	Suburban	95,500	5,000	—	—	(Middlesex)		—	----	----
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	----
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	88½
30 Nov. '64	1.58	—	—	—	--	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	--	Winnisimmet	62,154	60,000	—	939	21,589	—	—	----	----
30 Nov. '64	11.60	—	59	8	--	Worcester	86,657	75,800	—	53,668	25,453	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	6	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '61	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,248	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	----	48
30 Sep. '64	24.09	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400.000	55,291	173,827	2,666	5	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	----	----
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	----	----
30 Sep. '64	0.09	0.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	----	----
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	----	----
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'k'w'y	90,000	50,000	25,000	15,000	—	—	—	----	----
30 Sep. '64	—	----	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winf'd.	33,500	15,000	18,500	—	—	—	—	----	----
30 Sep. '64	—	----	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	----
30 Sep. '64	17.25	—	—	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	----	----
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	----
30 Sep. '64	18.50	1.00	—	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	----	----
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	175,056	22,293	—	----	----
30 Sep. '64	—	----	—	—	—	Fourteenth Street (N. Y.)	.....	.....	—	—	—	—	8	----	----
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	----	----
30 Sep. '64	—	----	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	—	----	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	----
30 Sep. '64	—	----	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	----	----
30 Sep. '64	7.50	3.40	—	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,720	—	—	----	----
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.87	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	130
30 Sep. '64	—	----	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	----	----
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	----	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	----	----
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	----	----
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Built)	62,000	50,000	12,000	—	10,856	2,380	—	----	----
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	----	----
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	----	----
Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	.....	.....	—	—	.....	.....	—	----	----
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	----
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	----	----
						PENNSYLVANIA									
31 Oct. '64	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	53
31 Oct. '64	8.13	—	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	----	----
31 Oct. '64	4.12	—	—	12	2	0 Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	----	----
31 Oct. '64	4.38	—	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	----	22
31 Oct. '64	16.74	—	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	44
30 Nov. '64	24.23	—	—	233	39	0 Germantown	377,824	112,245	250,000	—	176,540	41,534	—	----	55
31 Oct. '64	8.40	—	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	----	26
31 Oct. '64	8.73	—	—	236	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168,776	51,494	20	----	31
31 Oct. '64	11.00	—	—	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	----	28½
31 Oct. '64	—	----	—	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	----	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	—	—	.....	.....	—	----	----
31 Oct. '64	12.00	—	—	80	12	0 Oakland (Pitts'urg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	----	----
31 Oct. '64	10.57	0.52	—	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	----	----
31 Oct. '64	7.04	—	—	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	----	----
31 Oct. '64	4.51	—	—	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	----	----
31 Oct. '64	6.16	—	—	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	----	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	----	6
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	----	13
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	82
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	----	10½
31 Oct. '64	8.38	—	—	115	17	4 Spruce & Pine (Phil. & Gr'd F.)	175,610	168,312	15,500	—	79,670	21,297	8	----	30
31 Oct. '64	7.65	1.51	201	55	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	6.25	—	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	---	29
31 Oct. '64	9.31	—	—	316	53	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	55
						MARYLAND.									
31 Dec. '62	21.00	----	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	----	21
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	.....	.....	----
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	.....	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	----
Middlesex:					
1st Mortgage	31,000	--	.....	.....	----
Malden & Melrose bonds	51,762	--	.....	.....	----
Real Estate	4,000	---	.....	.....	----
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	.....	.....	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					----
1st Mortgage	65,500	7	.....	.....	----
West Hoboken & Hoboken.					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1889	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Oct. 31, 1865.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	760,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106
" " " ..... coupon		6	" "	1881	105½
Loan of July 17, & Aug. 5, 1861 ..registered	264,331,400	6	" "	1881	103
" " " ..... coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100
" " " (5-20s) ..... coupon		6	" "	1882	101½
Loan of March 3, 1865 (5-20s)	44,479,100	6	May & Nov.	1885	99
Bonds, Central Pacific R. R. Co	1,258,000	6	Jan. & July.	1895	----
Loan of March 3, 1864, (10-40s) ..registered	172,770,100	5	Mar. & Sept.	1904	90½
" " " " ..... coupon		5	" "	1904	90½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	99
Treasury Notes of July 17, 1861 ..... coupon	308,150	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ..1st series	360,000,000	7.3	Feb. & Aug.	1867	97
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	96½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	96½
Debt Certificates	55,905,000	6	At maturity.	.....	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	.....	----
Three Year's Compound Interest notes of '64	173,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,160,569				
Fractional currency	26,057,469				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	118
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,001	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	97
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" — " " ..... "	2,058,173	2½	" "	1884	75
—State Int. Imp bonds (not adjusted)	391,000	---	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	83
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1883	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'01-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	.....	d'm'd.	75
" — " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	98½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		plens.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	55,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	505,350	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	200,000	5	" "	1883	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
"	247,000	6	June & Dec.	'69-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	105½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	547,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	5	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	75½
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	77
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds .... "	431,000	9	June & Dec.	'54-'66	----
" —State Defense warrants	750,000	---	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	90
" — " " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,520	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,159,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,898	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ..	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,839,025	6	" "	64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	91½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	97½
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	.....	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	105
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	.....	----
" " —Inscribed certificates	1,708,017	6	.....	.....	'65-'90
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	81
" — " " (interna. impr.) "	2,063,606	5	.....	Var.	54
" — " " (railroads) ... "	12,799,000	6	.....	Var.	81
" — " " (capitol) ..... "	608,000	5	.....	1890	87
" — " " (Hermitage) . "	48,000	6	.....	1890	83
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	.....	'63-'64
" —State bonds (war loan) .....coupon	58,000	6	.....	.....	'62-'63
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'90	72
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'85	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,296	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	788,527	677,625	719,911	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,000	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,064	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865	261,903	252,583	288,159	283,149	312,816	343,985	315,944	391,574	399,602	355,075	.....	.....	.....
Chicago and Rock Island:													
1860	72,634	66,703	77,408	89,170	104,272	100,403	82,595	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,895	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,331	289,403	196,172	227,260	311,180	232,287	288,095	384,290	300,707	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,834	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	451,363	466,830	565,145	480,710	519,306	669,605	729,759	710,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,353	585,623	747,942	702,691	767,598	946,707	921,886	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,786	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	86,665	90,324	65,502	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,560	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	343,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,555	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,506	965,230	8,400,334
1863	846,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,381	1,301,095	1,222,568	1,224,909	1,354,217	13,429,643
1865	908,341	856,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,903	1,364,126	1,345,456	1,406,287	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,806	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	155,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	161,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	350,750	484,550	3,726,140
1864	501,231	472,240	556,026	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,800	188,060	193,931	248,971	259,643	321,059	243,163	226,106	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,562	254,020	243,249	224,401	2,869,612
1862	190,130	216,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	426,797	466,372	510,100	423,578	640,179	799,236	661,291	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,518	706,740	621,849	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,903	78,697	91,809	90,972	93,078	93,545	96,905	95,453	1,088,165
1865	98,112	86,626	98,503	84,186	73,842	110,186	108,652	112,156	120,051	117,604	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,052	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	48,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,909	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,635	1,163,734
1863	67,130	76,132	44,925	83,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	149,418	186,747	212,209	139,547	113,399	168,218	178,526	142,099	117,013	1,711,281
1865	96,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,528	143,626	145,255	135,084	122,706	101,710	151,170	173,870	216,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	163,170	186,951	170,362	161,391	126,558	178,773	235,690	276,161	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,915	226,819	276,100	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	238,613	264,905	241,286	189,145	238,012	308,106	375,567	332,560	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,582	402,219	407,107	448,934	411,806	4,120,153
1865	362,906	366,361	413 322	366,245	363,194	402,122	309,083	424,206	484,173	521,636	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,365	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	230,846	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,596	186,039	174,002	172,189	216,624	295,056	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	499,625	447,813	504,217	591,920	743,599	709,671	637,792	820,356	6,803,703
1860	387,128	402,530	561,078	535,141	551,700	495,943	544,494	692,381	868,985	811,458	730,716	523,047	7,154,622
1861	489,065	420,793	627,051	559,588	677,078	558,743	523,138	562,076	696,175	927,056	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	938,557	1,059,023	1,105,664	1,004,436	1,029,786	1,055,793	1,273,117	1,450,076	1,193,435	1,157,818	1,039,902	13,230,417
1865	899,478	881,372	915,600	1 360,600	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,822	283,646	238,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	454,509	461,884	574,496	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,652	203,853	245,938	258,544	231,253	101,138	2,235,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	292,790	301,558	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,259	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	483,509	503,814	466,200	487,642	5,132,934
1864	290,676	457,227	611,297	588,068	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,288	650,311	612,123	718,016	759,405	807,382	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,554	112,384	93,766	67,721	85,350	95,909	118,887	129,166	135,610	1,117,597
1863	100,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,865	155,730	144,942	218,236	234,194	204,785	202,905	204,726	2,084,074
1865	170,078	153,903	202,771	169,209	177,625	173,722	162,571	218,553	216,737	222,924	.....	.....	.....
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,945	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,734
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,096	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	80,571	91,971	103,056	132,111	134,272	142,555	105,554	116,379	129,495	151,062	134,563	111,239	1,439,798
1864	79,735	95,845	132,596	123,987	127,010	146,338	139,526	244,114	241,840	221,570	220,200	265,154	2,060,822
1865	144,084	139,171	155,755	144,001	138,738	194,528	271,799	374,024	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1887	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	926,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju. Oc.	London.	1885	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	868,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Real Estate bonds	47,550	---	----	----	1886	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	96½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78–'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,713	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	93
" " $2,500,000	867,000	6	"	"	1889	94
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	85½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1870	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18—	----
2d " "	----------	8	" "	" "	18—	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,280,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	82
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	----
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	370,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7	----	----------	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7	----	----------	1887	----
Dividend bonds	24,811	---	----	----------	----	----
Income bonds	3,500	---	----	----------	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,225	7	April & Oct.	New York.	1866	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	38,850	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----------	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	----
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	233,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----	----------	----	----
Toledo depot bonds	102,500	---	----	----------	----	----
Dayton and Western:						
1st Mortgage	250,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----------	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	----
Construction bonds, 2d Div'n	600,000	---	----	----------	----	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----------	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	91
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	----
East Tennessee and Georgia:						----
State, 1st Mortgage	970,000	---	----	----------	----	----
Endorsed by State of Tennessee	150,000	---	----	----------	----	----
Mortgage (ordinary)	790,655	---	----	----------	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,502,000	---	----	----------	----	----
Endorsed by State of Tennessee	200,000	---	----	----------	----	----
1st Mortgage (after State)	100,000	---	----	----------	----	----
Redeemable in Stock	66,955	---	----	----------	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	81–'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----------	1891	----
Free Land, 2d Mortgage	----------	8	----	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land. 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	199,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1905	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	800,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	180,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	800,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,466,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1878	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	
1st Mortgage	1,766,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	91,000	7			1866	
Memphis Branch 1st Mortgage	295,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,891,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$167,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	87
***Milwaukee and Beloit:**						
1st Mortgage	650,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	685,555	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		45
2d Land Grant	691,000			" "		
Income bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,025	6			1883	
Mississippi State Loan	209,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1880, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1866	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1888	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	6			1880	
New York Central:						
Premium (S. F.) Bonds	6,917,508	6	May & Nov.	New York.	1883	91
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,298,000	7	Feb. & Aug.	" "	1876	100
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	97
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,926,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec.	"	1886	94
Buffalo Branch	185,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,500	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	812,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	
N. York, Providense and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	505,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96
2d Mortgage	3,077,000	7	" "	" "	1861	38
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	860,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug	"	'65–'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	6	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1863	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	900,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1895	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1851, "	105,600	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1865	96
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1850	91
1849, "	67,000	6	" "	"	1850	91
1857, (convertible)	564,000	6	" "	"	1886	110
1856, "	60,000	7	" "	"	1856	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1854	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1869	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	52,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	95
2d Mortgage	937,500	7	" "	"	1862	20
3d Mortgage	440,000	7	" "	"	1862	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,250,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1850	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
Toledo, Peoria & Warsaw:						
1st Mortgage	1,201,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,255	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort. guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1857	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£809,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'75	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State	180,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,905	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,489	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.8	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
20 Feb. '60	88.5	28.4	.....	—	23	14	253	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,209	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,394	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	85,000	731	.....	23.8	52,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	553,490	3,000,000	927,000	—	4,654,333	75.2	453,238	1,450,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,787	85,946	5½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810.982	66.0	211.836	270.672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,816,340	117.4	652,785	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,288,531	60.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153 6	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,086	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,983	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	236,241	404 618	212,676	10	72
31 July '59	66.0	—	.....	—	7	2	107	Muscogee	774,246	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,863	18	.....
30 Sep. '59	138.6	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	3,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	103½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,024,969	—	16,464,265	400.0	1,965,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	588 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,701	*	1,340,728	26,155,641	12,020,483	825,398	39,680,4 2	230.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	107½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	464.8	252.5	.....	—	125	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	131½
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	439,874	210,950	—	.....
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	44
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,042	25,259	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,558	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	621,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,134	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,961	—	3,449,396	960,000	27,364	4,891,849	100 0	200,813	412,156	164,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,490	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.6	—	3.1	—	4	18	219	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,512	29.0	236,061	188,493	63,774	7	60
30 Jun. '65	65.1	—	5.4	—				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,648	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,054,420	505,250	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,170,452	1,040,752	—	—	2,685,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Brevoport & Texas.*	1,662,691	*	—	1,583,015	348,999	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,006,369	188.0	.....	340,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	116½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	238.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,399	236.0	.....	584,842	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,954,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,400,000	.....	.....	.....	83.2	.....	250,017	121,650	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	523	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	490,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	13	28	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,866	—	—
28 Sep. '64	80.5	8.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	380,029	—	1,971,212	3,501,000	40,856	6,863,100	90.1	220,159	399,291	31 329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	38.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,789,205	367,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '68	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.5	161,056	450,222	236,767	6	97
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,768	*	—	169,200	550,600	.....	.....	37.0	.....	55,403	23,404	—	.....
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,758	3,990,254	16,151,962	10,781,833	630,455	33,673,564	298.8	1,953,769	4,481,859	3,054,653	6	112
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,332,262	30.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,278,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	2,971,981	249,748	—	3,500,000	3,806,000	109,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,765	1,830,000	840,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	90
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,352	8	118½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	127
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	81.6	638,622	1,471,985	487,864	10	130
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,355	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	— —	2,079,944	52.4	223,318	472,321	165,932	6	104½
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,754	264,102	3,155,000	1,667,200	287,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,886	90.4	434,622	868,352	309,341	8	103
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	282,833	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	186,647	291,618	63,019	8	119
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,212	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	810,010	964,030	469,932	8	102½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	225,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	— —	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,455	2,214,225	924,960	—	3,932,547	77.5	151,327	342,297	134,363	—	42½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,529	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	135½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,288	137,005	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	— —	3,141 091	93.5	.....	408,383	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,458	*	—	2,085,925	679,500	—	2,765,426	53.6	382,852	589,743	165,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	51.3	.....	821,955	136,049	8	57½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	104
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	585,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,118	82.0	.....	557, 4	210,565	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,450,730	*	—	500,000	750,000	.....	.....	24.7	oper. by	Verm't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	54.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,356,235	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	125
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	122,920	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,213	2,537,184	1,305,630	20	123½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,087,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '64	53.5	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	53.5	610,427	1,563,607	777,626	10	140
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,922	130,510	6½	85½
31 Dec. '64	58.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	583,400	700,000	—	1,283,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	36.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26,356	2,156,158	36.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	288,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	50,573	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	130 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,486	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,500	17,823,400	1,067,088	43,045,234	807.0	6,916,324	13,489,643	4,594,725	8	92½
30 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,687,293	8	109½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	38
30 Sep. '64	297.8	258.1	408.3	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,356,000	13,211,341	—	42,275,999	664.9	5,990,208	12,997,899	3,506,745	9	96½
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,610,739	1,105,299	1,022,686	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	26	22	441	Northern (Ogdensburg)	3,869,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,943	176,265	—	39
30 Sep. '64	36.0	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	386,340	311,500	23,708	901,853	38.9	83,493	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	43.5	18.2	—	26	34	898	Rome, Water'n & Ogdensb'g.	3,095,871	568,905	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	156
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	350,000	—	950,324	51.3	114,725	257,035	91,090	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	153,560	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	188	Troy and Boston	1,639,779	233,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	33,872	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,757	*	232,900	1,130,470	1,045,000	51,200	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,291	3,114,954	171.0	323,069	477,584	235,201	8	.....
15 Mar. '60	81.0	2.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,064	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,063	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,625,556	3,673,000	1,126,455	6,810,432	141.0	663,028	857,701	350,271	—	14
31 Mar. '65	60.2	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	.....	1,241,887	8	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.5	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,730	6,000,000	491,500	—	6,919,426	191.2	1,032,388	2,499,348	1,286,162	15	129½
31 Dec. '62	67.0	—	.....	13.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	125,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,454,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,776	Cleveland and Pittsburg	8 575,966	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	92½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	854,780	10	103
31 Dec. '58	51.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.0	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.1	—	18	6	413	Dayton and Michigan	5,496,811	1,155,303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	.....	1,069,187	431,980	.....
30 Nov. '64	83.1	—	39.6	—	29	27	422	Little Miami	3,589,644	556,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,433,286	614,641	30	140
31 Dec. '64	173.5	77.6	13.1	—	46	27	554	Mariotta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,808,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,092	—	.....
31 Aug. '58	112.6	8.0	.....	—	17	16	235	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	101
30 Jun. '64	153.5	52.0	.....	—	30	19	588	Sandusky, Dayton and Cinc.	3,986,495	596,400	251,967	1,243,948	1,841,098	14,202	5,173,133	206.9	852,400	719,949	145,900	—	.....
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	836,909	1,992,000	144,994	2,810,780	125.0	209,011	282,807	189,488	—	.....
31 Dec. '64	242.4	—	.....	—	48	15	999	Toledo & Wabash	10,090 913	*	—	3,427,950	6 683,964	—	10,243,015	250.0	1,244,858	2,060,322	945,492	8½	46

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Shares Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$		$	$	$	$	M.	M.	$	$	p. c.	
	PENNSYLVANIA.																				
31 Dec. '63	Atlantic and Great Western	96.0	25.0	11.0	19.0	28	6	406	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	Catawissa	65.0	2.0	7.0	—	21	13	438	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,459	149,013	—	27½
31 Oct. '64	Cumberland Valley	52.0	—	9.7	—	12	13	82	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	6	83
31 Oct. '64	Del., Lackawanna and West'n	113.0	—	57.0	—	77	20	5,214	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,964,948	721,782	20	155
31 Oct. '64	East Pennsylvania	38.0	1.7	7.7	—	8	7	71	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	163,041	233,560	202,009	—	—
31 Dec '64	Elmira and Williamsport	78.0	—	10.0	—	16	—	—	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	Erie and Northeast	18.5	—	6.0	—	—	—	—	700,000	*		600,000	400,000	—	1,000,000	18.5	153,620	485,788	189,007	10	—
31 Oct. '64	Erie and Pittsburg	81.0	—	2.6	—	5	9	153	1,588,878	192,509		256,500	900,000	637,885	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	Harrisburg and Lancaster	—	—	—	—	—	—	—	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '64	Hempfield	32.0	—	1.3	44.0	3	3	12	1,616,458	41,341		1,809,565	1,000,000	109,060	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	Huntingdon and Broad Top	43.5	14.5	11.0	6 0	15	4	126	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	Lackawanna and Bloomsburg	80.0	—	34.0	—	119	164	1,380	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	Lehigh Valley	70.0	17.5	53.0	—	51	4	2,713	7,433,706	1,789,410		6,627,050	1,477,000	17,532	8,121,582	67.5	502,028	2,280,262	1,452,154	20	66
31 Oct. '64	Little Schuylkill	28.3	5.0	8.0	—	—	—	—	1,371,865	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29½
31 Oct. '64	Mine Hill and Schuylk. Haven	130.5	—	63.3	—	31	—	51	3,700,000	*		3,700,000	—	—	3,700,000	(	"	"	)	7½	55½
31 Oct. '64	North Pennsylvania	55.6	14.2	13.3	—	20	26	674	5,550,418	517,375		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	31
31 Dec. '64	Pennsylvania	300.8	56.1	319.0	—	290	178	4,926	27,639,576	3,396 315	5,604,810	19,860,060	16,634,840	—	43,520,356	356.9	5,846,778	14,759 057	4 065,113	10	56½
31 Oct. '64	Phila., Germant'n & Norrist'n	17.0	3.0	22.0	—	18	45	101	1,139,079	282,399	—	1,258,100	315,000	—	1,673,100	24.0	283,739	423,147	207,898	8	52
31 Oct. '64	Phila. and (Sunbury) Erie	237.6	—	29 1	—	—	—	—	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	29
30 Nov. '64	Philadelphia and Reading	152 0	46.8	206.5	—	216	81	14089	18,998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	57½
31 Oct. '64	Philadelphia and Trenton	28.2	—	24.3	—	—	—	—	960,404	*	245,795	999,200	250,000	—	1,249,200	28.2	175,447	824,006	477,658	10	120
31 Oct. '64	Phila., Wilmington and Balt.	96.0	—	81.6	—	41	100	964	9,349,300	*		8,647,300	692,000	—	9,349,300	197.0	839,238	2,205,660	1,365,200	10	60
31 Dec. '64	Pittsburg and Connellsville	59.5	—	7.2	89.5	12	11	82	3,277,456	163,004	—	1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569	—	9
31 Dec. '64	Pittsb'g, Ft. Wayne & Chicago	468.3	—	108.5	—	187	99	2,020	21,164,330	*		8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7 120,466	3,019,067	10	106
31 Dec. '64	Shamokin Valley & Pottsville	28.0	—	6.2	—	5	—	—	1,178,773	112,824	—	500,000	791,597	Less'd t o Northn	Con.	87,070	—	226,318	107,490	10	40
31 Oct. '64	Westchester & Philadelphia	26.4	—	3.3	—	7	16	28	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	26.4	118,668	273,232	149,817	—	—
31 Oct. '64	Tioga	29.6	—	3.5	—	6	4	362	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	298,338	211,317	8	43
	RHODE ISLAND.																				
31 Aug. '64	N. Y., Providence and Boston	50.0	—	2.0	—	16	16	103	2,158,000	*		1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12	120
	SOUTH CAROLINA.																				
31 Dec. '58	Charleston and Savannah	54.9	—	.....	47.4	4	3	21	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	Charlotte and South Carolina	109.6	—	.....	—	13	9	176	1,719,045	*	—	1,201,000	334,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	Greenville and Columbia	143.2	21.3	.....	—	—	—	—	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	North-Eastern	102.0	—	.....	—	.....	.....	.....	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	South Carolina	136.0	106.0	.....	—	62	59	790	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	—	.....	—	.....	.....	.....	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	East Tennessee and Georgia	30.0	—	1.8	—	12	10	171	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	East Tennessee and Virginia	140.0	—	8.0	—	16	10	128	2,310,083	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	Memphis and Charleston	271.6	19.4	20.0	—	43	37	667	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	Memphis, Clarkesv. & Louisv.	100.0	—	30.6	55.8	—	—	—	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	Mississippi and Tennessee	59.0	—	.....	40.1	7	5	119	1,137,400	*	—	798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	Mississippi Central and Tenn.	47.4	—	2.3	—	4	5	46	892,710	82,908	—	317,447	632,500	27,360	.....	47.4	54,175	83,129	44,666	—	—
1859.....	McMinnville and Manchester	34.2	—	7.0	—	12	2	81	533,807	56,816	—	144,891	406,000	5,000	.....	34.2	30,065	23,808	13,802	—	—
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	—	35	17	819	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859.....	Nashville and Northwestern	—	—	.....	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	Tennessee and Alabama	45.8	—	4.2	11.7	5	5	82	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,550	127,953	87,243	—	—
1859.....	Winchester and Alabama	30.0	—	0.6	8.0	—	—	—	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
	TEXAS. (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz. & Col'r do	32 0	—	.....	158.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	Galvest., Houst. & Henderson	56 0	—	.....	184.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	Houston and Brazoria	50.0	—	1.5	75.0	2	1	40	1,250,000	.....	.....	275-000	240,000	171,563	.....	50.0	31,300	82,670	.....	—	—
1 May '60	Houston and Texas Central	70.0	—	6.0	280.0	7	5	124	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	San Antonio & Mexican Gulf	25.0	—	.....	110.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
	VERMONT.																				
31 May '65	Connect. & Passumpsic Rivers	110.3	—	6.6	—	9	8	280	2,880 277	*	—	1,679,600	633,500	.....	3,023,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	Rutland and Burlington	119.6	—	16.0	—	26	25	558	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	Rutland and Washington	62.5	2.0	4.9	—	10	9	240	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	Vermont Central	117.0	2.0	21.0	—	42	46	841	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	536,269	841 045	262,887	—	1
31 May, '63	Vermont and Canada	47.0	8.5	4.1	9.7	—	—	—	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper	r. by Vt.	Central	.....	8	95
30 Jun. '63	Vermont Valley	28.7	—	0.9	—	4	6	89	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	Western Vermont	59.0	5.5	3.6	—	—	—	—	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
	VIRGINIA.																				
1 Aug. '59	Alex., Loudoun & Hampshire	41.3	—	—	122.1	—	—	—	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	—	—	—	—	—	—
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.5	9	5	221	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	705,004	136,202	43,062	—	—
30 Sep. '59	Norfolk and Petersburg	79.2	—	4.8	—	5	2	75	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	Northwestern Virginia	103.5	—	.....	—	8	—	—	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	Orange and Alexandria	88.3	68.4	10.0	—	16	16	175	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	.....	—	19	13	279	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201.344	—	—
30 Sep. '59	Petersburg and Roanoke	59 2	21.3	.....	—	14	17	131	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	—	28	30	418	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	—
30 Sep. '59	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	196	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	Richmond and York River	23.7	—	0.2	14.6	2	—	23	704,840	20,554	—	657,512	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	Seaboard and Roanoke	80.0	—	.....	—	10	11	161	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	Virginia Central	178.2	—	21.3	7.0	27	19	228	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	75
30 Jun. '60	Virginia and Tennessee	204.7	9.5	10.6	—	39	27	49	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,198	740,489	347,957	—	—
	WISCONSIN.																				
31 Dec. '61	*Milwaukee and Minnesota*	199.9	—	24.9	27.8	.....	.....	.....	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '64	Milw'kee and Prairie du Chien	191.9	42.5	28.3	—	41	29	690	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	958,188	1,711,281	505,330	—	—
10 May, '64	Racine and Mississippi	108.9	—	10.6	—	20	22	557	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	486,043	490,597	138,210	—	—
	CANADA.																				
31 Jan. '63	Buffalo and Lake Huron (4 y)	161.0	—	.....	—	31	27	40	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	Montreal and Champlain	49.0	—	—	—	15	17	214	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	15
30 Jun. '63	Grand Trunk	1,096	137.0	.....	78.0	204	130	2,899	10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	Great Western	229.0	115.5	65.0	—	92	125	1,689	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	—
31 Dec. '64	Northern (O. S. & H.)	94.5	1.6	.....	—	18	20	337	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
	NEW BRUNSWICK.																				
1 Oct. '62	European & North American	108.0	0.5	12.0	—	14	18	271	4,569,418	*	—	4,658,706	—	—	4,658,706	103.0	160,421	107,640	20,005	—	—
1 July, '61	New Brunswick and Canada	60.0	—	.....	—	.....	.....	.....	1,402,748	103,898	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132-565	36,670	—	—
	NOVA SCOTIA.																				
Dec. '62	Nova Scotia	61.5	30.5	.....	—	20	18	150	4,273,401	9	—	4,273,281	—	—	4,273,281	92.0	158,416	120,107	37,181	—	—
	NEW GRANADA.																				
1 Dec '62	Panama	48.7	—	—	—	11	22	120	7,000,000	9	615,658	5,000,000	75,000	—	10 703,723	48.7	.....	237,435	1,538,924	18	25

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	44
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	48½
Chicago & Alton (preferred)	2,425,200	7	7	106
Chicago & Northwestern (pref.)	12,994,720	7	7	65½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,614,300	10	10	73½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43½
Erie (preferred)	8,535,700	7	7	84
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	51½
" " (2d pref.)	3,819,772	7	3	28
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	102½
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,256,000	7	---	74
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo & Wabash (preferred)	934,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,478	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	90
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1885	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. R.R.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	91
Six per cent. Loan	2,432,274	6	A. & O.		1884	91
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	455,500	6	A. & O.		1876	90½
2d Mortgage	295,750	6	----		----	90
North Branch:						
1st Mortgage	600,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,784,550	6	M. & S.		1872	85½
2d Mortgage	3,980,670	6	J. & J.		1882	79
Improvement	568,500	6	M. & N.		1876	80
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	44
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	18
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	92½
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,843,563	—	50½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	83½
Susquehanna and Tide Water	50	2,048,260	—	10
Union	----	----	—	----
Union (preferred)	50	2,750,000	—	1
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

			Store Prices.
Pig, Scotch, No. 1 (cash)	per ton	$2 — @ $5 —	
Pig, American, No. 1		50 — @ 51 —	
Bar, Refined, English		97 50 @100 —	
Bar, Swedes, assorted sizes (in gold)		90 — @ 95 —	
Bar, Swedes, assorted sizes			@175 —
Bar, English & American, Refined			@150 —
Bar, English & American, common			@120 —
Scroll, English			@200 —
Ovals and Half round			@155 —
Band, English			@155 —
Horse Shoe			@155 —
Rods, English		127 50	@190 —
Hoop, English			@225 —
Nail Rod	per lb.	— 10 @ — 11	
Sheet, Russia	per lb.	— 42½ @ — 48	
Sheet, English, Single, Double and Treble		— 7½ @ — 10½	
Sheet, Am., Single Double and Treble		— — @ — —	
Rails, English (gold)	per ton	57 — @ — —	
Rails, American		— — @ 90 —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)		— 12 @ — 14
English Blister (1st & 2d qlty.)		— 18 @ — 20
English Machinery		— 14 @ — 16
German		— 15 @ — 17
American, Blister		— 12 @ — 14
American, Cast, Hammered		— 20 @ — 22
American, Cast, Rolled		— 13 @ — 15
American Spring		— 11 @ — 13
American Machinery		— 13 @ — 14
Milan (in bond)		— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— @ — 55
Sheathing, Yellow		— @ — 36
Pig, Chile		— @ — —
Bolts		— @ — 55
Braziers'		— @ — 55
American Ingot (cash)		— 42 @ — 45

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @ 10 50
Spanish		— @ 10 25
German Refined		— @ 10 25
English		— @ 10 25
Bar	per lb.	— @ — 12
Pipe and Sheet		— @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 27½ @ — 28
Straits		— 25½ @ — —
English		— 25 @ — 25½
Plates, Charcoal I. C	per box	14 75 @ 15 —
Plates, I. C. Coke		12 25 @ 13 —
Terne, Coke		10 50 @ 11 —
Terne, Charcoal		14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash)	per 100 lb.	— 8 @ 8 50
Clinch (cash)		— — @ — —
Copper		— — @ — 60
Ausable Horse, Norway Iron, Forged		— — @ — 38
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 40 @ — 41
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 54 @ — 56
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @ — —
Naptha, Refined (60@63 gravity)		— 52 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th 23.	F. 24	Sat 25.	M. 27.	Tu. 28.	W. 29.
Atlantic M. S. S. Co	138	137	139	----	----	
At. & Gt. W. (O) 1st m't	97	----	----	97	----	
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	118	----	
Canton Co.	45½	45½	45	45½	45½	45½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	----	103½	----	
" " pref.	106	----	105	----	105	105½
" " 1 M.	----	----	96	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	114½	115	115	----	----	115
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	39½	39½	38	37½	36	35½
" " pref.	68	67½	66½	66½	65½	65½
" " 1st M.	83	----	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	82	----	----	----	----	
Chicago & Rock Isl.	108½	109½	109½	109½	108½	107½
" '1st M. '70	----	----	----	----	----	101½
Clev., Col. and Cin.	129½	----	129½	----	----	
Clev. and Pittsburg	94½	93½	92½	92½	93	91½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	103½	----	----	103	103	
" " S. F. 7 p.c.	----	----	----	----	99	----
Cumberland Coal, pref	45	45½	44½	44½	44	44
Del. & Hudson Canal	147	----	----	----	----	----
Del., Lack. & West	----	----	----	101	----	
" " 1M. 8 p.c. '71-5.101	----	----	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	92½	93½	93½	93½	92½	92½
" pref.	----	----	----	81	84	----
" 1 M. 7 p.c. '67	----	----	----	----	99½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	97	----	----	----
" 4 M. 7 p.c. '80	95	----	94	94	----	94½
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	37	----	----	----
" " pref.	----	----	----	----	----	55
" " bonds	95	----	----	----	----	----
Hudson River	109½	110½	110½	109	109	109½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69-101½	102	----	----	----	102	
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	----	----	133½	133½	132½	
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	51½	51½	----	----	----	55
" " 2d "	30	----	----	----	----	
" " 1st mort.	----	85	----	----	----	
Mariposa Mining Co.	14½	14½	14	14½	14½	15½
Michigan Central	116	117	----	116	----	115½
" S F. 8 p.c. '82	111	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	78½	77½	76½	76½	76	75½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	94	----	----	----	----	----
" " 2 M.	87	----	----	----	87½	----
Mil. and P. du Chien	91	----	----	95	90	85
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds.	46	46	----	----	----	----
Missouri 6s	76½	77	----	73½	----	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	77½	77	----	77½	77
New York Central	97½	97½	97½	97½	96½	97
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	100	----	----	----	----	----
" 7s, conv. '76	103	----	103	----	----	103
" 6s, S.F. '83	91	----	----	----	----	91
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	82	83	83	83½	83	83½
Ohio & Miss. cer.	29½	29½	29	28½	28½	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	230	230	----	----	----	----
Panama	----	----	235	----	----	235
Penn'a Coal Co.	----	180	180	----	----	
Phila. and Reading	117½	117½	116½	116	116	115½
Pitts. Ft. W. & Chicago	105	106½	105½	105½	105½	105½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	98	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	47½	47½	47½	46½	47	47½
St. L., Alton & T. H.	44½	----	----	----	----	44
" " pref.	76	----	75	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	91½	79
" " Inc. b'ds.	73½	74	----	----	----	----
Tennessee 6s, 1890	87½	----	87½	88	----	
Tol., Wab. & Western	----	----	----	----	45	----
" Pref.	----	----	----	----	----	----
" " 1M. ex. 91½	----	----	----	----	----	----
" " 2M.	77	76	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th 23	F.24	Sat.25.	M.27	Tu.28.	W29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	95	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	91½	----	90½	----	----	90½
U. S 5s, 10-40s, reg.	91	----	91	90½	----	----
U. S. 6s, 1881, reg.	105½	----	----	105¾	----	106
U. S. 6s, 1881, coup.	----	----	105⅜	105⅝	105⅝	105⅞
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	118	118	----	----	----	----
U. S. 6s, 1868, coup.	118	----	----	----	118	----
U. S. 6s, 1 year certif.	97⅛	97½	----	----	97⅝	----
U. S. 6s, 5-20s, coupon	101⅜	101⅝	101½	101½	101½	101½
U. S. 6s, 5-20s, new	99⅜	99½	99⅜	99½	99⅝	99
U. S. 6s, " reg.	----	----	100	----	----	----
7.30 Notes, 1st series.	97⅜	97⅛	97⅛	97	97	97
" " 2d series.	96⅛	97	96⅞	96⅞	96	96⅛
" " 3d series.	97	96⅞	96⅞	96⅝	95⅛	96⅛
American Gold	----	----	----	----	145	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	W.22	Th.23	F.24.	Sat.25.	M.27.	Tu.28
Cattawissa	----	23	----	----	27½	----
" preferred	45½	46	45⅝	45½	45	44½
Camden & Amboy	----	----	126½	126	----	125
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	90	----
" " 6s,'83	----	----	----	----	----	93
" " 6s,'89	----	94	94	----	94	----
" mort. 6s,'89	----	----	----	----	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	30	33½	----	30	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55½	----	----	55½	56	----
" " 6s, '70	----	----	----	----	----	----
" " 6s,'84	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	66	66
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	29½	----	29½	29½
" " 7s	----	----	----	----	----	----
Long Island	----	39	39½	39½	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	55½	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	120	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	44	----	----	----
Pennsylvania R. R.	56½	56½	56½	55½	56	56½
" 1st m.	----	----	----	----	93½	----
" 2d m.	----	----	94½	----	----	----
Penn. State, 5s	----	----	----	----	----	90
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	100½
Philadelphia City, 6s	----	----	87½	87½	87½	----
" " new	91	91½	91	91½	91½	91½
Philad., Germ. & Nor.	----	----	52	----	----	----
Phila. & Reading	57½	58½	58¼	57⅞	58½	57½
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	92	92	----	----	----	91
Philadelphia & Erie	28½	29	30	29	29	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27	----	27⅜	----	----	----
" " pref.	----	34½	34½	34½	33½	33½
" " 6s '82	----	79	79	----	79	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	85½	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	1	----	----	----	----	----
" " 6s '85	18	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	54	54	55	54	----	54
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	53	----	----	----	----
Green & Coates, "	31	----	----	----	----	----
Race and Vine, "	----	----	----	----	18	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.
Baltimore City 6s, 1875.	99½	----	----	----	----	100
" " 1886.	----	----	100	----	----	----
" " 1870.	----	----	----	----	93	----
" " 1890.	----	100½	101¼	----	----	----
Balt. and Ohio	----	----	112	112	112	112
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.101	----	----	----	----	----	----
" " " '80.	----	----	----	----	100	----
" " " '85.	----	----	----	----	----	----
Northern Central	44½	----	----	----	----	----
" " b'ds,'85.	----	----	86½	----	----	86½
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	91	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th. 23.	F.24.	Sat.25.	M.27.	Tu.28.	W 29
Boston and Lowell	90½	90	----	----	----	----
Boston and Maine	118½	118	119	118½	----	----
Boston and Providence	----	127½	127½	----	127	----
Boston and Worcest.	129	----	130	----	----	----
Cheshire, pref.	48½	----	----	----	----	49½
Concord	----	----	----	----	----	57½
Connecticut River	104½	----	----	----	----	----
Eastern, Mass.	99	99	100	100	99¾	99½
Eastern, N. H.	86	----	----	----	----	----
Fitchburg	103	----	----	----	103	103
Manchester & Lawr'ce.	104	----	----	----	----	----
Michigan Central	116	116	116¼	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	103½	----	----	103	102¾	----
Ph., Wil. & Baltimore	58½	58¾	58½	58½	60	60
Portl'd, Saco & Ports.	----	----	----	----	----	97
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	43	42½	----	----	----	42½
Western	----	----	135½	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	57½
Metropolitan "	43	43½	----	44	----	42½
Middlesex "	----	45	----	----	45	45½
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26	----	25	----	24½	25
Franklin "	40	39	39½	38	39	39½
Huron "	----	----	----	----	----	----
Isle Royale "	14¾	15½	14½	----	14½	14
National "	----	----	----	14½	----	----
Minnesota "	15	----	----	16	----	----
Pewabic "	39	39	39	38	37	39½
Pittsburg "	52	54	52	51	----	52½
Quincy "	54	57	56	55	----	58
Rockland "	3½	3½	3½	2½	2½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of November:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	63½	"	64
Virginia State 5s	45	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	78	"	80
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	53¾	"	54½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	80	"	81½
Marietta and Cincinnati Railroad Bonds	71	"	72
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82 x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	"	78

American Railroad Journal.

Saturday, December 2, 1865.

Stock Exchange and Money Market.

There is evidently a panic in the movements of the money market. The street is dull, and expectation stands on tip toe for something to turn up which may make profitable differences, either one way or the other.

The rumors of difficulties on the Rio Grande, a possible rupture with France, and the uncertainty of the character of the forthcoming report of the Secretary of the Treasury, give employment to the imaginations of the timid, or screw up the courage of those who delight in operations which may be styled extra hazardous, but if successful are immensely profitable. In this city a large failure is considered respectable, and a stepping-stone to restored credit, if a settlement can only be promptly made, no matter whether it is a compromise, or a temporary seclusion from the usual business haunts. So that the present moment of doubt about the future is in fact one element on which great operations are likely to hinge. The loan market has been rather close, and inactive. Notwithstanding the immense amount of paper afloat, it seems that capital is concentrated into such few hands, that a tight market can be easily brought about, when that state of things is essential to speculation. It is also said that the money markets of the interior are somewhat stringent, which fact may be easily accounted for by another, that produce has been held back in enormous quantities for a further rise in prices, in the hope that there will be no attempt to correct the inflation of the currency for several years to come, an opinion which is assiduously kept alive by several leading journals, and expressed by interested parties who see in contraction the demolition of their present *Chateaux en Espagne*.

For ourselves we see but one way out of our present position, and that is contraction. When a paper dollar is as good as the silver dollar it professes to represent, we shall then know where we are and what we are worth; when promises to pay shall be words of truth, when commerce shall have something more of reciprocity than it has now, when we shall have a foreign market for our cereals and provisions, and when profits shall be made in the world's market by natural methods, instead of extortion and enormous charges realised among ourselves, we shall return to a substituted prosperity. It is in this present uncertainty of things we see Governments dull, drooping and declining. Indeed under the supposition that the funded debt is to be increased by hundreds of millions for the purpose of retiring the legal tenders, the compound interest notes and outstanding certificates of indebtedness, a further decline may be expected. Already a foreign journal usually favorable to this country, announces that further funding will be the "death knell" of American credit. We indeed do not believe it will be practicable to place 300 or 400 millions more of 5 or 6 per cents on the domestic or foreign markets at anything like par. As much of these has been absorbed in our opinion, as they will bear. If we are to return to a safe financial condition, it must be by some other process than increased funding; as either by an actual cancellation of notes with the surplus receipts of the revenue, or positive alteration of the National Bank system, which shall make it the ally of Government rather than its rival. We have on several late occasions alluded to this idea, and we reiterate it, having as yet not met with a single sound objection. It is to compel all the new national Banks to deposit greenbacks instead of bonds in the Treasury as security for their issues. It will not take a dollar more from their means than they are now obliged to pay out. Why they should take the round about way of buying bonds to deposit instead of the money itself, we do not understand. To be sure it is a pleasanter idea to them, to get 12 per cent. on their capital under the present arrangement, than to be put on an equality with all other capital. But the Government can no longer afford this privilege. The people are now paying from 15 to 18 millions of interest to these banks, and at the same time giving them exclusive privileges to make money on

one and the same deposit, and by the issue of their own notes as much more. This arrangement was excusable during the war, when we had to get money in the best way we could; but the times are changed, and we are changed with them. The Government is no longer in pursuit of loans, and the system is now inapplicable and unjust. It has a right to have a security from the new Banks in any shape deemed the simplest and most convenient, and the deposit of greenbacks insisted upon will effect the needed contraction of currency, without costing the people one cent.

We have recently read many elaborate articles in relation to this vexed question, but none of them are conclusive. A leading Boston paper says "that the long bonds of the Government are not wanted by investers either at home or abroad, and are now thrown by business men in large quantities upon the market."

The recent communication of S. M. Stilwell, Esq., in the *Herald*, has also attracted our attention, Mr. Stilwell writes thoughtfully and confidently on the subject; and yet if we understand him correctly, he inclines to the continuance of the paper system without recurring at all to specie as its basis, and trusts to the well known theory of supply and demand as a cure for all our disorders. Now the fact is that until we adopt the system of cowries or wampum with which the Africans and our own Indians have resorted to as a substitute for money, we cannot get rid of the universal standard of gold and silver, unless we refuse to trade with all foreign nations, and shut up our ports. The nations of the civilized world may be compared to a company of traders, recognising a particular standard of value by which they will buy or sell. If we do not conform to it, we must step out out of the market.

And as to the supply and demand theory, it is contradicted by every day's experience. There is often a demand without a supply, and a supply without a demand. There is at this moment a demand for gold; it is worth nearly 50 per cent. in other articles above its normal and comparative value of former years. Does the supply come in to meet this demand? We think not, on the contrary, gold is leaving us in constant and large currents for England and France, where there is no particular demand for it. The truth is, it takes time to find out a demand, and time to furnish a supply, a work of calculation and experience; and often the result is, that the supply when obtained breaks down the market and destroys all demand. If it were not for this, consumers would be eternally at the mercy of the producers.

But let us take another remarkable example which contradicts the theory. It is well known that the price of meat has nearly doubled recently in England. It has been attributed to the cattle plague. Travers' Circular of the 11th inst., says, it is ascertained that the number of animals that have perished from the Rinderpest in that country, and have been slaughtered on account of it is 1,600, but the importation of foreign animals for the last nine months has been three times the amount of that sacrificed through the plague, viz: oxen, bulls and cows, 46,576; calves, 4,666; sheep and lambs, 184,891; swine, 32,662. Practically, therefore, there has been no demand by two-thirds of this number. Here has been an enormous supply without any corresponding demand, and yet prices have not declined, but are on the increase, notwithstanding. The excess in the importations for 1865, as compared with those of 1864, is very large also. The theory does not seem to have worked at all in this case. So that in fact there has been a large supply without any real demand; and the excess of importations of animals greatly above that of former years has not reduced the price of meat in England. Certainly if the theory is infallible this result could not have been justly expected.

As long as the world says they require gold and silver as money, and no security in its place that cannot be turned into these, we shall have to comply with this usage and requirement; and we cannot by any ingenuity of paper, one kind pledged for another, escape the responsibility of the gold and silver basis without general insolvency. The sooner we look this squarely in the face the sooner we shall have a healthy financial state of things, and not before.

The imports and exports for the last month from this port show a heavy balance in gold values in favor of this country, viz:

Exports of merchandize	$16,115,960
Exports of coin	2,023,101
	$18,139,061
Value of cotton from Southern ports, 67,386 bales	$10,026,280
Do. from New York of all exports of products	18,130,061
	$28,165,341
Balance in our favor in gold	$4,034,602

Foreign exchange is not very active nor very profitable. The exports of cotton have by the restoration of the Union taken their former commercial routes, and tell heavily in our favor. And although the product has fallen off, the advance in price has in a measure made up the difference Between 1st May and 1st November, we have received from the Southern ports 742,776 bales; and since the 1st of November several thousand more to be yet largely increased, as we learn from the old stocks on hand. The currency value of the 6 months receipts was $148,555,200. At 40 cents a pound, a million of bales bring as much money as four millions at previous low prices; so that for the present the short supply is fully made up by the enhanced price. We have always considered this cotton product as the key to the lock in our foreign exchanges; and it is being turned most effectually even now. At the same time the price is sure to lead to an extended cultivation for the next year, for the temptation of profits is enormous. A writer in the Baltimore *American* asserts, that out of a pound of cotton five yards of ordinary muslin are manufactured. On this calculation he contends that the article might now be furnished at 17 cents a yard, or 85 cents per pound, for the cotton when manufactured into muslin. Instead of that it is charged to the consumer at $2.50 per lb., when manufactured here. We may therefore see at once what inflation of the currency is doing for these cotton manufacturers, and not wonder that the English manufacturer is glutting our markets at lower prices, and making large profits at the same time. Such instances as these in all manufactures propped up by our present system, should open the eyes of the people to the fact that they are men working on the treadmill to grind out fortunes for particular classes.

This calculation does not include the value of exports from other ports, and therefore is not entirely complete; but shows the tendency of trade within the last 30 days, and that the cotton supply is our chief anchor at which the National vessel is riding with every chance of weathering the financial storm.

Governments are now pressed for sale considerably under par, and the tendency is downwards owing to the impression that the funded debt is to be increased by the proposed contraction of the legal tender circulation. As we have we think most clearly shown that contraction on a large scale may be safely effected by a different process, we hope it will be adopted.

The last bank statement is considered favorable. The legal tender reserves have increased two millions, the deposits about the same, but the loans have increased over $600,000, and the specie has decreased about $106,000.

The only real cause of disturbance at present is the Mexican question. We certainly think we are not called upon at present to go into another costly war for any abstract question, especially when the Southern States have not fully come back into the Union. There is a better way than war to aid the Mexican republicans, and this is to give them all the money by subscribing to their loans, they require to help them in the struggle. This is our cheapest and most effective method.

Exchange in London and Paris is not active, and the price is still below par for most of the transactions.

Railway securities are improving and more in request.

The balance in the Sub-Treasury on Wednesday was $72,258,179 97.

The exports, exclusive of specie, from the port of New York for the week ending Nov. 27th, were $3,840,220, against $1,880,303 in 1864, and $3,251,634 in 1863. Total since Jan. 1, $150,805,778; same time in 1864, $198,503,869; in 1863, $156,885,289.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 99¼; do., 6s, 1873, 96½; Ohio 6s, 1881, 98½; Illinois Canal Reg. bonds, 98; Illinois coupon bonds, 1879, 99; Illinois War Loan, 99; Louisiana 6s, 75; Connecticut 6s, 97; Kentucky 6s, 95; McGregor Western, 25½; Long Island R. R., 76; Stonington, 120; Joliet and Chicago, R. R., 92; Milwaukee and St. Paul, pref., 74; Sixth Avenue R. R., 130; Chicago and Milwaukee, 77; Norwich and Worcester, 98; Central N. J. R. R., 123½; Galena and Chicago, 2d mort., 95; U. S. 5-20s, 1865, 98⅞; Mariposa pref., 20; Brunswick City Land Co., 9½; Rutland Marble, 10½; N. Y. Guano, 14½; Central Am. Transit, 31; Spring Mt. Coal, 54; Ashburton Coal, 19; Schuylkill Coal, 11½; Central Coal, 51; Lehigh and Susq. Coal, 10¼; Wyoming Valley Coal, 58; Smith and Parmalee, Gold, 5; Dutchess Co. Iron, 5; Western Union Tel., 60; Pacific Mail scrip, 230; Bank of Commerce, 106; Importers and Traders Bank, 100; Central Bank, 102; 4th National Bank, 94; Bank of New York, 104; National Bank, 105;

Phœnix Bank, 100; Am. Ex. Bank, 111½; Shoe and Leather Bank, 104; Merchants Bank, 116.

Philadelphia.—Phila. and Reading 6s, 1843–'80, 90; Hestonville R. R., 28⅛; 13th and 15th streets R. R., 29; 17th and 19th streets, 10½; New Creek Coal, 1¼; N. Y. and Middle Coal Fields, 7⅛; Clinton Coal, 1¼; Fulton Coal, 8⅛; Big Mt., 5; Swatara, 2½; Green Mt., 1¾; Shamokin Coal, 7⅛; Phila. and Law. C. R. 1⅛; Girard Bank, 52½; Commonwealth Bank, 49½; Phila. Bank, 132½; Farmers and Mechanics Bank, 119¼; Bank of Northern Liberties, 90; Locust Mt. Coal, 40; Curtin, 2¼; Dalzell, 1½; Era, 2½; Feeder Dam, 1; Indian Spring, ⅛; Junction, 1⅛; McClintock, 1⅞; Mingo, 2½; Maple Shade, 5⅜; McElrath, 1¼; McKean, 9; McIlheny, 1½; Ocean, 7⅛; Royal, ⅜; Sugar Valley, 2½; St. Nicholas, 4; Sugar Creek, 5⅛; Sugar Dale, 1⅛; Walnut Bench, 2¾; Wm. Penn., 1; Walnut Island, ⅝. The latest quotations are: City 6s, 87½@88; do., new, 91¼@91⅜; State 5s, 89½@89½; do., coupon, 89¾@91; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 60; Reading, 57¾@57⅞; do., 6s, 1870, 91¼@93; do., bonds, 90@90⅛; do., con., 115@116; Camden and Amboy, 124¾@125¼; Penn. R. R., 56½@56⅝; do., 1st mort., 98@99; do., 2d mort., 94@95; Little Schuylkill R. R., 29@29½; Morris Canal, 78@82; do., pref., 119@121; do., bonds, 90@95; Wyoming Valley Canal, 54½@56; do., 6s, 88@90; Susquehanna Canal, 8@9; do., 6s, 40@42; Sch. Nav., 26@27; do., pref., 32@33; do., 6s, 1882, 78¾@79; Union Canal bonds, 16@20; Delaware Div. Canal, 30@30⅛; do., bonds, 90@90; Elmira and Williamsport, 27@30; do., pref., 40@43½; do., 7s, 1873, 94@96; Lehigh Coal and Navigation, 53⅜@53½; do., bonds, 1884, 90¾@91⅛; North Pennsylvania, 30@31; do., 6s, 85@85½; Philadelphia and Erie, 28⅜@28⅝; do., 6s, 86@87; Minehill, 55@55⅛; Catawissa, 26½@27; do., pref., 43@43¼; Lehigh Valley, 65½@66⅛; do., bonds, 90@91½; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 81@82; Race and Vine, 13@15; West Philadelphia, 67@70; Spruce and Pine, 30¾@31; Green and Coates, 81@33; Chestnut and Walnut, 52@53; Arch, 20@22; Thirteenth and Fifteenth, 29@29½; Girard College, 26@26¾; Tenth and Eleventh, 51@53; Norristown, 52⅛@53; Union, 20@24; Hestonville, 28⅛@28¾.

Boston.—Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 38; Rutland and Burlington 1st mort., 65; do., 2d mort., 26; Vermont Central 1st mort., 81; N. Y. and Boston R. R. 6s, 26½; South Shore R. R. 6s, 1881, 90; Conn. and Pas. Riv. pref., 78½; Ogdensburg and Lake Champlain, 39; Massachusetts 5s, 1894, Gold, 95; New Hampshire 6s, 1877, 90; Rhode Island 6s, 1893, 90; St. Louis 6s, 86; Boston 6s, 1874, 100; do., 1868, Gold, 126; do., 5s, 1878@1889, gold, 95; Chicago 7s, sewerage, 94; do., Municipal, 93; Roxbury 5s, 1875, 90; Augusta 6s, 1870, 90½; Cambridge 6s, 1875, Water Loan, 95; Boston Water Power Co., 26⅜; East Boston Co., 10; Waverly Co., 4½; Union S. S. Co., 86¼@87¼; Mammoth Vein Coal, 10⅜; Short Mt. Coal, 31; Boston Gas, 760; East Boston Gas, 26⅛; Columbian Bank, 105; North Bank, 100; Atlantic Bank, 103; State Bank, 103; Market Bank, 101¾; City Bank, 101½; Globe Bank, 120; Webster Bank, 102; Eliot Bank, 107¼; Boylston Bank, 126; 1st National Bank, 132; Trader's Bank, 90¼; Atlas Bank, 101¾; Bank of Republic, 112; Bank of North America, 97¼; New England Bank, 112; Tremont Bank, 109; Old Boston Bank, 61; Albany and Boston Mining Co., 20; Bay State, 9; Dudley, 62½c.; French Creek, 40c.; Hancock, 13; Humbolt, 3½; Hanover, 1¼; Highland, 3¼; Madison, 1¼; Pontiac, 1⅛; Star, 1; Superior, 2¼; St. Clair, 2¾.

Baltimore.—Marietta and Cincinnati bonds, 85; Maryland 6s, 1870, inscribed, 100¼; do., 1890, 102½; Mineral Hill Mining Co., 0.90; Copper Hill, 1.80; Bare Hill, 1.90; Guilford, 0.40; Am. Gas Coal, 0.70; Atlantic Coal, 1.10; Maryland Anthracite, 16½; Santa Clara, 13½; Balt. and Cuba S. and M. Co., 122; Baltimore Chrome, 1.05; Penn. Oil, 0.50; Union Bank, 75; Merchants' Bank, 108¾; 3d National Bank, 99¼. The latest quotations are: Balt. and Ohio, 110½@112; do., 6s, 1867, 98@98¼; do., 1875, 100½@101; do., 1880, 100½@101; do., 1885, 99½@100¼; Northern Central, 44@45¼; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 1873, 98@98½; do., 2d mort., 96@98; do., 3d mort., 1885, 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 84½@96; Central Ohio 1st mort., 81@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@100¼; do., 1890, 102½@102½; Baltimore 6s, 1870, 98@99; do., 1873, 98½@100; do., 1875, 100@100; do., 1886, 100@100½; do., 1890, 101@101¼; do., coupon, 100@100¼; do., 5s, 1838–'70, 83@85; City Passenger R. R., 20½@21; Canton Co. 44@45; Gardner, 0.30@0.50; Gas Coal, 0.65@0.70; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 1.00@1.10; George's Creek, 108@112; Santa Clara, 13@15; Balt. Chrome, 1.05@1.10; Bare Hill, 1.85@1.90; Atlantic Coal, 1.05@1.20; Mineral Hill, 0.85@0.90; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 2.00@2.50.

Michigan Southern and Northern Indiana Railroad.

The following particulars of the settlement of a long pending legal controversey between this company and its Guaranteed Shareholders are published, as on authority, and will doubtless be received with satisfaction by all the interests concerned:

"Under authority given by a resolution of the Board of Directors of the Michigan Southern and Northern Indiana Railroad Company, on the 20th of September last, the Finance Committee is settling with the holders of the guaranteed stock as follows: In settlement of all claims for back dividends, the holders receive forty per centum in common stock. On the conversion of the guaranteed stock that has been thus settled and assented into common stock, the company give one share of common stock and thirty-five dollars in cash, for each share of guaranteed stock surrendered. Thus the holder of 100 shares of guaranteed stock gets in exchange therefor 140 shares of common stock, and $3,500 cash. All settlements and conversions to be made prior to the 15th day of January next. Nearly one-half of the guaranteed stock has up to this date been so assented, converted and canceled."

☞ S. M. Craver has resigned the position of Assistant Superintendent of the Rensselaer and Saratoga Railroad, to accept the position of agent of the New York Accidental Insurance Company.

American Files.

These useful, or rather indispensable tools in the mechanic arts, have hitherto been principally imported from Sheffield, the fabric of such shops as Butcher's, Wing's, Greaves & Sons, Moss & Gamble's, and Fisher & Co's. We have now an American article made by the Whipple Manufacturing Co., which has been thoroughly tested and compared with the foreign manufacture, and been awarded gold and silver medals for its excellence in all respects, by the American Institute of N. Y. and the Mechanics Association of Massachusetts. The works of this company are at Ballard Vale, Mass., having more than a million of dollars capital, and employ 800 operatives. The office in this city is at 53 Beekman street, of which Geo. E. Learned is in charge. See advertisement.

Practical Good Will towards the South.

We publish in another place the card of Messrs. Goodman & Merrill, 36 New street, General Commission Merchants, whose business is of a peculiar and most useful charucter. It is fully explained in their Circular, and is of the following description. They propose specially to act as cotton factors and agents for the purchase, sale and lease of cotton plantations, and the purchase of railway equipments and supplies. Their plan is a large and liberal one, and they offer opportunities of great value to northern capitalists to make money readily and certainly; while the transactions to be engaged in will be highly beneficial to the south and the country at large. The Circular gives the following estimate of the results of an operation of the kind proposed, notwithstanding the difficulties which have intervened, and it is well worthy of notice:

"The expenses of a cotton estate during the year have been about $30,000; the cotton produced about 600 bales, valued at $130,000. Deduct $30,000 for expenses, and $10,000 for losses and contingencies, and we have $90,000 as the net result. This estate made before the war, when entirely cultivated, more than 1,200 bales of cotton, and 15,000 bushels of corn. But this year the cultivation was made under many adverse circumstances. The war existed, and guerilla raids were frequent and destructive. Partial inundation also occurred from breaks and cuts in the levees. Indeed, a more remarkable concurrence of adverse circumstances could hardly be imagined, and yet the result is as above given."

We have no doubt of the facts as stated, and trust they will have the effect of attracting the attention of northern capitalists.

Syracuse and Newburg Railroad.

A meeting was held in Syracuse on the 22d ult., to further the project of a railroad from Syracuse to Newburg, on the Hudson River. Delegations were present from Oswego, Fulton, Cazenovia and other places. Speeches were made by D. C. Littlejohn, Senator Wolcott and others. It was announced that the town of De Rayter had pledged $300,000, and other towns $150,000 each. A committee of seven was appointed to confer with the committees already appointed by other localities, to carry out the object sought to be attained.

☞ The Kansas City *Journal* says work on the Cameron Railroad, connecting Kansas City with the Hannibal and St. Joseph road, after a suspension of four and a half years by the war, is to be speedily recommenced and the road completed at the earliest possible time.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Nov., 1865, were..$106,290 00
Corresponding week of previous year.. 96,573 00

Increase..... $9,717 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Nov., 1865, were.....$114,278 00
Corresponding week of 1864 ..... 102,020 00

Increase..... $12,258 00

The earnings of the Grand Trunk Railway for the week ending Nov. 18th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$51,252 00
Express, freight, mails and sundries..	4,036 00
Freight and live stock	85,151 00
Total	$140,439 00
Corresponding week, 1864	119,833 00
Increase	$20,606 00

The earnings of the Chicago and Rock Island Railroad for the third week in November, 1865, were $72,063 00
Corresponding week of previous year.. 86,797 00

Decrease..... $14,734 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Nov., 1865, were:

	1865.	1864.
Passengers	$8,266 80	$8,687 74
Freight	15,330 40	12,319 20
Mail, express & telegraph	1,175 00	1,084 48
Total	$24,772 20	$22,091 42
Total for the fiscal year commencing Jan. 1.	$1,080,855 68	$900,392 20

The earnings of the Chicago and Northwestern Railway for the third week in November, 1865, were.....$184,927 67
Corresponding week of previous year. 180,381 49

Increase..... $4,546 18

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 21, were:

	1865.	1864.
Passengers	$3,172 91	$3,173 23
Freight	11,494 08	10,234 22
Express	130 22	104 16
Mail	296 58	296 58
Total	$15,093 79	$13,808 19

Receipts from January 1 to Nov. 21:
1865 .....$633,238 99
1864 ..... 526,042 66

Increase..... $107,196 33

The traffic of the Great Western Railway for the week ending Nov. 24, 1865, was as follows:

Passengers	$34,202 19
Freight and live stock	38,329 95
Mails and sundries	2,937 23
Total	$75,469 37
Corresponding week of 1864	56,440 21
Increase	$19,029 15

☞ We learn from the Richmond *Inquirer* that the Seaboard and Roanoke Railroad is open to Suffolk. It has been built beyond Suffolk about 10 miles. This will decrease the staging to the extent of eleven miles. Work is progressing on the Weldon bridge. Passengers are transferred across the Roanoke at the ferry.

Railroad Earnings--Monthly.

The earnings of the Sandusky, Mansfield and Newark Railroad for September and October 1864 and 1865, have been as follows:

	1865.	1865.
September	$43,309 12	$40,924 69
October	42,774 84	25,853 96
	$86,083 96	$76,778 65
Increase	$9,305 31	

The earnings of the Ohio and Mississippi Railroad line from Cincinnati to St. Louis for October were:

	1865.	1864.
Eastern division	$219,099 11	$163,467 56
Western "	153,518 47	114,538 48
Total	$372,617 58	$278,006 04
Increase of 1865 over 1864		94,611 54

Comparative earnings from Jan. 1, to Oct. 31:

	1865.	1864.
Eastern division	$1,820,526 34	$1,583,778 28
Western "	1,275,607 11	1,105,105 38
Total	$3,096,133 45	$2,688,883 66
Increase of 1865 over 1864		$407,249 79

The earnings of the Housatonic Railroad for the month of Oct., 1865, were.....$46,232 04
Corresponding period of previous year. 37,290 76

Increase..... $8,941 28

The earnings of the North Pennsylvania Railroad for the month of Oct., 1865, were..$83,299 59
Corresponding month of previous year. 62,814 92

Increase.....$20,484 67

The earnings of the Chicago and Milwaukee Railway for the quarter ending September, 1865, were $300,372 08; against $227,970 21 in 1864—gain, $72,401 87. The earnings for October were $85,391 62.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER, WHEN CEASES, AND THAT OF WAREHOUSEMAN BEGINS.—EFFECT OF REFUSAL OF CONSIGNEE TO RECEIVE FREIGHT.

The action of Hathorn *vs.* Ely, in the Court of Appeals of this State was brought to recover freight for carrying flour and oats in canal boats, from Elmira to the city of New York, in the fall of 1853.

The plaintiff received the flour and oats (950 barrels of flour, and 543 bushels of oats,) on board of his two canal boats at Elmira, for which he executed and delivered to the original defendant, Anson C. Ely, two receipts, acknowledging the receipt of those articles in good order, and promising to deliver them in like good order to Jones & Ferguson, New York, at the rate of sixty cents per barrel, freight, on flour, and ten cents per bushel on oats; and each receipt concluded as follows: "And I do agree to let the above flour remain on board ninety days after its arrival in New York, without extra charge."

The defense interposed was, that the plaintiff did not deliver the flour in good order, but that it was injured before delivery, through the plaintiff's negligence, to an amount exceeding the amount of the freight.

The referee, before whom the cause was tried, found that the plaintiff transported the flour and oats to New York where they arrived safely and in good order, in the boats on board which they were shipped, on the 24th of November, 1853. That on the 28th of November the plaintiff informed the consignees, Jones & Ferguson, of the arrival of the boats, that the flour and oats were ready to be delivered, and where the boats lay; which was at pier No. 7 East River, a usual place for discharging such freight. The consignees were also requested to take off the flour. They replied that they had not heard from the defendant and had no authority to receive it, but were daily expecting to hear from him. This request was repeated on several days, and finally J. & F. were urged to receive the flour, or to make some arrangement in regard to it, as the harbormaster refused to allow the boats to remain longer in the slip; to which they made the same answer as before. The flour could have been delivered in one day, if there had been any one to receive it. On the 1st of December the boats were pushed out of said pier by persons acting under the direction of the harbormaster, who alleged that they had remained as long without unloading as the rules of the harbor allowed. The plaintiff immediately went in pursuit of a steam tug, to tow the boats to a place of safety which he procured; but in the meantime one of the boats had been struck by another vessel and injured, so as to cause her to leak badly. She was towed to another dock and the cargo removed and placed upon the dock with all reasonable dispatch, from which place it was taken by Jones & Ferguson at the defendant's request. The flour was wet and damaged by the leaking of the boat, in consequence of the collision, to the amount of $976 75. Such damage was not caused by any negligence, or by want of due care and diligence on the part of the plaintiff. The defendant did not give any instructions as to the delivery of the flour, or whether he would elect to have it remain on the boats, until after the boats had been ordered out of the slip by the harbormaster.

The referee found as matter of law, that the defendant was to have the privilege, if he desired it, of leaving the flour on board the boat, as a warehouse, for the space of ninety days after her arrival in New York; that the plaintiff was not to wait for his freight, nor to remain subject to the stringent liability of a common carrier during that period; that the freight was carried, and the liability of the plaintiff as a common carrier was discharged, as soon as he had arrived in the port of New York, had reported his arrival to the consignees, and waited a reasonable time to deliver his cargo, or to receive the instructions of the defendant, whether he would or would not leave the flour on board. That as the consignees had declined for several days to receive the flour, the plaintiff became the mere depositary, or bailee of the same for the defendant, and was so at the time when the damage was done, and as such bailee liable only for gross negligence. He rejected the defendant's claim for damages, and held that the plaintiff was entitled to recover the freight, and judgment was entered accordingly.

The defendant excepted to the report, and on appeal to the Supreme Court, at general term, the judgment was affirmed, and the defendant brought the present appeal. Since the appeal the original defendant had died, and the administratrix of his estate had been substituted as defendant in his place, by order of this Court.

The following opinion was given by SELDEN, J.—If this case were to be decided by the rules which determine the ordinary duty of common carriers, when consignees refuse or neglect to re-

ceive goods, there could be no doubt that the plaintiff's responsibility as a carrier remained at the time when the flour was injured, and he would be held liable for such injury, though it happened without his fault. The refusal of consignees to receive goods, authorizes the carrier to relieve himself from the stringent liability which he is under as such, by depositing the goods in some suitable warehouse, if any such can be found, or by making some equivalent disposition of them for the use of the owner. Occupying the position of carrier merely, his responsibility as such continues until this is done. (20 N. Y. Rep., 259.) But it would not be a reasonable construction of the contract upon which the plaintiff received the flour, to hold that he was to remain an insurer of its safety for ninety days after the duty of carrying it should be completed; in case the owner elected to have it remain that length of time upon the boats. Its fair interpretation is, that when the duty of carrying should terminate an election by the owner to postpone the delivery for ninety days, would convert the carrier into a mere bailee. When therefore, the flour reached its destination in good order, and a delivery was tendered to the consignees, their refusal to receive it put an end to the plaintiff's responsibility as carrier, and from that time he held it as the bailee of the owner. He had a right to treat the refusal of the consignees as equivalent to an election on the part of the owner to have the flour remain on the boats during the ninety days; although he might in the absence of an express election have relieved himself from all responsibility, by placing it in store. Whether the plaintiff held the flour in pursuance of his contract, to allow it to "remain on board ninety days," or as waiting the election of the defendant whether it should so remain, he was required to exercise ordinary care only in its protection, and was not liable for an injury to it which occurred without fault on his part.

The judgment of the Supreme Court should be affirmed.

All the judges concurring.

Hempfield Railroad.

The annual meeting of the stockholders of this company was held at Washington, Pa., on the 20th ult., at which the following gentlemen were elected directors for the ensuing year: C. M. Reed, W. McKennan, Jos. Henderson, S. Brady, Thos. Sweeney, Jas. C. Clark and Jas. C. Acheson. The Pittsburg *Chronicle* says: "There were 11,303 votes cast, which is almost twice as large a vote as that cast last year. There was an evident determination on the part of the Directors to do something towards the completion of the road, and the increased attendance of the stockholders indicated that they are awakening to a sense of the importance of the matter. It has been estimated that it will cost four million dollars to complete the road to Greensburg and connect it with the Pennsylvania Central; about two millions dollars to complete it to Pittsburg, and between two and three millions to complete it to Uniontown and connect it with the Connellsville road. Should the road be completed to either one of these points it will be one of the most direct routes for Eastern travel. It is expected another meeting of stockholders will be held, when the matter will be fully discussed."

Toledo Wabash and Western R. R.

Mr. E. A. Chapin, late superintendent of the New York and Harlem railroad, has been appointed superintendent of the Western Division of the Toledo, Wabash and Western railroad, extending from Springfield to the Mississippi River. His office will be at Springfield, Ills. Mr. T. L. Knapp has charge of the Middle Division, from Lafayette to Springfield, with his office at Lafayette. Mr. J. E. Baker is superintendent of the Eastern Division from Toledo to Lafayette, with his office at the latter place. Mr. B. Andrews, is assistant superintendent of the Keokuk branch, and will have charge under Mr. Chapin, of the road between Clayton and Keokuk.

☞ Gen. J. R. Curtis of Iowa, William Prescott Smith of Baltimore, and J. H. Simpson of the Engineer Corps have been appointed by President Johnson commissioners of the Kansas branch of the Pacific Railroad.

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SILVER MEDAL,
and **DIPLOMA,**
FROM THE
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SILVER MEDAL
FROM THE
American Institute, New York.

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American Institute, New York, Oct. 18, 1865. Wm. P. Pierce, Esq., President Whipple File Manufacturing Co.

Dear Sir,—I have the pleasure of handing to you, with this, the samples of Files as tested by me as one of the judges in connection with the Thirty-Sixth Annual Exhibition of the American Institute. You will notice in addition to those furnished by the Whipple File Manufacturing Company, which I understand are made from steel of their own production, that two of the most celebrated English makers are represented, namely, Messrs. Greaves & Sons and Messrs. Moss & Gamble, and it affords me much satisfaction to state that after having given the samples an equal and impartial test I find those presented by the Whipple File Manufacturing Co., to be fully equal if not superior, to the English, and in confirmation of my opinion, I refer parties interested to accompanying samples, which are one 12 in. half round bastard by Messrs. Greaves & Sons, one 12 in. half round bastard by Messrs. Moss & Gamble, one 13 in. half round bastard by the Whipple File Manufacturing Company.

With the results of this test in view I can see no reason why we need look to England for our supply of Files, either on account of superior quality of steel or excellence in workmanship.

Very respectfully,
(Signed) R. C. McDougall,
Engineer and Machinist.

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THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

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6t44 ROBERT L. BANKS, Secretary.

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AMERICAN RAILROAD JOURNAL.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 9, 1865.

The Tunneling of Mount Cenis.

We find in a late number of the *New York Herald* a very interesting letter from a foreign correspondent, giving a graphic account of the works now going on in the great Alpine Tunnel which is to afford place for the continuation of the French and Italian system of railways. It may be well to observe in this connection, that while this work is being carried on under favorable and promising circumstances, a railway of American design is being constructed to pass across the mountain by a line of zig-zags, as has been successfully attempted in various parts of Pennsylvania, the completion of which will answer a good purpose until the tunnel line can be substituted.

Also that another tunnel on an equally grand scale is projected to penetrate the celebrated mountain of St. Gothard to connect the railways of Italy and Switzerland. Estimates and plans for this object have been published by Mr. Koller, an engineer of reputation, who is now in Florence on this business, with great hopes of success

Our readers may imagine themselves looking at a map, at the northeast corner of which comes down diagonally a railway from Paris and terminating at St. Michel. Then a small stream called the Arc running up from the foot and gorge of Mt. Cenis, from east to west, and passing St. Michel and the railway terminus. Then on this stream about half way, another town or village called Tourneaux, and between this and the river Dora some miles distant, and running from west to east, and emptying into the Po, its course being in a parallel line at some distance and to the left of the range of Mt. Cenis, are the mountain heights which are to be overcome by the tunnel, which is about half way between the Col de Trevus and the Col de Laroue, at the point called and laid down as the Grand Vallon. This point is 11,000 feet above the level of the sea, and is the apex of the range between Fourneaux and the Bardonneche. So it is in fact not Mt. Cenis which is to be tunneled, but a point some distance from it. On the river Dora is a place called Susa, which is the terminus of the railway from Turin.

The work was commenced in 1858 with the ordinary means of the pickaxe, bar and gunpowder; but in 1861 only 724 metres had been accomplished, a metre being about 39 inches English. Not until 1863, on the Savoy side, were 921 metres cut. At this time the cession of Savoy to France, one of the schemes of Louis Napoleon, was effected, and his financial aid secured. The total cost of the tunnel was then estimated at 65 millions of francs, and France agreed to pay one half of this cost, and 500,000 francs additional for 20 years to come, reducing the time for completion from 25 years to 15. Other provisional concessions were made on stipulations not necessary to mention here.

To fix accurately the line or axis of the tunnel very elaborate calculations were made and are believed to be perfect, as appears from mathematical tests.

To carry on the work with greater rapidity the old system of cutting was changed to that known as an atmospheric power, or in other words compressed air, which was to have the double effect of driving the boring machine and purify the air within the tunnel, which it was impossible to ventilate by the usual process of vertical shafts through the mountain. This effective agent was obtained by turning a mountain torrent into a reservoir which there compressed the air into one-sixth of its bulk, equal in power to 5½ atmospheres or a pressure of 82½ lbs. to the square inch, a very large power as our readers will at once perceive. This power was conveyed to the boring machines through a pipe or conduit of iron 8 inches in diameter, in sections of 8 feet, covered by india-rubber to make the connections tight. This pipe was partly laid underground for the ⅛ of a mile from the reservoir and upon the tops of stone pillars, when like a huge serpent it crawled into the mouth of the tunnel.

Flaxible tubes being then joined to the tunnel end of the conduit, whence they were carried along the sides of the excavation to the perforating machines themselves.

"It is much more easy to describe the action of the perforating machine and its effect upon the rock than to explain its delicate and complicated organism. Indeed, without diagrams, it will be impossible to convey more than a general idea of the manner in which the compressed air—brought through iron tubes a distance of a mile and a half—sets and keeps these machines in motion. Upon the "*affusto*," which bears the same relation to the perforator that the carriage does to the gun, nine perforators are mounted—each being entirely separate and distinct from the other. In the operation of these it was necessary to combine three automatic movements to imitate hand labor—percussion, rotation and progress. The blow which drives the drill against the opposing rock is given by a piston, to which the drill is fixed, and which oscillates with extreme rapidity. In its upward and downward, or rather forward and backward movement, the piston alternately opens and shuts valves which let in and out the compressed air. The posterior section of the piston being larger than the anterior section, to which the drill is attached, and the pressure of the air being in direct ratio to the surface upon which it bears, it results from this fact that in the forward movement the blow given by the drill is much more powerful than the returning one. The force given to the advancing piston is one of a hundred and ninety pounds, and the piston is driven forward from one hundred and eighty to two hundred times a minute, the effect being of course the same as though a weight of one hundred and ninety pounds were allowed to fall two hundred times a minute upon a drill. In this manner the machine imitates the movement of percussion given in hand labor, and by a very complicated

the drill, which is advanced and pushed into the rock by a spring behind the perforator which pushes it forward.

piece of machinery a rotary motion is given to

"Upon the *affusto* are mounted nine perforators, each one, as I have before stated, independent of the other; and they are placed in different parts of the *affusto*, some above and some on a level with the rocky floor, and upon either side, so as to attack the surface of seven square metres, in which they are required to work, at the same time. Each one of the perforators does the work of twenty stout laborers. The series of operations comprised between the attack of the rock and the removal of the debris caused by the explosion is called a *reprise*, which is effected in three different operations—drilling the holes in the rock, charging and exploding it, and the removal of the stone. In six hours' work of the perforators the surface of the rock is riddled with from ninety to a hundred holes of about thirty-five inches in depth and from an inch and a half to nearly three inches in diameter, the largest ones in the centre and the smallest about the circumference. This being completed, the *affusto* is wheeled back a distance of about a hundred yards, and with all the workmen protected behind two heavy doors of oak. The miners then turn in and take possession of the gallery, exploding first the centre drills, for the purpose of blowing out a large piece of rock, and then the smaller ones, at each explosion running and securing themselves behind the *affusto*. As soon as an explosion takes place a stream of compressed air is let loose, which dilutes and purifies the foul atmosphere caused by the explosion, and drives it towards the entrance of the tunnel. The charging and explosion of the mine occupies three hours, and the rocks which are broken by the explosion into small blocks are thrown into wagons, and in two hours the space is cleared out and ready for a fresh attack. A new set of workmen comes in, the *affusto* is wheeled back, and the perforators again set to work upon their persistent, hard and irresistible arguments against the solid ribs of this mighty mountain. And so this continues, without interruption, summer and winter; week days and Sundays, night and day; the only two holidays in the year being Easter Sunday and Christmas. The workmen, of whom there are two thousand employed on each side of the tunnel, are divided into three reliefs, working eight hours a day and resting sixteen. The common laborers receive but three francs, or about sixty cents a day, while the miners and more expert and important workmen receive from four to six. Two *reprises* a day are usually made."

The wear and tear of the material are enormous. The hard quartz offers great resistance to the drills at the end of the flexible tubes, which drills have to be continually repointed and tempered. They have a rotary motion, are directed by a workman and each make 200 strokes per minute. It is calculated that 2,000 of these drills will be used up before the work is completed. Each perforator does the work of three men, and it is expected that as the rock changes from quartz to gypsum, the advance will increase to 10 feet per day.

The actual extent of the excavation now made on the right hand side is about 2,389 yards, and on the left or Italian side 3,158 yards. The entire length of the tunnel is 12,220 metres, or 7.59 miles. Its completion is confidently expected in 1870, one half of which is now cut.

The workmen are lighted by gas, and plentifully supplied with fresh air, and working at very low wages. The holes made in the rocks are drilled in such away as to be easily charged with gunpowder when the masses inside the perforators or the core are easily blown out.

The enterprise, one of the most daring and successful in the history of modern engineering, owes its origin to Charles Albert, of Sardinia in 1842; and has made its way against all doubts and opposition. From this abbreviated description the contractors and friends of the great Hoosac Tunnel may derive some valuable hints.

Boston and Maine Railroad.

The earnings and expenses of this road for the years ending May 31, 1864 and 1865 have been as follows:

Earnings.	1864.	1865.
From passengers....	$687,347 45	$824,700 97
" freight	359,266 29	394,038 53
" rents	18,967 53	25,508 60
" mails.....	9,983 96	11,991 41
" int. & dividends	8,865 59	14,729 34
" P. S. & P. R. R.	32,500 00	30,000 00
	$1,116,930 82	$1,295,968 85
Expenses, viz:		
Repairs of road.....	$98,483 77	$142,661 43
" bridges.....	7,155 53	31,279 09
" stations, etc.	42,175 91	55,729 20
" locomotives.	31,124 69	43,370 27
" cars.....	27,357 24	47,950 24
Coal for locomotives..	52,935 62	64,980 62
Wood	44,470 90	68,849 12
Switchm'n,gatemen,etc.	28,034 06	35,860 21
Passenger expenses...	85,638 80	103,201 18
Freight " ...	71,988 17	90,060 76
Oil and waste	11,968 22	17,877 90
Sawing and pumping..	14,546 14	19,410 98
General expenses	18,905 15	15,642 49
Taxes	57,807 02	117,238 08
Danvers Railroad rents.	7,500 00	7,500 00
Insurance.....	2,944 19	3,551 80
Damages and gratuities	1,639 00	4,580 53
Removing ice and snow	310 11	1,957 88
Depreciation of locomotives and cars.....	3,874 00	8,274 00
Renewal of rail.....	26,171 20	48,852 12
	$635,031 20	$928,800 91
Net earnings $481,899 10		$367,167 94
Tax on dividends and surplus.....		18,664 53
Leaving a surplus of		$348,503 41

Compared with 1864 the gross earnings of 1865 show an increase of $179,038 03; with an increase in expenses of $293,769 71—making a decrease in net earnings of $114,731 16. The gross earnings of 1864 exceeded those of 1863 by $170,950 78; the net earnings were $31,597 14 larger.

The Dover and Winnepisseogee Railroad (formerly Cochecho), is operated by this company under a business contract for the term of 50 years from November 1, 1863, at an annual rental of $29,000, payable semi-annually. The rolling stock, consisting of 3 locomotives, 6 passenger and baggage, 49 freight and 5 hand cars, were purchased at a cost of $40,075.

The total amount paid on account of the Charles River draw accident has been $47,217 86, of which, $20,249 09 was paid in 1863 and $26,968 77 in 1864. No further increase is anticipated.

Construction account was increased $70,746 19 in 1863–'64; and in 1864–'65 $38,092 45. It now stands at $4,389,651 28. The capital account remains the same as last year, viz: $4,076,974 52.

The undivided earnings account, increased last year by the surplus of $116,315 91, and this year by $20,047 41, now stands at $858,659 47. This amount is properly a balance of accounts; the capital stock and liabilities being less than the cost of the road, equipment, and other assets, by this amount.

The receipts of the Portland, Saco and Portsmouth railroad continue to be large. This company's share for the year ending May 31, 1864 was $32,500; and for the past year $30,000, which was paid during the first six months of the year; in the latter half nothing was paid, all surplus being absorbed in a large purchase of land for depot purposes in the city of Portland, which it was thought judicious to make. The trial balance shows that an account of improvements is kept, and the Boston and Maine and Eastern railroads duly credited for surplus earnings retained.

The equipment of the road consists of: 37 locomotives, 63 passenger, 19 baggage, and 766 cars for freight, etc. Miles run by passenger trains 470,707; by freight trains, 243,484; by gravel trains 7,624; by extras trains, 12,785—total 734,600; an increase over the previous year of 40,790. Number of passenger carried 2,658,385; do. carried one mile, 38,920,812, an increase of 4,947,317. Tons of merchandise carried 275,149; do., carried one mile, 9,046,959, increase 666,546.

CONDENSED BALANCE SHEET.

	1864.	1865.
Construction $3,883,170 68		$3,883,170 68
Equipment.....	468,388 15	506,480 60
Property accounts..	104,320 53	134,557 43
Cash	27,851 83	11,531 52
Notes.....	160,300 00	116,800 00
Open accounts.....	53,911 43	80,018 14
B. and M. R. R. stock	50,000 00	50,000 00
Danvers R. R. bonds.	73,000 00	73,000 00
Do. as per agreement	25,000 00	27,250 00
Newburyport R. R. as per agreement .	300,000 00	300,000 00
Great Falls and Conway R. R. bonds..	20,000 00	20,000 00
Suspense account...	2,695 14	2,726 76
	$5,168,637 76	$5,205,585 02
Capital stock.....$4,076,974 52		$4,076,974 52
Sundry balances....	81,763 97	91,944 18
Deposit on act. of Newburyp't R. R. bonds	2,160 00	2,160 00
Amt. payable on act. of Newburyport R. R. bonds.....	1,980 00	1,980 00
Tax on dividend....	5,079 21	9,838 86
Div. payable July 1 .	164,228 00	164,228 00
General Reserve ac't. —undivid'd earn'gs	838,612 06	858,659 47
	$5,168,637 76	$5,205,585 03

President.—I. M. SPELMAN.

Directors.—Isreal M. Spelman, James H. Duncan, Geo. W. Kittridge, Daniel M. Christie, Peter T. Homer, Henry Saltenstall and Nathaniel G. White.

Treasurer.—H. B. WILBUR.

Superintendent.—WILLIAM MERRITT.

Finances of South Carolina.

The following is an abstract of the financial condition of this State, made up from the Comptroller's report.

The State has indorsed the following railroad bonds. On bonds issued by the Louisville, Cincinnati and Charleston Railroad Company, as follows:

Payable in Charleston	£60,000
Payable in London	389,000
	£450,000

Or, at par, about $2,000,000.

The interest on the foregoing bonds is payable semi-annually by coupons on the first days of each January and July—the rate of interest being five per cent. per annum. Each semi-annual

coupon on the £500 bonds is for £12.10, and on the £250 bonds is for £6.5.

The annual interest is £22,550 at $4 44.4—equal to $100,000, of which there is payable in Charleston, without exchange, £3,025, or $13,444 44, and in London, with exchange, £19,475, or $86,555 56.

Beside the above, the State guaranteed or indorsed the bonds of the following railroad companies:

Charleston and Savannah	$505,000
Northeastern	92,000
Laurens	75,000
Spartanburgh and Union	350,000
Greenville and Columbia	700,000

The funded debt of the State stands as follows:

Three per cent. State stock	$38,636 60
Six per cent. stock (Fire Loan)	315,150 35
Five per cent. bonds, (Fire Loan,) payable in London	484,444 51
Six per cent. bonds, Blue Ridge Railroad	1,000,000 00
Six per cent. bonds, Blue Ridge Railroad	310,000 00
Six per cent. bonds, New State-house	500,000 00
Six per cent. bonds, New State-house	1,775,000 00
Six per cent. bonds, Military Def'ce	239,200 00
Seven per cent. bonds, Military Defence	191,150 00
Seven per cent. bonds, Military Defence	296,780 00
Seven per cent. bonds, Military Defence	1,514,710 00
Total debt	$6,668,080 46

The principal of this debt is redeemable at various periods, extending from 1860 to 1890.

Portland, Saco and Portsmouth Railroad.

The receipts and expenditures of this road for the fiscal years ending May 31, 1864 and 1865, have been as follows:

Earnings.	1864.	1865.
From passengers	$240,439 82	$311,732 57
" freight	95,493 91	123,283 03
" expresses	4,041 80	4,475 55
" mails	7,837 44	7,837 44
" sundries	3,039 82	2,893 01
	$350,852 79	$450,221 60
Expenses, viz:		
Maintenance of way	$46,233 16	$56,126 62
Locomotive power	40,914 42	62,689 76
Train expenses	20,164 63	29,159 63
Office establishment	11,555 19	13,691 91
Station expenses	22,615 02	26,481 57
Taxes, insurance, etc	9,282 40	14,835 88
Machine shop	1,966 58	569 08
Credit renewal account	10,000 00	10,000 00
	$162,731 40	$213,454 45
Net earnings	$188,121 39	$236,767 15
Two dividends of 3 per cent. each, and United States tax		$94,736 84
Surplus earnings		$142,030 31
Surplus per last report	$96,101 20	
Add for underestimate	1,383 04	
		97,484 24
Total		$239,514 55
From which deduct—		
Payment for freight cars	$9,000 00	
" for engine	28,000 00	
" S. R. Morrison for injuries	1,600 00	
" Boston, & Maine & Eastern R. R.	60,000 00	
		93,600 00
Apparent surplus May 31, 1865		$145,914 55

The road and equipment has been kept in horough repair, and in good running condition in every particular. About 8,000 new sleepers were laid last year, and 110 tons of iron rails with the improved chair. Slight repairs only were made on the depots. Two locomotives have been added to the stock; one a second hand engine, in perfect repair, and one new passenger engine built at the Portland Company's works. Five new platform and five new box cars have been added to the rolling stock. About 350 tons of new iron rails will be required this year. Of 17,000 sleepers contracted for, 9,000 had been delivered.

The equipment of the road consists of: 12 locomotives, 2 passenger, 2 baggage, 56 platform, 60 box, 2 stone and 10 hand cars. Miles run by engines, 161,056. Passengers carried, 344,710.

TRIAL BALANCE, May 1, 1865.

Kennebec and Portland Railroad	$100,000 00	
Railway	1,360,183 97	
Wharf	10,930 04	
Property	3,417 80	
Portsmouth Bridge	32,000 00	
G. F. & C. R. R	2,835 86	
Improvements	81,839 20	
Sundry accounts	700 00	
Cash	46,307 79	
Postmaster General	2,615 37	
United States	599 85	
Renewal fund	2,613 24	
Stock of materials	23,187 62	
Boston and Lowell Railroad	421 01	
Freight clerk	7,956 43	
Income due	14,395 97	
	$1,690,004 15	
Capital	$1,500,000 00	
Dividends due	6,855 93	
Grand Trunk Railway	117 00	
Eastern Railroad	71,778 76	
Boston and Maine Railroad	71,778 76	
Dividend June, 1865	39,473 70	
	$1,690,004 15	

President.—ICHABOD GOODWIN.
Treasurer.—ELIPHALET NOTT.
Superintendent.—J. RUSSELL, JR.

Atlantic and Great Western Railway.

The Pittsburg *Gazette* thus explains how the Atlantic and Great Western Railway Company are going to make use of the Morris and Essex Railroad in getting to the West:

"The Morris and Essex Railroad extends from the Hudson to the Delaware; the Catawissa road from the Delaware to the Susquehanna; and to continue the chain on from the western terminus of the Catawissa road to the Alleghany, the charter of the Lewisburg, Centre and Spruce Creek Company will first be used. This latter company obtained a charter last winter to connect with any company in Northumberland County, and to make their western terminus at Bellefonte. From Bellefonte is the Snow Shoe Railway to Phillipsburg; from Phillipsburg another route is secured to Clearfield, and from Clearfield another to Franklin on the Alleghany River. From this point a connection can easily be obtained with the Atlantic and Great Western Railway, already constructed, thus giving an entire new route from the West to New York, independent of the Erie and all other roads, and entirely under the control of the Atlantic and Great Western Company.

From what point or under what charter a branch road can be extended from this line to Pittsburg, by this company, we are not able to say; but we may rest assured that this main line will be built; and that we can have, if we will, a connection with it, thus giving us a new and altogether independent line to both Philadelphia and New York, the Catawissa road having several connections with lines running to Philadelphia.

Tobacco.—Statistics of the Trade.

At a general convention of the manufacturers of tobacco held in this city a short time since, for the purpose of obtaining the removal of the present tax on the raw material, some important information as to the statistics of the trade were presented. The following are the figures:

From the 1st of July, 1864, to the 30th of June, 1865, the receipts at the Department in Washington were, from—

Cheroots	$47,990 27
Cigarettes (all kinds)	14,944 95
Cigars, including $380,654 47 accruing from the act which took effect Sept. 1, 1862	3,021,457 94
Snuff	283,351 92
Plug tobacco (all kinds)	4,093,977 61
Fine cut chewing	1,834,261 67
Steam smoking	516,827 36
Smoking (all kinds)	1,563,250 87
Tobacco twisted by hand	7,802 77
Total from tobacco	$8,016,119 78
Total from all sources	$11,383,864 86

The whole number of cigars returned during the year was $516,687,021, and in the order following:

Tax.	
$3	346,145,696
$8	138,592,375
$15	25,800,200
$25	2,937,800
$40	235,550
$10	2,375,400

The whole number of pounds tobacco returned were:

	Tax a lb.	Pounds.	
Plug cavendish, &c.	35c.	10,306,664	
Plug cavendish	40c.	1,216,612	11,523,276
Fine cut chewing	35c.	4,415,364	
Fine cut chewing	40c.	722,210	5,137,574
Smoking	25c.	4,708,339	
Smoking	35c.	1,103,330	
Smoking	15c.	2,445,515	9,257,184
T'b'co twist'd by hand	30c.	26,009	
Snuff	35@40c.	708,379	
Total			26,652,422

In the year preceding the cigars returned were 492,780,700; chewing tobacco, 39,180,634 lbs; smoking tobacco, 24,191,792 lbs; snuff, 1,204,671 lbs. It will have been noticed that there were 23,306,321 more cigars returned during the last than in the previous year. But it will also have been observed that the decrease in the returns of chewing tobacco of all kinds was 22,493,775 lbs; smoking tobacco of all kinds, 14,934,608 lbs; snuff, 496,292 lbs.

It would appear from other statements made at the convention, that the present tax on the article offers great inducements for frauds on the revenues, that the trade is depressed, and that a removal of the tax from the manufactured to the raw material, will increase the revenue and protect the honest manufacturer.

☞ H. M. DRANE, Esq., has been elected President of the Wilmington and Manchester Railroad Company, and resolutions have been adopted authorizing the reissue of bonds funding or capitalizing the interest now due. The President and Directors are authorized to raise funds by loan to thoroughly equip and put in running order the road of this line to Charleston.

☞ The Toledo, Peoria and Warsaw and the Mississippi and Wabash railroads have been consolidated by an unanimous vote of the stock holders.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 22d ult., Hon. John P. Kennedy was chosen chairman, and J. I. Atkinson, Esq., Secretary. John W. Garrett, Esq., President of the company, stated, on behalf of the Directors, whilst unable to submit the annual reports for 1864 and 1865—in consequence of the still unadjusted condition of the accounts of the company with the Government—that he now presented, on behalf of the Board, the annual report for the year ending September 30, 1863. He added that the progress in the adjustment of the accounts for those years was such that he trusted, in the course of a few months, those reports could also be prepared, and that hereafter the annual reports could be regularly made.

The Secretary then read the annual report for the year ending September 30, 1863, as follows:

OFFICE OF THE BALTIMORE AND OHIO R. R. Co.,
BALTIMORE, September 13, 1865.

The stockholders of the Baltimore and Ohio Railroad Company are aware of the protracted difficulties connected with the war, and the delays in the adjustment of the accounts with the Government, which precluded the President and Directors of the company from submitting the usual statement of its affairs and condition for the preceding year at the annual meeting held on the 16th day of November, 1863. Those difficulties continued, so as to prevent an accurate presentation of the revenue accounts and condition of the company until a recent period.

The Board at length have the satisfaction of making their report for the fiscal year terminating September 30, 1863, accompanied by full reports from the Treasury, transportation, road and machinery departments. These reports embrace much matter of peculiar and marked interest, showing, in addition to the usual statistics, the continued and immense destruction of the tracks, bridges, equipment, stations and other property of the company, with the particulars of the reconstruction, as far as accomplished, and of the working operations of the road.

Extensive portions of the Main Stem and Parkersburg Branch were occupied by the confederate armies at different periods—in the aggregate nearly one-half of the fiscal year. Frequent raids, skirmishes and great battles occurred upon and in the immediate vicinity of the road.

After each invasion, regardless of the magnitude of the destruction and its losses, the company continued to act with vigor and rapidity in restoring to use any part of the road upon which military protection could be obtained. Thus every mile of the road, east or west, however extensively damaged, was constantly reconstructed and furnished for the necessities and convenience of the public, whenever covered or occupied by the forces of the Government. By the unflinching pursuit of this policy the regions traversed by the line were aided, supplied and protected to the greatest practicable extent, the employees retained in service, and the revenues of the company materially enhanced.

The freshets and floods upon the route were unusually frequent, and extraordinary in volume and duration, adding largely to the complications and difficulties in effecting satisfactory results in working the road.

Under such varied embarrassments it is gratifying that by vigorous and persistent efforts, and a careful maintenance of the principles of management and general economy previously adopted, the company have been enabled to secure the financial results which are shown in the statements appended.

I.—OF THE MAIN STEM.

The gross earnings of the main stem have been $6,509,945 06, exceeding those of the preceding year, $2,028,086 08, and those of the fiscal year 1861, $3,298,519 36.

The expenses of working and keeping the road and machinery in repair amounted to $1,965,847 41, being 30.19 per cent. upon the earnings, showing a decrease of 1.65 per cent. compared with the previous year, and of 13.12 per cent. compared with the fiscal year of 1861.

The repeated invasions of the territory traversed by the Baltimore and Ohio road, resulting in protracted hostile occupation of the line, precluded the company from effecting many requisite repairs, and delayed the restoration of numerous important bridges and other structures. It is proper, therefore, to repeat the remark made in regard to the business of the preceding year as equally applicable to the present, viz: "A large amount of repairs that should have been made, and the expenses of which would have legitimately attached to this fiscal year, could not be accomplished. The financial results should, therefore, be regarded as subject to the modifications of necessary expenditures to restore and maintain the damaged equipment and property of the company."

The following analytic statement is given, in order to furnish particulars of the expenses in comparison with the two preceding years:

MAIN STEM.

Comparative Statement of the Earnings and Working Expenses for the fiscal years 1861, 1862 *and* 1863.

	1861.	1862.	1863
Earnings	$3,211,422.70	$4,481,158.93	$6,509,945.06
Working expenses—			
General expenses	20,743.40	21,001 00	40,739.66
Losses by accidents	6,790.99	4,659 64	11,197.04
Exp. of transporta'n	416,837.97	436,660.22	485,251.85
Repairs of railway	465,074.19	311,134.10	364,354.64
" water sta'ns.	3,918.16	14,728.39	23,186.59
" depots	26,964.86	30,903.83	71,941.27
" bridges	42,612.53	140,031.53	126,949.42
" telegraphs	2,595.73	4,759.24	5,927.32
" stationary machinery	17,466.01	11,901.92	21,101.38
Watching Cuts	22,819 99	19,018.65	25,5?2 90
Watching tunnels	1,225.80	500.70	716 00
Watching bridges	7,819.85	5,159 20	5,467.00
Pumping water	7,601.92	5,488.84	7,995.64
Repairs of locomot's.	138,005.79	157,017.63	304,184.95
" dump cars	1,407.90	2,715.14	4,469 57
" pass. cars	25,601.14	28,222.25	43 757.45
" burden cars	77,493 38	124,580.42	270,112.66
Cleaning engines and cars	23,238.00	18,752.13	27,544.88
Contingent expenses of mach'y depart.	1,206 93	1,825.62	1,864.81
Fuel	71,519.26	79,813 90	108,782.25
Preparing fuel and filling tenders	9,9?9.17	8,292.08	13,352.16
	$1,591,094 91	$1,427,205.85	$1,965,847.41

It is shown that the earnings, in comparison with the fiscal year 1862, have increased $2,028,086 08, and the working expenses $538,641 58, making a comparative increase of the net profits of the Main Stem of $1,489,444 50. As compared with the fiscal year 1861, the increase of earnings being $3,298,519 36, and the increase of working expenses $574,752 50, the increase of net profits amount to $2,723,766 86.

During the fiscal year the sinking fund for the redemption of the city loan increased to $859,965 24, showing a gain of $47,300 52. The investments for the redemption of the mortgage debts increased $211,551 21. Additional advances to the Northwestern Virginia Railroad Company, after crediting all earnings received, namely, for payment of interest and for expenditures in improving the condition of the road, amounted to $209,010 71.

A semi-annual cash dividend of three per cent. upon the capital stock was paid on 31st March, 1863.*

In accordance with the resolution adopted by the Board on the 11th March, 1863, the company entered into an arrangement with the Central Ohio Railroad for the reorganization of that company. The resolution was determined upon by an almost unanimous vote of the Board. Its execution, however, was temporarily interrupted by an injunction issued by the Circuit Court for Baltimore City, on the day of the session of the Board, to which allusion has been already made. The question of the right of the company to take the course upon which the Board had resolved was fully argued before the courts, and the power of the company to pursue the policy which it had wisely adopted was fully sustained.

The agreement—the full particulars of which have been heretofore published for the information of the stockholders—resulted in an investment by this company during the year, in the first mortgage bonds of the Central Ohio Railroad Company, of $1,223,982 88. A portion of that agreement is quoted, for the purpose of attracting renewed attention to the intimate relations and important permanent advantages secured for the city of Baltimore and the Baltimore and Ohio Railroad Company with the Central Ohio Railroad Company, and the extensive regions bordering upon and connected with that road, viz:

* * * "In consideration of which agreement and undertaking on the part of the said Baltimore and Ohio Railroad Company, the said party of the second part hereby agrees that the passengers and freight passing over the Central Ohio Railroad shall, so far as the same can be controlled by the officers or agents of said company, be directed exclusively over the Baltimore and Ohio Railroad, that no agreement shall be made with any competing company to the detriment of the Baltimore and Ohio Railroad Company, and that the Central Ohio Railroad Company will pro-rate with the Baltimore and Ohio Railroad Company in a manner satisfactory to the latter on all through rates; and that, while it gives to the said Baltimore and Ohio Railroad Company the full benefit of the local rates of the Central Ohio Railroad, it will at no time use them to its prejudice, but as far as practicable and lawful, and it can do without unnecessary injury to its own road, will use them for the advantage of the Baltimore and Ohio Railroad Company; and that it will at all times, in all rates which it may establish, recognize in a manner satisfactory to the Baltimore and Ohio Railroad Company the geographical advantages claimed by it in favor of the city of Baltimore over the cities of New York and Philadelphia."

A resolution having been adopted to cancel the mortgage bonds of the company accumulated and held in the sinking fund for the redemption of the mortgage debts and to deduct the same from the respective mortgage loans, it will be noted that the liabilities of the company, as compared with the statement of the liabilities and assets on 30th September, 1862, have been reduced namely:

By mortgage bonds given for iron, the entire amount of which was held in said sinking fund		$453,333 32
By bonds of loan, redeemable in	1867.	39,916 22
" " "	1875.	43,500 00
" " "	1880.	24,000 00
" " "	1885.	108,500 00
Making the total of		$669,249 54

Whilst deciding upon this action, a further resolution has been adopted, by which the equivalent of the aggregate amount annually of the principal and interest, which would accrue under the former system, shall continue to be appropriated for the reduction and payment of the mortgage debts. Such reductions will hereafter appear in the direct decrease of liabilities upon the respective loans on which payments shall be thus made.

The balances of cash in the Treasury on 30th September, 1863, was $233,338 71, after deducting $161,146 25 for payment of interest on the city loan and on the bonds of the company, which matured on the 1st of October, 1863.

II.—OF THE WASHINGTON BRANCH.

The earnings for the year were $703,123 59, showing a decrease of $75,293 08 compared with the previous year, and an increase of $264,983 90 compared with 1861. The expenditures charged amounted to $273,238 32, being for improvements,

*NOTE.—The fall dividend for this year was not paid until the 26th of October, 1863, and, therefore, does not appear in the accounts of this fiscal year.

repairs of depots, bridges, water stations and railway, and for pumping water.

As stated in previous reports, the "system was adopted by which the earnings are equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore, to be paid by the Main Stem—the expenses of the road department alone being charged to this road."

Extensive improvements and large expenditures were made in the reconstruction of the track between Laurel and Washington. The superstructure of this portion of the road consisted of a 40 pound rail laid upon a continuous string piece of wood keyed into notched cross-ties. This track, which was not deemed desirable for the increased business, was replaced by a 60-pound T rail laid upon first-class white oak cross ties, and ballasted chiefly with stone from quarries on the Patapsco river, near the Relay House. This important work was successfully accomplished by the road department without interference with the large business then transacted, and without accidents.

The entire line from the Relay House to Washington, at the close of the year, had been placed in excellent condition. Work upon the second track was also commenced.

Unprecedented freshets occurred, which destroyed the culvert near Hanover and the large stone arch bridge at Laurel. Arrangements were promptly made for the construction of a heavy stone arch at Hanover, and the foundation prepared for a new and superior permanent iron bridge at Laurel.

The partial expenditures charged, deducted from the revenue stated, produced the net sum of $429,890 27, showing a decreased gain, compared with the preceding year, of $194,698 65 and an increased gain of $108,165 92 compared with 1861.

A dividend of 4½ per cent. was paid on the 31st of March, 1863, for the half year terminating on that date.*

III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

The earnings of this road for the fiscal year amounted to $446,220 86, and the working expenses to $404,095 07.

The exhibit is accompanied by the remark that "in consequence of the incompleted condition of this road, considerable sums which, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction."

The cost of restoring the bridge destroyed by the enemy, with other losses connected with the hostile occupation of various portions of the line, and the large increase of new iron required for the repair of the road, are embraced in the expenses—no charges having been made to the construction account. The large ratio of working expenses is thus explained.

Until the tunnels upon this road are permanently arched, the embankments widened, and the sloping of the cuts further improved, extraordinary expenditures in working the road must continue.

The earnings were $82,198 67 greater than for the previous year, whilst the expenses increased $137,424 20, making a decreased comparative net result of $55,225 63.

The ratio of working expenses to the earnings was—

For 1858.....	$102 13	For 1861.....	$88 41
1859.....	82 55	1862.....	73 25
1860.....	72 28	1863.....	90 55

GENERAL REMARKS.

The aggregate earnings, working expenses, and net results of the Main Stem, Washington Branch, and Northwestern Virginia Railroad for the fiscal year have been, viz:

	Earnings.	Expenses.	Net Earns.
Main Stem.....	$6,509,946 06	$1,965,847 41	$4,544,097 65
Wash'gton Br. R.	703,123 59	273,233 32	429,890 27
N. W. Va. R. R.	446,220 86	404,095 07	42 125 79
Totals.....	$7,659,289 51	$2,643,175 80	$5,016,113 71

During the year 241,385 new cross-ties, and 6,647 tons of new rails were placed in the track of the Main Stem—more than the equivalent of 70 miles of track having been thus relaid.

The singular success and safety with which the large transportation of passengers and freight was conducted, under the circumstances surrounding the company, gave renewed evidence of the fidelity, vigor, skill and courage of the officers and men in each department of the service, for which the Board again, with pleasure, tender their acknowledgements.

By order of the Board.

JOHN W. GARRETT, President.

After the reading of the report, no other business being presented, the stockholders' meeting adjourned for the election of Directors to serve for the ensuing twelve months.

Messrs. John P. Kennedy, Miles White, and William J. Albern acted as judges, and, on counting the ballot, the following gentlemen were found to be unanimously re-elected by a vote of 34,050 shares, viz: Johns Hopkins, Samuel W. Smith, Francis Burns, William A. Hack, John Spear Nicholas, John Gregg, C. Oliver O Donnell, James Harvey, William Heald, Galloway Cheston, William W. Taylor, Samuel Kirby.

* NOTE.—The fall dividend for this year was not paid until the 16th of October, 1863, and, therefore, does not appear in the accounts of this fiscal year.

"Railroad Interest and Taxation."

EDITOR OF AMERICAN RAILROAD JOURNAL.

Sir:—Your remarks in your issue of November 11th, upon the above, strike me as just. The railroads have received few favors from the Government and their "interest" has certainly not been "protected," as others have, by the *Tariff*. As it is probable there will be a revision of the present one, it would seem desirable that the interest be represented by competent men in Washington, when the subject is under debate by a committee of the house.

Great irregularities affecting several classes exist in the document, owing probably to want of information on the part of the drawers rather than to design. This can no doubt be remedied if parties interested will take the trouble to call attention to the facts.

The railroad men should do it for their branch.

One leading feature is the encouragement given to the use of inferior material by under discrimination against the best.

It is well understood that railroad companies *ought* to use the best of everything; it is only a question of *ability to do so.*

Their are peculiar features in the case which remove the subject beyond the ordinary arguments of Protection or Free Trade; which if properly presented, I think, would induce members of all grades of opinion upon these points to unite in conceding all possible.

In the first place, there is the direct interest every man, woman and child in the country has in the question of *safety of life and person* on the railroads.

2d. The interest which the great branches of industry, agriculture, manufacture, commerce and mining, have in the proper conduction of them; they being absolutely necessary to their prosecution and development.

3d, It is a *public* rather than a private interest. That this is so, is proved by the fact that many of the European Railroads are owned and run by the *State;* and the subject of doing so is now being agitated in England.

It may therefore with good show of reason be claimed, that goods imported expressly for it, and fit for no other use; should be *free of duty* the same as Government importations.

There would be little fear of many of the roads making too much money; and if a few should, it would doubtless be spent in improvements of which the public would get the benefit.

The stock of material is low, the roads need a large amount to put them in proper order, they could get it—i. e. pay for it, none too soon if they could obtain it free of duty.

At any rate the *extra* inducement in addition to first cost, to use inferior should be removed.

Native manufacturers are of course entitled to consideration, and it is to the interest of the companies to patronize them as much as possible; but many of the articles required, they do not make *at all*, and cannot *of any* in quantity required for years to come.

The railroads and the public want them *now*.

NEW YORK, Dec. 5, 1865. PROGRESS.

Crop Statistics for 1865.

The Agricultural Department at Washington furnishes the following summary of the crops for 1865, compared with 1864:

	1865.	1864.
Wheat, bushels.....	148,522,829	160,695,823
Rye, "	19,543,905	19,872,975
Barley, "	11,391,286	10,632,178
Oats, "	225,252,295	176,690,064
Corn, "	704,427,853	530,581,403
Buckwheat "	18,331,019	18,700,540
Potatoes "	101,032,095	96,256,888
Total bushels ..	1,228,501,282	1,013,429,871
Hay, tons.....	23,528,740	18,116,751
Tobacco, pounds ...	185,316,953	197,468,229

The wheat crop of 1865 is very deficient in quality. The August report estimated the deficiency in quantity and quality at $26,241,698 bushels. The above table places the decrease in quantity alone at 12,172,944 bushels. The quality of the corn crop never was surpassed. That of the other crops is believed to be an average. The number of bushels in 1865 exceeds those of 1864 by 215,071,411.

☞ Surveys are now being made to the village of Saratoga Springs for a direct route to Boston by way of Hoosac Tunnel. The design undoubtedly is to connect with the Adirondack Railroad, and thence on to Ogdensburg—thus furnishing the shortest route between the great lakes and Boston. Energetic efforts are being made to complete the laying of twenty-five miles of the track on the Saratoga and Adirondack Railroad by the first of January, in accordance with the act passed at the last session of the Legislature. Should the attempt succeed, further legislation will probably be unnecessary.—*Saratogian.*

☞ We learn from the Harrisburg *Telegraph* that the railroad surveys which are about to be made from Milton, on the West branch of the Susquehanna, to Franklin, on the Allegheny river, under the chief direction of T. W. Kennard, Esq., the engineer and representative of the British capitalists, have been placed in charge of the following staff: Col. James Worrall, Consulting Engineer; W. Milnor Roberts and Col. P. Jarrett, of Pennsylvania, and Major Tom S. Rubidge of Canada, Associate Engineers of the Western, Middle and Eastern Divisions, respectively.

Railroads and Canals of New Jersey.

An abstract Statement of their finances, etc., for the year ending December 31st, 1864.

(*Compiled from the Official Returns to the Legislature.*)

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	p. c.
Central	6,500,000	2,000,000		8,500,000	9,764,509	64.00	448,224	2,049,676	39,284	2,537,184	1,231,554	1,305,630	10*
South Branch	340,000			340,000	394,744	16.00	(Operated by Central Railroad of New Jersey.)						..
Warren	1,408,300	600,000		2,008,300	2,008,300	24.00	26,673	261,902	1,447	290,022	159,513	130,509	6.12
Delaware and Raritan Canal	2,298,400	10,264,463		16,736,863	4,304,130	65.50				1,065,024	280,397	784,627	10†
Camden and Amboy	4,174,000				8,502,295	104.20				4,634,956	4,278,785	356,171	
Freehold and Jamesburg Agricultural	230,844			230,844	230,100	11.00	18,051	22,624	675	41,350	27,720	13,630	7
Belvidere Delaware	997,112	2,193,000	252,584	3,442,696	3,386,285	64.21	150,085	289,842	1,959	501,886	383,971	117,915	..
Morris Canal	2,200,000	830,279		3,030,279	3,011,262	101.00				597,004	211,104	385,900	10
Rocky Hill	43,495		300	43,795	41,615		(Unfinished.)						..
Flemington	150,011	98,800	113,871	362,682	362,682	12.00	10,167	6,793	482	17,442	17,938		..
Burlington County	177,750	60,000	16,800	254,550	250,000	7.12	33,028	10,301	596	51,926	25,108	26,818	3
Vincentown Branch	24,780	15,000	600	40,380	49,833	4.50	(Leased to the Burlington County Railroad Oct. 1864.)						
Camden and Atlantic	1,062,243	1,035,276	123,929	2,221,448	1,881,414	60.12	172,109	55,634	3,723	231,466	160,359	71,107	..
West Jersey	588,400	700,000		1,288,400	1,068,685	38 05				207,952	116,408	91,544	..
Salem	180,550	100,000		280,550	250,777	16.00				34,439	27,827	6,612	3
Cape May and Millville	300,000	200,000	124,064	624,064	622,746	39.00				63,749	42,592	21,157	..
Millville and Glassboro'	168,198	3,750	28	171,976	403,035	22.30				38,408	20,094	18,314	3
Raritan and Delaware Bay	2,360,700	1,534,900	544,426	4,440,026	2,596,481	97.00	136,445	89,147	3,883	229,475	256,275		..
New Jersey	4,397,800	635,000	145,000	5,177,800	4,291,809	86.00	1,196,853	214,214	152,539	1,563,606	785,980	777,626	10
Millstone and New Brunswick	102,365		8,749	111,114	111,114	6.63	4,288	8,223		12,511	7,325	5,186	..
Paterson and Ramapo	248,000	100,000		348,000	350,000	15.12	(Operated by Erie Railway Company.)						5½
Northern New Jersey	158,800	260,000	45,072	463,872	452,115	21.03	93,397	43,852	9,686	146,935	132,020	14,915	..
Morris and Essex	3,041,950	1,164,500	31,200	4,237,650	4,057,275	53.00	401,684	158,994	10,086	570,764	399,009	171,755	..
Newark and Bloomfield	103,890			103,890	112,151	15.00				31,449	30,583	866	5
Sussex	192,900	200,000	4,924	397,824	397,824	12,00				45,583	26,602	18,981	..
Hackensack and New York	93,600	40,000		133,600	133,600	4.88				40,485	36,842	3,643	..
Total	31,544,088	22,034,968	1,411,547	54,990,603	49,427,340	959.56				12,953,616	8,658,006	4,295,610	..

* Also a dividend of 10 per cent. in stock. † Also an extra dividend of 25 per cent. in stock.

Railroads of New Hampshire.

Abstract of the Reports of the Railroad Commissioners, June Session, 1865.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Divid'ds Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	p. c.
Ashuelot	201,000	195,000		396,000	506,000	23.76	(Operated by the Cheshire Railroad Company.)						
Atlantic and St. Lawrence	2,494,900	3,472,000		5,966,900	7,654,089	293.00	231,347	720,737	56,230	1,008,314	703,397	304,917	..
Boston, Concord and Montreal	1,800,000	1,050,000		2,850,000	3,113,800	93.00	147,850	245,751	14,787	408,388	266,981	141,407	..
Concord	1,500,000			1,500,000	1,500,000	35.00	361,443	410,831	49,711	821,984	432,822	389,162	8
Concord and Portsmouth	350,000			350,000	350,000	58.00	(Leased to the Concord Railroad Company.)						
Contoocook River	200,000	30,000		230,000	30,000	14.00	12,816	17,658	1,095	31,569	15,830	15,739	..
Cheshire	2,085,925	679,500		2,765,425	2,703,438	64.00	156,752	366,820	16,171	539,743	383,846	155,897	..
Dover and Winnipiseogee	389,047	420,953		810,000	884,000	28.50	(Operated by Boston and Maine Railroad.)						..
Eastern	492,500	1,677,200		2,159,700	525,205	107.00	(Operated by Eastern (Mass.) Railroad Company.)						
Great Falls and Conway	166,748	230,292		397,040	426,905	26.00	27,147	22,862	1,300	51,309	37,778	13,531	..
Manchester and Lawrence	1,000,000			1,000,000	1,000,000	26.00	(Operated by the Concord Railroad Company.)						
Manchester and North Weare	200,000			200,000	200,000	19.00	12,590	38,578	1,633	52,801	17,949	34,852	13
Northern	3,068,400	166,500	15,517	3,240,417	3,068,480	79.50	178,553	362,936	15,555	557,044	346,779	210,265	7
Sullivan	500,000	750,000		1,250,000	1,622,248	26.00	66,940	71,509	4,527	142,976	111,432	31,544	..
Wilton	213,000			213,000	233,226	15.00				14,000	617	13,383	6
White Mountains	200,000			200,000	200,000	20 00	(Operated by Boston, Concord and Montreal Railroad.)						..
Total	14,861,520	8,651,445	15,517	23,528,482	24,018,361	927.76				3,628,128	2,317,431	1,310,697	34

Chicago and Northwestern Railroad.

The Chicago *Times* says a contract has been concluded for the completion of the Chicago and Northwestern Railroad, including a bridge across the Missouri, on or before January 1st, 1868. The contractors agree to build the road, and receive their compensation in the shape of an annual rental for a number of years.

The National Debt.

The following is the detailed official statement of the public debt, just issued by Hon. HUGH McCULLOCH, Secretary of the Treasury:

DEBT ON WHICH INTEREST HAS CEASED.

Authorizing Acts.	Character of Issues.	Amount Outstanding.
Sept. 9, 1850.	B'ds, Texas Indemn'y	$726.000 00
July 17, 1861.	Notes, three years...	260.500 00
April 15, 1842	Bonds	81.268 68
Prior to 1857.	Treasury notes	104,511 64
Dec. 23, 1857.	Treasury notes	8,800 00
Dec. 17, 1860.	Treasury notes	600 00
Mar. 2, 1861.	Treasury notes	4,600 00
July 17, 1862.	Tempor'y loan coin.	1,200 00
Ag. of debt on which int. has ceased.		$1,187,480 32

DEBT BEARING NO INTEREST.

Authorizing Acts.	Amount Outstanding.
July 17, Aug. 5, 1861, and Feb. 12, 1862, U. S. notes.....	$60,000,000 00
Less amount withdrawn	59,607,930 00
Amount outstanding	392,070 00
Feb. 25, July 11, 1862, and Jan. 17, 1863, U. S. notes.....	398,189,124 00
Total	$398,581,194 00
Issued in redemption of temporary loan, U. S. notes.....	49,300,202 00
Less amount withdrawn.....	21,140,000 00
Balance.....	$28,160,202 00
July 17, 1862, fractional currency	8,545 351 64
Mar. 3, 1863, fractional currency.	17,559,845 56
Total fractional.....	$26,105,197 20
March 3, 1863, gold cer. of deposit.	7,200,440 00
Total	$460,047,033 20
Suspended requisitions	509,231 00
Total	$460,556,264 20
Amount in Treasury, coin	$47,224,379 10
Amount in Treasury, currency...	44,587,141 57
Total	$91,811,520 67
Aggregate of debt not bearing int.	$368,744,743 53

RECAPITULATION.

	Amt. Outstanding.	Interest.
Debt bearing interest in coin.	$1,167,169,941 80	$68,032,275 50
Debt bearing interest in lawful money ..	1,177,531,149 10	70,864,679 79
Debt on which int. has ceas'd	1,187,480 32	.....
Debt bearing no interest	368,744,743 53	.....
Total ..	$2,714,633,314 75	$138,896,955 29

LEGAL TENDER NOTES IN CIRCULATION.

One and two years' 5 per cent. notes.	$32,536,901
United States notes, old issue	392,070
United States notes, new issue	426,349,326
Compound int. notes, Act of June 30, 1864.....	167,012,141
Total	$626,290,438

The foregoing is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the department on the 30th of Nov., 1865.

HUGH McCULLOCH,
Secretary of the Treasury.

Albany and Susquehanna Railroad.

This road has been graded as far as Unadilla, and it is thought cars will run to that place this season. The track is now being laid between Oneonta and Otego. The machine shops, we understand, are to be located at Colliersville, the centre of the line of road, and destined to be an important railroad centre, if the road from Rome and Utica to Rondout and Newburg is built, as it seems probable.

☞ The Montreal *Gazette* says that the taxes in Vancouver's Island amount to $200 annual tax per head.

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When Redeemable or Payable.	Interest.	When Payable.
July 1, 1862, and July 2, 1864.	Bonds, Union Pacific R. R. Co. (E. D.).	6 per cent.	$640,000 00	Payable after November 1, 1895.	$38,400 00	Jan. 16 and July 16.
July 1, 1862, and July 2, 1864.	Bonds, Central Pacific R. R. Co	6 per cent.	1,898,000 00	Payable after Jan. 16, 1895	113,880 00	Jan. 16 and July 16.
July 11 1862	Temporary loan	4 per cent.	612 227 98	Ten days' notice after thirty days	24,489 11	
July 11, 1862	Temporary loan	5 per cent.	21,644,710 65	Ten days' notice after thirty days	1,082,235 53	
July 11, 1862	Temporary loan	6 per cent.	67,266,168 47	Ten days' notice after thirty days	4,033,570 10	
March 3, 1863	Certificates of indebtedness	6 per cent.	55,921,000 00	One year from date	3,355,260 00	One year from date.
Less withdrawn and destroyed or ready to be destroyed...	One and two years' notes	5 per cent.	$211,000,000 00	.....	.....	One year from date.
	.....	.....	178,463,099 00	.....	.....	
March 3, 1863, & June 30, 1864	3 years' compound interest notes.....	6 per cent.	223,864,140 00	.....	32,536,901 00	1,620,845 05
Less withdrawn and destroyed	.....	.....	50,861,999 00	.....	.....	
June 30, 1864	3 years' Treasury notes	7 3-10 pr ct.	234,400,000 00	.....	167,012,141 00	At maturity.
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.	65,600,000 00	Three years from date.....	.....	
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.	300,000,000 00	Three years from date.....	21,900,000 00	Aug. 15 and Feb. 15.
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.	300,000,000 00	Three years from date.....	21,900,000 00	June 15 and Dec. 15.
March 3, 1865	3 years' Treasury notes	7 3-10 pr ct.	230,000,000 00	Three years from date.....	16,790,000 00	July 15 and Jan. 15.
Aggregate of debt bearing lawful money interest.....			$1,177,531,149 10	Aggregate lawful money interest..	$70,864,679 79	

DEBT BEARING INTEREST IN COIN.

Authorizing Acts.	Character of Issue.	Rate of Interest.	Amount Outstanding.	When redeemable or Payable.	Interest.	When Payable.
January 28, 1847	Bonds.....	6 per cent.	$9,415,250 00	Payable after Dec. 31, 1867	$564,915 00	Jan. and July.
March 31, 1848	Bonds.....	6 per cent.	8,908,341 80	Payable after 20 years from July 1, 1848.	534,500 50	Jan. and July.
June 14, 1858	Bonds.....	5 per cent.	20,000,000 00	Payable after 15 years from Jan. 1, 1859.	1,000,000 00	Jan. and July.
June 22, 1860	Bonds.....	5 per cent.	7,022,000 00	Payable after 10 years from Jan. 1, 1861.	351,100 00	Jan. and July.
February 8, 1861	Bonds.....	6 per cent.	18,415,000 00	Payable after Dec. 31, 1880.....	1,104,900 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds.....	6 per cent.	50,000,000 00	Payable at pleasure of Government after 20 years from June 30, 1861	3,000,000 00	Jan. and July.
July 17 and Aug. 5, 1861.	Bonds exchanged for 7 3-10	6 per cent.	139,252,450 00	Payable at pleasure of Government after 20 years from June 30, 1861	8,355,147 00	Jan. and July.
Feb. 25, 1862.....	Bonds, 5-20s.....	6 per cent.	514,780,500 00	Redeemable after 5 and payable 20 years from May 1, 1862	30,886,830 00	May and Nov.
June 30, 1864	Bonds, 5-20s.....	6 per cent.	100,000,000 00	Do. do. November 1, 1864	6,000,000 00	May and Nov.
March 3, 1865	Bonds, 5-20s—Conversions.	6 per cent.	50,590,300 00	Do. do. November 1, 1865	3,035,418 00	May and Nov.
March 3, 1864	Bonds, 10-40s	5 per cent.	172,770,100 00	Redeemable after 10 and payable 40 years from March 1, 1864	8,638,505 00	Mar. and Sept.
March 2, 1861	Bonds, Oregon War	6 per cent.	1,016,000 00	Redeemable 20 years from July 1, 1861..	60,960 00	Jan. and July.
March 3, 1863	Bonds.....	6 per cent.	75,000,000 00	Payable after June 30, 1881	4,500,000 00	Jan. and July.
Aggregate of debt bearing coin interest.....			$1,167,169,941 80	Coin Interest	$68,032,275 50	

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Nov. 30, 1865	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	118¼
Loan of March 31, 1849 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	93
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	102¼
" " " ..... coupon		6	" "	1881	107¼
Loan of July 17, & Aug. 5, 1861 ..registered	264,252,450	6	" "	1881	102¾
" " " ..... coupon		6	" "	1881	107¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	99¾
" " " (5-20s) ..... coupon		6	" "	1882	101¼
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	99¾
Bonds, Central Pacific R. R. Co	1,898,000	6	Jan. & July.	1895	---
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	90½
Loan of March 3, 1864, (10-40s) ..registered	172,770,100	6	Mar. & Sept.	1904	91
" " " " ..... coupon		5	" "	1904	---
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	99¾
" " " " ..... coupon		6	" "	1884	---
Treasury Notes of July 17, 1861 ..... coupon	280,500	7.3	April & Oct.	1864	97¾
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	97
" March 3, 1865 ..... 2d series	300,000,000	7.2	June & Dec.	1868	96⅝
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97⅛
Debt Certificates	55,921,000	6	At maturity.	---	---
One & Two Year Treas'y Notes (legal tender)	32,536,901	6	" "	-----	---
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	
United States Notes (greenbacks)	426,741,398				
Fractional currency	26,105,197				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	---
Arkansas—State bonds (R. E. Bk) ..coupon	899,000	6	No int'est paid for many y'rs	1868	---
" — " " (Bk of State). "	610,000	6		1868	---
" — " " (" "). "	38,000	5		1868	118
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	---
" " — " 1860 ..... "	198,500	7	" "	1880	---
" " —War bonds ..... "	610,004	7	" "	1872	97
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'82	---
" — " " " ..... " "	1,000,000	6	" "	1882	---
Florida—State bonds ..... coupon	143,000	7	-----	-----	---
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	---
" — " " (R. R. & Bk) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	---
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	96
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	---
" " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	---	-----	d'm'd.	---
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-----	83
" " " special stock "	1,216,737	5	" "	-----	---
" " Deferred stock ..... "	1,243,000	5	" "	-----	---
" " " special stock "	479,545	5	" "	-----	---
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	---
" " " (war loan) ..... "	800,000	7	" "	'81-'82	---
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	---
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	---
" " " " " "	54,000	7	May & Nov.	1878	---
" " " " (domestic) ..... "	65,000	6	July.	1883	---
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	---
" " " ..... "		5	" "	'81-'91	---
" " " ..... "		5	" "	'93-'96	---
" " " (bank) ..... "	690,000	5	" "	1891	---
" " " ..... "	67,500	6	" "	'91-'96	95
" " " (war loan) ... "	2,000,000	5	" "	1871	---
Louisiana—State bonds (R. R. etc) ..coupon	516,130	6	-----	d'm'd.	75
" — " (R. R. etc) ... "	3,902,000	6	-----	'67-'99	---
" — " " (banks) ..... "	5,398,533	6	-----	-----	---
" — " " (war loan) ... "	670,000	6	-----	-----	---
Maine—State bonds ..... coupon	-------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	---
" — " (st'k'g conv.) ... "	200,376	5		1865	---
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	---
" — " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	---
" — " " (dollar) ..... Inscribed	500,000	3		1890	---
" — " " (") ..... "	100,000	4½		1888	---
" — " " (") ..... "	767,560	5		'42-'58	---
" — " " (") ..... "	399,408	5		1880	---
" — " " (") ..... "	148,711	5		'89-'90	---
" — " " (") ..... "	133,689	6		pleas.	---
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,000	6		1885	---
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	---
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88 '90	---
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	---
" — " " (" ") .. "	300,000	5	" "	1893	---
" — " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65-'71	---
" — " " (N. & W. R. R.)	400,000	6	" "	1870	---
" — " " (Cons. Stat sc.)	150,000	6	" "	1870	---
" — " " (Buildings sc.)	200,000	6	June & Dec.	'68-'77	---
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	---
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	---
" — " " (" ") "	94,000	5	Jan. & July.	1874	---
" — scrip	200,000	6	" "	'64-'66	---
" —	247,000	6	June & Dec.	'68-'72	---

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106¼
" — " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	---
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	---
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	---
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war). "	100,000	7	" "	1871	---
" — " " (Railroads) ... "	2,275,000	7	" "	1883	---
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	-----	-----	---
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	---
" — " " " "	199,000	6	" "	1863	78½
" — " " " "	100,000	6	April & Oct	1863	---
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	---
" —Renewal Loan of 1853	200,000	6	" "	1883	---
" —R. R. Loans: Pacific R. R. ..coupon	7,000,000	6	" "	'72-'88	77
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	---
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	---
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	---
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	---
" — " " Platte Co. .... "	700,000	6	" "	1889	---
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	---
" —State Defense warrants	780,000	---	-----	-----	---
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	90
" " —Notes	200,000	6	-----	-----	---
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	---
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	---
" " — " " (" ") "	200,000	6	" "	1871	---
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	---
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	---
" " — " " " " " ..	900,000	5	" "	1875	---
" " — " " " " " ..	442,961	5	May & Nov.	1885	100
" " — " " " " " ..	1,189,781	6	Jan. & July	pleas.	---
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1870	---
" " — " " " Comptroller's f'nds	28,698	5	-----	d'm'd	---
" " — " " " " " ..	11,050	5½	-----	d'm'd.	---
" " — " " " " " ..	14,230	6	-----	d'm'd.	---
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	---
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	---
" " — " " " " "	68,000	5	Feb. & Aug.	1876	---
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	---
" " — " " " " "	320,000	5½	Jan. & July.	1865	---
" " — " " " " "	100,000	6	" "	1867	---
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	---
" " — " " "	15,889,025	6	" "	64-'76	---
" " — " " "	1,200,000	7	" "	1864	---
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	60½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	---
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	96½
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1868	102
" — " " (war loan) ..... coupon	1,500	---	" "	1866	---
" — " " (" ") ..... "	279,313	---	" "	1868	---
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	-----	---
Oregon—State scrip	55,372	---	-----	-----	---
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	---
" — " " "	10,780,095	5	Jan. & July.	due.	91½
" — " " "	3,886,070	5	Feb. & Aug	due.	---
" — " " "	3,890,614	5	Mar. & Sept.	due.	---
" — " " "	3,241,898	5	June & Dec.	due.	---
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	---
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	---
" —State Stock Loans	1,177,890		" "	1864	---
" — " " "	675,029	5	Feb. & Aug.	1864	---
" — " " "	1,045,629	5	June & Dec.	1864	---
" — " " "	1,558,673	5	Jan. & July.	1865	---
" — " " "	2,277,755	5	" "	1868	---
" — " " "	1,766,214	5	" "	1870	---
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	90
" — " "	428,000	5	" "	1878	97½
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	---
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	---
" —Bank Charter Loans	360,937	5	-----	-----	---
" —Relief Notes in circulation	97,360	---	-----	-----	---
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	-----	1868	---
" " —Inscribed certificates	1,708,017	6	-----	'68-'90	---
" " —State b'ds (railroads) .coupon	1,310,000	6	-----	1877	---
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	-----	1892	81
" — " " (interest impr.) "	2,063,606	5	-----	Var.	54
" — " " (railroads) .... "	12,799,000	6	-----	Var.	81
" — " " (capitol) ..... "	608,000	5	-----	1890	57
" — " " (Hermitage) .. "	48,000	6	-----	1890	88
Texas—Had no debt in 1861	-------	---	-----	-----	---
Vermont—Inscribed certificates	175,000	6	-----	'63-'64	---
" —State bonds (war loan) .....coupon	58,000	6	-----	'62-'63	---
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	---
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	---
" — " " (sterling) ..... "	1,855,000	5	" "	1892	---
West Virginia—No information	-------	---	-----	-----	---
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	---
" — " " (domestic) .... "	100,000	6	" "	1877	---
" — " " (") .... "	1,100,000	6	" "	78-'88	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,296	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,547	381,510	357,858	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	.....	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,041
1861	81,581	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,101	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,555	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,989	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	384,564	420,979	307,803	282,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,816	343,985	315,944	391,574	399,002	355,075	.....	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,403	89,170	104,272	100,403	82,864	139,049	134,500	145,530	92,573	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	126,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	185,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	524,566	336,617	321,037	3,095,470
1865	305,554	216,331	289,403	186,172	227,240	311,180	232,297	288,095	384,290	300,707	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,160	473,186	551,122	455,945	407 655	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	593,400	6,114,566
1865	541,005	452,164	499,296	468,353	585,623	747,942	702,691	767,598	946,707	921,886	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,564	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	55,302	63,137	52,289	60,285	84,640	98,528	86,401	105,253	983,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,609
1864	154,068	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	209,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,343	349,955	330,657	361,819	359,114	455,285	495,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,255,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	688,000	626,070	587,416	528,842	555,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,204	1,024,649	1,035,221	10,469,481
1864	984,837	964,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,864	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	856,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,508	155,164	156,973	170,157	157,443	232,033	1,935,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,085	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,780	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,964	183,758	219,800	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,250	268,983	289,862	284,020	243,249	224,401	2,999,612
1862	190,130	236,687	181,084	191,648	206,248	269,282	261,079	352,786	414,543	410,336	372,583	359,493	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,923	511,305	478,576	496,423	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	426,372	406,372	510,100	423,578	640,179	799,236	661,291	657,141	665,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,482	81,329	55,257	48,544	512,219
1863	56,203	53,778	60,540	64,506	35,326	40,706	58,704	52,564	77,112	83,059	76,784	68,843	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,509	90,972	93,078	93,548	96,908	95,453	1,068,165
1865	98,112	86,626	93,503	82,186	73,842	119,186	108,662	112,156	120,051	117,604	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	57,429	60,229	139,761	163,616	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,412	205,055	158,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,596	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	263,492	134,972	2,058,996
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	255,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	306,284	279,539	2,847,823
1863	248,784	230,508	257,227	288,613	294,955	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,128	315 258	278,891	358,862	402,219	407,107	448,964	411,806	4,120,163
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	305,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	.....	.....	.....
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	526,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,188	562,076	696,175	927,035	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,350	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,756	1,055,793	1,272,117	1,450,076	1,193,435	1,157,818	1,089,902	13,230,417
1865	899,478	881,372	915,600	1 360,000	1,204,435	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,546	258,619	245,977	2,785,295
1860	163,551	171.841	257,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,208	349,032	3,816,501
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,878	466,567	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	740,955	526,009	6,224,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	205,855	245,988	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,290	364,334	370,983	3,745,510
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	465,509	506,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,128,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,382	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,745	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	178,722	162,571	218,553	216,757	222,924	.....	.....	.....
Toledo, Wabash and Western:													
1860	43,513	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,899	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	97,574	1,172,100
1862	82,285	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	142,586	105,554	116,379	150,895	151,057	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,967	127,010	136,538	119,826	244,114	241,840	221,870	220,209	265,154	2,060,522
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1885	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	958,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	56
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850.	700,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	100½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	93
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1865	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1866	
Converted Sterling Loan	800	5	"	"	1868	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	"	"	1883	93
" " $2,500,000	867,000	6	"	"	1889	94½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	100½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1855	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
Consolidated Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8		" "	18—	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	18-3	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	70
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	75½
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	98
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	8	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	633,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,616,500		March & Sept.		1881	103
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	600,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	146,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,986,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1865	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1883	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1868	
Memphis Branch 1st Mortgage	236,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1890	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	100
Detroit and Toledo	754,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,194,500	7	" "	" "	1877	87
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	93
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,558	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		47½
2d Land Grant	691,000					
Income bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,935	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subs. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63-'68	
1st Mortgage Coupon	2,000,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	90½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,644,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec	"	1888	94
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
2d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1876	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7	"	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	76½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1896	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	110
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,230,000				1878	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1890	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1905	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1861	97
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201.500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	20
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1885	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1865	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	99
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	73
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1566	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1965	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3.000,000	7	May & Nov.	Boston,	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'65-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, 3 in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA:													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	263	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—				—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	180,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,650	360,167	140,391	16	.....
28 Feb '65	50 0	—	2 8	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117
30 Nov. '64	84.8	8.9	9 3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	85,946	24	.....
31 Dec. '64	26.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	26.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,546	9	114
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,486	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,253	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,536	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,380	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	103
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	115
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	28,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	86
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	107
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	84
31 Dec. '64	464.8	252.6	....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	131
1 Jun, '65	111.0	—	....	—	15	14	292	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	44
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	72
31 Dec. '58	80.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,699	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,973	521,254	18	159
								IOWA.													
30 Apr. '65	75.5	—	....	170.5	...	...	.....	*Burlington and Missouri River*	2,003,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	61	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	{ Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,468	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				{ Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,230	—	3,242,318	555,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	208.0	—	....	295.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,655,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	....	135.8	...	...	.....	*Vicksburg, Shreveport & Texas.*	1,662,691	*	—	1,233,915	248,969	108.424	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	116
31 Mar. '65	246.0	277.8	....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	18,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
26 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	60.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.5	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,492	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	.....
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	13	28	566	*Pacific*	10,115,728	1,101,971	—	8,191,923	490,433	649,212	12,580,308	283.0	598,415	1,097,798	211,310	—	.....
28 Feb. '65	77.0	—	5.9	266.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,686	—	.....
28 Sep. '64	86.5	3.0	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,252	3,501,000	40,558	6,352,109	80.1	250,189	399,291	31 84	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n; Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Prices of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....	.....	—	6	4	74	Androscoggin	1,050,000	*	—	161,833	444,638	205,584	767,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	90.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	.....	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	460,222	236,767	6	97
May, '65	37.0	.....	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	.....	25,404	—	—
								MARYLAND.													
30 Sep. '62	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,021,756	3,990,284	16,151,962	10,781,833	630,555	33,673,564	288.8	1,953,769	4,481,859	3,064,653	6	111½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,844,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,863	—	—	—	—	—	11½
30 Nov. '64	26.7	1.5	16.8	—	23	25	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	90
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,382	8	118½
30 Nov. '64	47.0	7.0	32.5	—	29	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	127
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,567,510	83.6	638,622	1,471,986	487,864	10	130
30 Nov. '64	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,865	—	851,696	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,500	—	1,691,100	250,000	—	2,079,944	52.4	233,318	472,321	165,932	6	104½
30 Nov. '64	44.2	30.5	27.5	—	51	74	450	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	480,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	38	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,886	93.4	434,022	868,352	309,341	8	103½
30 Nov. '64	12.4	—	2.2	—	—	—	—	Lowell and Lawrence	832,883	30,275	—	200,000	75,000	3,374	336,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,425	809,562	71.0	186,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,800	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	458	Old Colony and Fall River	3,923,876	334,503	—	3,609,800	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103
30 Nov. '64	43.4	1.0	14.9	—	14	18	183	Providence and Worcester	1,409,507	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.8	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,545	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,016	207,343	243,495	2,214,225	924,960	—	3,032,547	77.3	151,327	342,247	134,368	—	44
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,948	1,695,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,554	1,178,712	10	138½
30 Nov. '64	45.7	—	9.8	—	10	13	143	Worcester & Nashua (par 83½)	1,038,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	93
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	73.5	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	63.6	382,862	559,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,955	136,049	8	57
31 Mar. '64	22.5	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	104
31 Mar. '64	20.5	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,589	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	5 m 54	210,265	7	88
30 Apr. '64	24.7	—	2.3	—	6	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vem &	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,198,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,804,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	125
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	61.0	—	53	24	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	125½
31 Dec. '64	68.5	—	.....	45.5	24	49	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	63.0	270 000	570,764	171,765	7	80
31 Dec. '64	58.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,297,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,567,700	1,584,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec. '64	15.2	—	.....	15.	—	—	—	Warren	2,068,300	*	—	1,408,300	660.000	—	2,068,300	18.2	.....	250.022	130,510	6½	46½
31 Dec. '64	58.5	—	.....	15.	—	—	—	West Jersey	1,461,249	*	—	525,400	700,000	—	1,238,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '64	86.0	—	2.0	101.0	5	10	63	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26 350	2,156,158	86.0	29,820	97,861	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,385	388,059	—	919,168	1,777,500	155,417	3,039,342	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,058	—	—	350,000	2,395,000	1,070	3,369,088	160 3	640,514	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	25	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,045,466	769,028	10	190
31 Dec. '64	460.0	97.0	356.5	—	276	114	4,800	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	92
20 Sep. '64	144.0	—	128 3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	105½
30 Sep. '64	94.0	9.5	12.1	—	15	32	110	Long Island	2,567,162	301,812	—	1,852,716	932,000	—	2,928,474	103.5	290,174	497,259	335,287	14	37½
30 Sep. '64	297.8	256.1	408.5	—	241	256	6,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	98
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,610,739	1,108,209	1,022,685	6,885,060	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	8.1	17.8	—	25	23	441	Northern (Ogdensburg)	3,389,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,143	176,640	—	39
30 Sep. '64	35.0	—	2.2	—	6	15	46	Oswego and Syracuse	773,654	123,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218 944	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	68.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.7	18.2	—	23	84	898	Rome, Water'n & Ogdensb'g	2,095,871	368,305	—	1,774,176	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	156
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,001	—	500,000	360,000	—	920,324	51.3	114,725	257.035	91,080	—	.....
30 Sep. '64	13.0	—	0.8	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,532	2,932,806	51.0	207,280	411,376	240,458	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	155	Troy and Boston	1,659,771	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,448	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	0.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.5	.....	103,953	35,572	—	.....
— — '58	220.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '55	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	28	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '55	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,860,223	*	107,000	1,340,213	791,055	102,891	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	2.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,992	717,000	—	2,042,067	40.0	.....	154.600	78,927	—	.....
31 Dec. '64	116.2	—	.....	—	21	12	209	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	503	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,129,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	401	Cinc., Hamilton and Dayton	4,341,780	502,200	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	128
31 Dec. '64	151.8	—	31.0	—	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032 388	2 499,348	1,285,162	15	127½
31 Dec. '64	67.0	—	.....	18.0	15	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,030,065	1,752,400	128,857	2,917,322	67.0	248,387	375 200	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,189	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 296	1,651,990	26	.....
30 Nov. '64	91	40.2	.....	—	50	15	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,362	203.5	1,256,812	2,512,316	1,058,812	8	94½
31 May '60	109.	79.4	.....	—	37	37	655	Cleveland and Toledo	6,699,573	724,449	66,737	4,690,600	2,614,810	—	8,070,580	188.6	2,104,098	1,691,266	834,780	10	105
31 Dec. '65	53.6	.....	.....	53.0	6	6	59	Clev., Zanesville and Cincin.	1,574,693	*	—	869,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '55	72.5	.....	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '64	54.5	61.5	12.4	—	15	18	210	Columbus and Xenia	1,445,924	208,317	35,315	1,692,500	248,800	—	2,128,089	oper	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	42.0	—	7.5	—	14	6	415	Dayton and Michigan	5,498,811	455 803	—	2,866,705	3,7=2,43=	—	6,214,545	14.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	55.5	—	20.6	—	29	27	422	Little Miami	3,589,944	536,634	437,103	3,572,456	1,400,000	—	5,111,025	138.0	1,117,686	2,453,28=	614,641	30	140
31 Dec. '64	70.0	77.5	18.1	—	46	21	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,515	250.8	450,408	1,038,165	427,405	—	.....
30 Apr. '64	192.1	—	.....	—	45	36	628	Ohio and Mississippi	16,863,614	745,476	—	6,246,950	9,870,000	1,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '65	77.4	5.0	.....	—	17	16	268	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
31 Jan. '65	155.4	52.0	.....	—	30	19	368	Sandusky, Dayton and Cinc.	3,98=,495	595,400	251,867	3,343,960	1,341,093	14,202	5,172,137	205.9	355,409	719 92=	145,900	—	19½
31 Dec. '64	16.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	282,807	189,488	—	—
31 Dec. '64	192.4	—	.....	—	48	15	989	Toledo & Wabash	10,080 918	*	—	3,427,060	6 653,368	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	46

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,213	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		27
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.6	1,624,327	1,984,948	721,782	20	185
31 Oct. '64	38.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	48,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	45,456		
31 Oct '64	36 0	15.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100.000	2,909,565	32.0	21,760	50,105	7,966		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58 0	305,745	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301 041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6 627,950	1,477,000	17,532	8,121,58.	87.5	502,028	2,280,262	1,452,154	20	66½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255 855	69.8	320,635	741,977	345,401		31
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,336 315	5,604,810	19,860,060	16,694,840		43,520,356	356.9	5,846,778	14,759 057	4 065,112	10	66½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norriat'n	1,139.079	262,399		1 355,100	315,000		1,673,100	24.0	253,739	429,147	207,892	8	52
31 Oct. '64	237 6		29 1					Phila. and (Sunbury) Erie	15,760,623			5 013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		29½
30 Nov. '64	152 0	46 8	208.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734.788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,259,341	4,308,160	15	58½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	980,404		245,695	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6 7,300	692,000		9,349,300	197 0	839,238	2,205 560	1,365,200	10	60
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004		1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	316,725	101 569		9
31 Dec. '64	468.3		108 5		187	99	2,020	Pitts'g, Ft. Wayne & Chicago	21,164,380	*		8,181,126	12,657,060		23,942,670	468.3	3,940,773	7 1:0.466	3 019,067	10	106½
31 Dec. '64	6.2		6.2		5			Shamokin Valley & Pottsville	1,178,778	112,824		500,000	791,597	Lease'd t	o Northn	Cen	87,070	226,318	107,490	10	40
31 Oct '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,856,443	26.4	118,6 8	273,232	142,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,263	165,884		391,800	372,000	1,343	968,137	29.6	95,666	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,906	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,201,000			1,201,000	384,000			109.6		283,283	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341.190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,948	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,678	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	123	East Tennessee and Virginia	2,310,033	156,264		586,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137.400	*		798,285	554,949	315,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	43,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	532,807	56,816		144,894	406,000	5,000		34.2	20,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		36	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	250.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	976,000	369,000		70.0	102,200	282,846	196,565		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830 277	*		1,679,600	638,500		3,033,466	105.0	164,794	423,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	425,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941 045	262,857		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	92
30 Jun. '63	23.7		0.9		4	5	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,686	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703.034	136,202	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Peteraburg	1,500,124	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,617,500	590,056		167.7	270,845	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4			410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,528	*		883,200	102,500	5,799	1,486,527	80.5			326,564	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		667,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,450,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
31 Dec. '61	199.9		24.9	27.8				*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,470	329,580		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,330		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,028	5,692,471	142.3	466,043	490,597	133,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*		11,750,000	188,000		11,938.000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,462.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242.798	117,842		15
30 Jun. '65	1,096	137.0		78.0	204	130	2,399	Grand Trunk	[illegible]10,345	*		15,123,430	54,750,510	7,336,405	77,210.345	1,096		4,388,510	1,154,858		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23.933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,866	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,296	191,182		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108 0	160,421	107,640	20,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,260,000	13,100	136,000	1,779,223	60 0		138,558	86,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5			20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	129,107	87,181		
								NEW GRANADA.													
1 Dec '63	48.7				11	22	120	Pan ma	9,000,000	*	615,658	5 000,000	75,000		10 763 728	48.7		127,435	1,328,924	12	225

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N.Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	98
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	46½
Chicago & Alton (preferred)	2,426,200	7	7	106
Chicago & Northwestern (pref.)	12,994,720	7	7	66⅞
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	....
" (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,975,966	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	43½
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	55
" " (2d pref.)	3,819,772	7	3	32½
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	102
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,255,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	....	....
" " " (2d pref.)	904,473	7	....	....
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,409,300	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	90
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1890	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	——	18..	....
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	....
Delaware & Raritan: *See* Camden & Amb. RR.	....	..	....	....	....
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1869	....
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1865	....
2d Mortgage	57,000	6	" "	1865	....
Morris: 1st Mortgage	465,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	....	....	90
North Branch: 1st Mortgage	600,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	50
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley. 1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,895	—	....
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	141
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	4,282,950	6	53½
Monongahela Navigation	50	726,800	8	....
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	....	—	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	27
" (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,200	—	10
Union	....	....	....	....
Union (preferred)	50	2,750,000	—	1
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	52 50 @ 55 —
Pig, American, No. 1			50 — @ 52 —
Bar, Refined, English			97 50 @100 —
Bar, Swedes, assorted sizes	(in gold)		90 — @ 95 —
			Store Prices.
Bar, Swedes, assorted sizes			165 — @175 —
Bar, English & American, Refined			125 — @150 —
Bar, English & American, common			115 — @120 —
Scroll, English			155 — @200 —
Ovals and Half round			145 — @155 —
Band, English			— — @155 —
Horse Shoe			150 — @155 —
Rods, English			127 50 @130 —
Hoop, English			160 — @225 —
Nail Rod		per lb.	— 10 @ — 11
Sheet, Russia		per lb.	— 40 @ — 45
Sheet, English, Single, Double and Treble			— 7½@ — 11
Sheet, Am., Single Double and Treble			— — @ — —
Rails, English	(gold)	per ton	57 — @ — —
Rails, American			— — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 19 @ — 24
English Spring	(1st & 2d qlty.)		— 12 @ — 14
English Blister	(1st & 2d qlty.)		— 13 @ — 20
English Machinery			— 14 @ — 16
German			— 15 @ — 17
American, Blister			— 12 @ — 14
American, Cast, Hammered			— 20 @ — 22
American, Cast, Rolled			— 13 @ — 15
American Spring			— 11 @ — 13
American Machinery			— 13 @ — 14
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— — @ — 60
Sheathing, Yellow			— — @ — 36
Pig, Chile			— — @ — —
Bolts			— — @ — 60
Braziers'			— — @ — 60
American Ingot	(cash)		— 42 @ — 44

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— — @ 10 50
Spanish			10 12½@ 10 25
German Refined			10 12½@ 10 25
English			10 12½@ 10 25
Bar		per lb.	— — @ — 12
Pipe and Sheet			— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— 27½@ — 28
Straits			— 33½@ — 37
English			— 25 @ — 26
Plates, Charcoal I. C		per box	15 — @ — —
Plates, I. C. Coke			12 25 @ 13 —
Terne, Coke			10 50 @ 11 —
Terne, Charcoal			14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb.	8 — @ 8 50
Clinch	(cash)		— — @ — —
Copper			— — @ — 65
Ausable Horse, Norway Iron, Forged			— — @ — 38
Zinc Nails	(6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity			— 41 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)			— 86 @ — 88
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)			— — @ — —
Naptha, Refined (60@63 gravity)			— 52 @ — 53

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th 30.	F. 1.	Sat 2.	M. 4	Tu. 5.	W. 6.
Atlantic M. S. S. Co	....	134	136	....	....	
At. & Gt. W. (O) 1st m't.	....	....	....	....	96½	....
Buffalo, N.Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	118	....	....	....
Canton Co.	46	46¼	46	45½	46	46
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" " pref.	106	....	....	106½	106	....
" " 1 M.	....	97	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	85
Chicago, Burl. & Q.	114	115	....	....	....	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n.	86½	86½	86½	85½	86½	86⅞
" " pref.	65½	65½	65½	64⅞	65½	66⅛
" " 1st M.	84	....	84	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	107½	108	107½	106¾	107½	107½
" '1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	127½	....	....	....	....	....
Clev. and Pittsburg	92½	94	93	92	93½	94½
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	75½	....	75½	....	....	....
Clev. and Toledo	102½	103	....	....	....	....
" " S. F. 7 p.c	98	....	....	....	....	....
Cumberland Coal, pref	44	43½	....	43½	44½	
Del. & Hudson Canal	....	144	....	....	141	
Del., Lack. & West.	....	....	....	....	....	....
" " 1 M. 8 p.c. '71-5.1	....	....	....	....	....	....
" " 2 M. 8 p.c. '81	....	....	....	....	....	....
Erie	92½	92½	92½	92	92½	93
" pref.	84	....	85	85	85	....
" 1 M. 7 p.c. '67	....	....	....	99½	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	97	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	....	95	95	95
" 5 M. 7 p.c. '85	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph.	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	109	109½	109	108¾	109½	109½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69.	101½	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	131½	132	131	....	....	....
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	55½	55	....	....	....	....
" " 2d "	....	....	32½	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	15½	16½	15½	15½	15½	....
Michigan Central	116½	....	115½	115½	116	116
" S F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	76½	76½	76½	75½	76	76½
" " guar'd.	....	....	....	....	....	....
" " 1M. S.F.	....	....	94	....	93½	93½
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	95	94½	....	90	....	94
" " 1st pref.	....	....	102	....	....	102
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds.	....	....	....	....	46	47½
Missouri 6s	75½	75½	....	....	....	....
" ass. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	77	....	....	....	76½	....
New York Central	97	98½	98	97½	98½	98
" Real Estate	....	....	....	....	....	....
" 7s, S.F. '76	....	....	....	101½	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. '83	....	....	....	....	....	90½
" 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	80	....
" "pref."	....	....	....	....	....	....
" 1M. 7 p.c. '73	....	....	....	....	....	....
" 2M. 7 p.c. '84	....	....	....	....	....	....
" 3M. 7 p.c. '67	....	....	....	....	....	....
North Carolina 6s	....	83	....	80	80½	
Ohio & Miss. cer.	28½	28½	28½	28½	28½	28½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	230	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	116½	117	116½	116	116½	117½
Pitts. Ft. W. & Chicago	106½	105½	106½	105½	106½	106½
" " 1M.	....	....	....	....	....	....
" " 2M.	....	....	....	96½	....	....
" " 3M. 85	....	....	....	....	....	....
Quicksilver Mining Co.	47	47½	47½	47½	48½	49
St. L., Alton & T. H.	....	....	....	....	....	44½
" " pref.	72	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	60	....	....	....	....	....
" " Inc. b'ds.	....	....	74	....	....	73
Tennessee 6s, 1890	....	....	88½	88	....	88
Tol., Wab. & Western	....	....	40½	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M. ex.	92	92	....	....	....	91
" " 2M.	....	....	74½	....	....	....
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	66	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th.30.	F.1.	Sat.2	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	90⅞	90¼	90⅞	90¼	90⅛	91
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	102x	102⅝	----
U. S. 6s, 1881, cou.	106¼	106¼	----	107¼	107¼	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	118¼	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	118	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅛	97⅛	97⅛	97⅛
U. S. 6s, 5-20s, c. 1862.	101¼	101¼	----	101¼	101¼	----
U. S. 6s, 5-20s, c. 1864.	99	99¼	99¼	----	99⅜	----
U. S. 6s, 5-20s, c. 1865.	----	----	----	----	99¼	----
U. S. 6s, " reg.	----	99½	----	----	----	----
7.30 Notes, 1st series.	97	97	97¼	97¼	97⅛	97⅛
" " 2d series.	96¼	96¼	96¼	97	97⅛	97
" " 3d series.	96¼	96¼	96⅛	97	96⅝	----
American Gold	148¼	148¼	147⅞	147¼	145⅜	147¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Cattawissa	----	26	23½	----	----	27
" preferred	44¼	43	40	37	39½	37½
Camden & Amboy	125	124¼	----	125	125	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	50	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	83¼	94¼
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	30½	----	----	30½	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	96	----	----	----
Lehigh Navigation	----	53¼	53¼	54	53¾	53¾
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	66	66¼	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	29	29
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55	----	55	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '75	----	----	----	----	----	----
North Pennsylvania	----	----	30	----	----	31
" " 6s. 85	----	----	85	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44	----	----	----	----	----
Pennsylvania R. R.	56½	56½	----	56½	56⅝	56⅝
" 1st m.	----	----	99½	----	99½	----
" 2d m.	----	----	95	----	----	----
Penn. State, 5s	90	----	89¼	----	86¼	89
" " 5s, coupon	----	----	----	90	90½	90
" " 6s, W. L.	99½	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	88	----
" " new	91½	91½	----	----	----	88½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	58	58	58½	58	----	58⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28½	28¾	29¼	29	----	29⅜
" " 6s. 86	86¼	86¼	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	27
" " pref.	32	32½	33	----	33¼	33¼
" " 6s '82	----	----	----	79	----	----
" " 6s '75	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	19¾	20
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	37
Chestnut & Wal. "	----	----	----	----	54	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	81	----	----	----	----
Spruce & Pine, "	30⅜	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	100¼
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	101¼	101¼
Balt. and Ohio	112	112	112	----	111¼	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67. 98	98	----	----	----	----	----
" " " '75. 100	100¼	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	99⅝	----	----	----	----
Northern Central	----	----	----	----	44½	----
" " b'ds, '85.	87	----	----	----	----	87
" " " 93	----	----	----	----	----	----
City Passenger R. R.	----	----	20¼	----	20¼	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th. 30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	118½	----	----	----	118¼
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	130	----	130
Cheshire, pref.	46½	----	----	----	----	----
Concord	57	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	98¾	98¾	98¾	99¼	99¼	----
Eastern, N. H.	----	----	----	95	----	----
Fitchburg	103	103	103¾	----	----	----
Manchester & Lawr'ce.	104	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	86	----	88	88	88	----
Old Colony and Fall R.	102½	102¾	----	103	103	102¼
Ph., Wil. & Baltimore	60	----	----	----	60	----
Portl'd, Saco & Ports.	97	----	----	----	----	----
Vermont & Canada	----	----	91x	----	92	92
Vermont & Mass.	43	----	42¾	44	----	----
Western	132½	132½	133¾	133½	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	47	----	46¼	46¾	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	25¼	26	27¼	27	26¼	25
Franklin "	----	----	41	42½	----	----
Huron "	----	----	----	30	----	----
Isle Royale "	15	----	----	----	15¾	----
National "	----	----	----	----	----	----
Minnesota "	16	----	16	16¼	16	----
Pewabic "	38½	39	39	39	----	----
Pittsburg "	54	54¾	57	56¼	58	56¼
Quincy "	59¼	58½	61	60½	59	59
Rockland "	2¾	----	3	3¼	----	3¼

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of November:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	65¼	"	64
Virginia State 5s	48	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1891	73	"	75
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	53¾	"	54¼
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, all paid	80	"	81½
Marietta and Cincinnati Railroad Bonds	71	"	72
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42
Phil. & Erie, 1st mort., 1851, guar. by P. R. R.	76	"	78

American Railroad Journal.

Saturday, December 9, 1865.

Stock Exchange and Money Market.

The past week has brought with it many interesting events for the consideration of financial writers. The present session of Congress has opened a variety of topics of real importance, not the least of which is our means of extricating the country from its difficulties of currency and inflation. Fortunately for us, we have a Secretary of the Treasury, who came to his high position without the aid of political intrigue, without the desire of political promotion, and with but the single motive of doing his duty. Many times there are men elevated to high positions, who after all are found incompetent to the task assigned them, but Mr. McCulloch with sound practical views, unimpeached integrity and great personal experience as a banker, has proved fully equal to his responsibilities, and has been growing in popular favor from the first moment of his administration. Each monthly report has even been more satisfactory than the preceding one; we see in each a palpable improvement in our financial condition, a steady movement in the right direction, an unwavering attachment to established principles, and an ease and readiness in the management of details, a thorough comprehension of the demands of the day, the peculiarities of our position, the wants of commerce, and the operations of the revenue systems which give confidence to the public and assure us we are once more on the right track to substantial prosperity.

The following is an analysis of his monthly statement for the 1st of December, and shows us the condition of the public debt and the Government circulation:

COMPARATIVE STATEMENT OF THE PUBLIC DEBT.

	Oct. 31.	Nov. 30.
Debt bearing interest in coin	$1,161,137,691 80	$1.167,169,941 80
Debt bearing interest in currency	1,191,819,787 46	1,177,531,149 10
Debt on which interest has ceased	1,373,920 09	1,187,480 82
Debt bearing no interest.	386,523,359 51	368,744,743 53
Total	$2,740,854,758 85	$2,714,633,314 76

The interest account compares as follows:

	Oct. 31.	Nov. 30.
Interest in coin	$67,670,340	$68,032,276
Interest in currency	71,267,738	70,864,679
Total interest	$138,938,078	$138,896,955

The legal tender money in circulation compares as follows:

	October 31.	November 30.
Five per cents	$32,536,901 00	$32,536,901 00
U. S. Notes, old issue	392,070 00	392,070 00
U. S. Notes, new issue	427,768,499 00	426,349,326 00
Comp. In. Notes	173,012,141 00	167,012,141 00
Total	$633,709,611 00	$626,290,438 00

The total currency in circulation compares as follows:

	October 31.	November 30.
Government legal tenders	$633,709,611	$626,290,438
Notes of National banks	203,877,355	221,230.215
Notes of State Banks	60,000,000	55,000,000
Total currency	$897,586,966	$902,520,653

Thus it will be perceived, that in the past month the public debt actually decreased by the sum of more than twenty-six millions of dollars. At the same time, the amount of interest has been lessened between 40 and 50 thousand dollars, and what is better and tells more directly on our currency, is that the legal tenders have been reduced by the sum of $7,419,173. It appears by this statement that the whole circulation of the National Banks is about 221 millions, certainly not a very appalling amount, not ten dollars per capita of the population, and the total circulation afloat in the country is but $30 per head. We therefore believe that the contraction aimed at by the Secretary is entirely practicable, and will be less difficult than has been supposed. We also believe that a contraction of even 50 per cent. would bring up paper very nearly to par of gold. The plan of

effecting this appears to be by funding and by cancellation of legal tenders with our surplus revenues, which being estimated in all, at four hundred millions of dollars per annum, will give Mr. McCulloch at least a surplus of one hundred millions to dispose of in this way. He cannot begin too soon for prices have run mad under the present inflation, and a vast majority of the people this day are on their former and fixed incomes unable to supply themselves with many of the necessaries of life. When a person has to pay $60 for an overcoat, not worth more than $15 or $20, and a poor garment at that, he at least comprehends the results of our present system. When he knows that for cotton shirting he is paying five times as much as it is worth, he feels that he is the victim of a very bad state of things. This inflation helps only one class of people, and ignores the economy, the labor, the acquisitions of the industrious, and the accumulations of labor of all the rest.

Our foreign imports at this port from the 1st of January to the 1st of October exclusive of specie, were of the declared value of $197,489,439 being less by $11,877,444 than for the same period in 1864. Our total foreign exports for the same period exclusive of specie were $155,451,650, against $201,735,438 in 1864, showing a decrease of $46,283,788. Prices are altogether too high to allow exports of our products. But for cotton this balance would be much smaller. The receipts of gold at this port from California since January 1, were $19,057,560, and for the same time in 1864 they were $11,118,675, showing an increase of $7,938,903.

The amount of customs received in gold at New York since 1st January last was $95,369,305, out of which has been paid as interest on gold bearing bonds $37,621,626, thus showing the impregnable position of the Treasury, and the solid basis on which the credit and punctuality of the nation rest.

In this condition of things the croakers are temporarily silenced, and the Governments are again advancing. When they see that since 31st August last the public debt has been actually reduced $43,656,257, and the legal tenders, and other Treasury notes have since that date been also reduced by the large amount of $57,848,521 they have not a word to say. All this has been quietly but steadily accomplished without any financial disturbance, and we see in the late decline of prices in manufactured goods, that a great gain has even now been effected. English political economists, looking at our resources, and practical good sense have to confess that a resumption of specie payments should not be so difficult, nor so tedious as it was in their case. Nothing can put us back in this honorable effort but hasty and ill judged legislation by the present Congress, who it is to be hoped will not place any unnecessary obstructions in the way of re-construction, or the return to production in the Southern States.

The last weekly statement of the Associated Banks, shows the following change from that of Nov. 25.

Loans, increase	$3,852,667
Specie "	1,087,561
Circulat'n "	536,872
Deposits "	1,653,625
Legal tenders, decrease	1,776,466

This last circumstance is in harmony with the statement of the Secretary of the Treasury.

The various documents emanating from the Government at the commencement of a session of Congress, including the President's message and the reports of the various departments have reached us, but too late in the week to be fully considered in this article. The report of the Secretary of the Treasury is a full and clear exposition of the condition of the finances of the country, contains the soundest maxims on the subject of money, currency and circulation but is deficient according to our notion in the remedies proposed, and seems to look forward to a long and serious procrastination in the work of resumption, though it admits the immense advantage of an early return to it. Mr. McCulloch was master of the situation, if he had chosen to be. All he had to do was to say to the National Banks, change your deposit securities, take back my promises to pay interest, (or bonds) and deposit my promises to pay without interest (or greenbacks) which Congress have a perfect right to demand, and he could then have contracted his circulation as rapidly as he chose, and need not have funded a dollar as he now proposes.

In great emergencies we want great measures. We have no patience for those temporising remedies which cannot cure, and only extend the sufferings of the patients. We shall, however, give a more careful examination to these documents at an early day. The President's Message seems to give general satisfaction, especially that part of it which recommends a contruction of our financial system. It contains an assertion which we reprint with hearty approval, "the duty devolves on us to diminish by law the amount of paper money now in circulation." We have shown how this can be done without costing the people one dollar, and without funding one dollar more. We do not despair of success, and do not wish to have our recovery from inflation and debt postponed or continued for 30 years.

Gold has reached 148½, and we now look for a further advance as paper is increasing and contraction proposed at a distant day, a policy which will yet wring the hearts of the people. Money is plentiful though gold is getting dearer. Exchange is still below par and steady at that. Railway securities are reported firm and advancing.

The market generally may be said to be quiet but much relieved from the apprehension of foreign difficulties by the tone of the President's Message.

The balance in the Sub-Treasury on Tuesday was $73,546,813 11.

The exports, exclusive of specie, from the port of New York for the week ending Dec. 4th, were $5,618,019, against $3,998,585 in 1864, and $3,505,610 in 1863. Total since Jan. 1, $156,423,797; same time in 1864, $202,502,454; in 1863, $160,390,899.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Gold, 146¾; U. S. 5-20s 1865, 99⅜; State 7s Bounty Loan, 99; Connecticut 6s, 96; Louisiana 6s, 75; City 6s, 1875, 90; Milwaukee and St. Paul, pref., 76½; do., 1st mort., 84; Mariposa pref., 21¾; do., 1st mort., 45; Chicago and Milwaukee, 77; McGregor Western, 28; Long Island R. R., 75; Stonington, 120; Central Coal, 51; Spring Mt. Coal, 50; Ashburton Coal, 18; Schuylkill Coal, 11½; Lehigh and Susq. Coal, 10; N. Y. Guano, 15; Brunswick City Land Co., 10; Rutland Marble, 15⅝; Central Am. Transit, 30; Durango Silver, 35; Western Union Tel., 55; 4th National Bank, 96; Central Bank, 104; Bank of New York, 117; Bank of Republic, 109; Mechanics Bank, 113; Bank of Commerce, 106; National Bank, 105.

Philadelphia.—Westchester 7s, 100; New Jersey 6s, 100; Phila. and Trenton R. R. bonds, 90; Phila. and Reading 6s, 1843–'80, 90; Hestonville R. R., 37; 17th and 19th streets, 11; 13th and 15th streets, 29¼; Locust Mt. Coal, 42; N. Y. and Middle Coal Fields, 7⅜; Big Mt., 4⅞; Clinton, 1; New Creek, 1¼; Fulton Coal, 8; Keystone Zinc, 1⅜; Bank of Northern Liberties, 90¼; Farmers and Mechanics Bank, 119; Manuf. and Mech. Bank, 29; Mechanics Bank, 58; Girard Bank, 52; Kensington Bank, 85; Philadelphia Bank, 135; Corn Planter Oil, ¾; Dalzell, 1¾; Franklin, ⅞; Feeder Dam, ⅞; Excelsior, ¼; Era, 2⅛; Jersey Well, ⅞; Junction, 1⅛; Maple Shade, 6⅛; Mingo, 2¾; McIlheny, 1½; Ocean, 10; St. Nicholas, 3⅞; Sugar Creek, 5⅛; Sherman, 1½; Sugar Dale, ¾; Walnut Bend, 4¾; Walnut Island, ⅜. The latest quotations are: City 6s, 87½@88; do., new, 88@88½; State 5s, 89½@99; do., coupon, 89½@90½; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 60; Reading, 58@58¼; do., 6s, 1870, 91@93; do., bonds, 90@91; do., con., 115@116; Camden and Amboy, 124¾@125; Penn. R. R., 56½@56⅝; do., 1st mort., 99@99½; do., 2d mort., 94½@95; Little Schuylkill R. R., 29@29½; Morris Canal, 80@82; do., pref., 119@121; do., bonds, 90@95; Wyoming Valley Canal, 54½@57½; do., 6s, 88@89; Susquehanna Canal, 8@9; do., 6s, 40@45; Sch. Nav., 27@27¼; do., pref., 33¾@34; do., 6s, 1882, 78¾@79; Union Canal bonds, 19½@20; Delaware Div. Canal, 30@30¾; do., bonds, 88@89; Elmira and Williamsport, 26@28; do., pref., 40@43⅛; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 53¾@54; do., bonds, 1884, 90½@91¼; North Pennsylvania, 31⅜@32⅛; do., 6s, 85@86; Philadelphia and Erie, 30⅜@30½; do., 6s, 86¼@88; Minehill, 55@55⅛; Catawissa, 23⅜@23⅝; do., pref., 37@37¼; Lehigh Valley, 66½@70; do., bonds, 90@91½; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 81@82; West Philadelphia, 67@70; Spruce and Pine, 30¾@31; Green and Coates, 31@32; Chestnut and Walnut, 52@53; Thirteenth and Fifteenth, 30½@31; Girard College, 26@27; Tenth and Eleventh, 51@52; Norristown, 52@52½; Union, 20@24; Hestonville, 37@37¼.

Boston.—Northern (Ogdensburg) 2d mort., 39¾; Rutland and Burlington 1st mort., 67; do., 2d mort., 26; Vermont Central 1st mort., 80; do., 2d mort., 21; Eastern R. R. 6s, 1874, 94¾; Boston and Lynn, horse, 60; South Shore R. R. 7; Conn. and Pass. Riv. pref., 74; Nashua and Lowell, R. R., 111¾; Dighton and Somerset R. R., 91; Ogdensburg and Lake Champlain, 38⅝; Rhode Island 6s, 1893, 90; Boston 5s, 1885, gold, 95; do., 1875, 96¼; do., 6s, 1874, currency, 100; St. Paul 7s, 1874, pref., 90¼; Boston Water Power Co., 27½; Waverly Co., 4⅜; Union S. S. Co., 87¼; Short Mt. Coal, 31¼; Bear Valley, etc., Coal, 18; Mammoth Vein Coal,

10¼; Massachusetts Bank, 107½; Market Bank, 103¼; Revere Bank, 118; Merchants Bank, 110; Bank of Commerce, 110¼, Eliot Bank, 107¼; Tremont Bank, 109½; New England Bank, 115¼; Columbian Bank, 105¾; Bank of North America, 97¾; Howard Bank, 100; 3d National Bank, 100; Exchange Bank, 125¾; State Bank, 100; Algomah Mining Co., 25c.; Albany and Boston, 19½; Bay State, 12¼; Boston, 50c.; Concord, 3¼; Dana, 1⅛; Dudley, 62½c.; Eagle River. 2; French Creek, 60c.; Gt. Western, 75c.; Hancock, 15⅜; Humbolt, 3¾; Manhattan, 1⅛; Pontiac, 1¼; Star, 2⅝; St. Clair, 2½; Superior, 2¼.

Baltimore.—N. W. Va. 1st mort., 98¼; Maryland Mining Co., 0.55; Bare Hill, 1.55; Mineral Hill, 0.80; Gardner Hill, 0.30; Guilford, 0.40; Copper Hill, 1.85; Penn. Oil, 0.55; Laurel Coal, 2.00; Santa Clara, 13½; Baltimore Chrome, 1.15; Farmers and Merchants' Bank, 43; Franklin Bank, 11¾. The latest quotations are: Balt. and Ohio, 111½@112; do., 6s, 1867, 98¾@99; do., 1875, 100⅛@101; do., 1880, 100@101; do., 1885, 99¾@100¼; Northern Central, 44@45¼; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 1873, 98@100; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 84@96; Central Ohio 1st mort., 83@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@100¼; do., 1890, 100½@102½; Baltimore 6s, 1870, 98@99; do., 1873, 98½@100; do., 1875, 100@100; do., 1886, 100@100; do., 1890, 101¼@101½; do., coupon, 100@100¼; do., 5s, 1838-'70, 83@85; City Passenger R. R., 20½@21½; Canton Co. 45¼@46⅛; Gardner, 0.25@0.30; Gas Coal, 0.65@0.90; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 0.90@1.00; George's Creek, 112@115; Santa Clara, 13@14; Balt. Chrome, 1.10@1.15; Bare Hill, 1.55@1.60; Atlantic Coal, 1.00@1.15; Mineral Hill, 0.75@0.90; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 2.00@2.00.

Continental Bank Note Co,

This company, of which Ed. E. Dunbar, Esq., is president, E. P. Moore, secretary, execute orders for engraving or printing Bank notes, Stock certificates, bonds, drafts, bills of exchange and in fact all kinds of commercial papers, in the highest style of art, having on hand a large assortment of designs, and executing orders with promptness and accuracy. We refer our readers to their advertisement in another place.

☞ We publish in another column the advertisement of HENRY B. SMITH, Esq., whose office is at 47 Exchange Place. It will be seen that he buys, sells and negotiates stocks, bonds and all kinds of public securities, and in the most liberal manner as we have reason to know. His references are of the first class, and his experience large, as he has been associated with the United States Trust Company for ten years; and as a Transfer Clerk of the Cleveland, Columbus and Cincinnati Railroad, he has become familiar with the character of similar companies. Dealing at the Public and Regular Boards, he knows its phases perfectly, but he also negotiates securities not dealt with at either. We recommend Mr. Smith to the particular attention of our readers.

Baltimore, Catonsville & Ellicotts Mills R.R.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: Wm. Wilkens, Herman H. Grane, George M. Gill, Wm. M. Frick, Benj. Whitely, D. C. Howell and M. Benzinger. Mr. Wilkens was chosen president, Mr. Grane vice-president, and Wm. W. Orndoff secretary and treasurer. From the annual report, it appears that the revenue from passengers, rents, &c., during the year ending 31st of October, was $42,415 48, whilst the general expense was $35,417 72, making the net earnings $6,997 76. The interest on bonds and dividends amounted to $7,669 20, leaving a deficiency of $671 44. The average daily receipts were $116 20, and the average daily expenses $97 03; number of passengers carried during the year 222,841, being an average of 610 per day. The board of directors have declared a dividend of 3 per cent.

Laing, Wetherill & Co.

These gentlemen, established in 18 Broad street, give particular attention to the sale and negotiation of Government, railway and insurance securities, and petroleum stocks; also allowing interest on deposits, and giving attention to orders by telegraph. They buy and sell exclusively on commission.

Maryland and Delaware Railroad.

Gov. Bradford has issued his proclamation announcing that a contract was made by the Maryland and Delaware Railroad Company with Charles B. Dungan, on the 16th of September last, for the construction and completion of said road from Smyrna station, on the Delaware Railroad, to the terminus on Tred-Haven River, near Oxford, in Talbot County, and that said contract has been approved by the board of public works. Also, that the lien held by the State on the property of said railroad is waived, deferred and postponed in favor of the holders of any bonds necessary to be issued by said company for the completion and equipment of said work, and of no other parties whatever, not exceeding one million of dollars, as provided by the act of 1865.

Hempfield Railroad.

The Baltimore *Sun*, in noticing the proceedings of the stockholders of the Hempfield Railroad, states that it has heard that English capitalists have it in contemplation to complete the line to a connection with the Connellsville road. This is a very important announcement, implying, as it does, the early completion of the latter line, without which the proposed connection would hardly pay. By the completion of the Connellsville road, and the extension of the Hempfield so as to connect with it, the Baltimore and Ohio road, would have a connection with the Connellsville road independent of either the Cleveland and Pittsburg or Steubenville roads.

☞ *The St. Louis Republican* of the 21st ult., mentions a report that "a railroad corporation is in process of formation, with the intention of buying out the South West Branch of the Pacific Railroad, and extending it to the northern border of Texas, where it will be met by the Texas Central Road, a part of which is now under construction in a northerly direction from Galveston. The whole line, when laid, will be 900 miles long, and will place St. Louis and Galveston in direct communication."

Finances of Alabama.

The following statement shows the entire debt of the State—how and when created, except the interest on the University and Common School funds. This the State has assumed in perpetuity, and the annual interest is $134,367 80.

Outstanding State bonds issued for the capital of the State Bank and branches, viz:	$3,445,000 00
The annual interest on the bonds payable in New York is	105,450 00
The annual interest on the bonds payable in London is	80,370 13
The interest on the bonds due in New York was paid up to and including the dividend due Nov. 1, 1861; and there has since accrued instalments of interest in all amounting to	$121,800
Of which there has been paid at Bank of Mobile	53,400
Leaving due and unpaid	$368,400

The bonds due in New York in 1863 were authorized to be extended by an act passed at the called session of 1861. The new bonds were issued and some of them given in exchange for those due in 1863.

The interest on the bonds due in London was paid up to and including the dividend due Jan. 1, 1865, and there has since accrued as follows:

On June 1, 1865	$45,028 25
On July 1, 1866	17,670 96
Due and unpaid in London	$26,699 17
And there will be due on Jan. 1, 1866.	17,670 96

RECAPITULATION.

Due and unpaid on bonds in New York	$368,400 00
Due and unpaid on bonds in London.	62,699 17
Total	$431,099 17
Due in London on Jan. 1, 1866	17,670 93
Total amount	$448,770 13

For the purpose of meeting the expenses of the convention and the Provisional Government the sum of $40,000 was borrowed in New York in September. He believes the State can resume the payment of interest on the 1st of January, 1867, or the 1st of July thereafter, and recommends that an official statement is made to this effect.

Albany and Coeymans Railroad.

A corps of engineers are engaged in surveying and locating the line for the Railroad between Albany and Coeymans. The route which will most probably be selected is the one which passes through the tier of farms fronting the river. This line passes most of the way between the old Albany and Greene turnpike and the river.

Reno and Pithole Railroad.

Work upon this Road is being pushed with all the vigor possible, in the hope and determination to put it through to Pithole before the frosts make the work of grading difficult if not impracticable. Already, track laying has commenced from the Reno end of the route, and the track layers are pursuing the graders and the trestle builders at a rapid pace.

☞ The Receivers of the Vermont Central Railroad have been directed by the Court in that State to pay the first back coupons due on the first mortgage bonds of the corporation, the payment of which was withheld, some time ago, when the half-yearly interest was merely stamped upon the bonds, instead of being paid to the holders of the coupons, whether detached or not.

Journal of Railroad Law.

LIABILITY OF N. Y. EMIGRANT COMMISSIONERS FOR LOSS OF BAGGAGE, TRANSPORTED FROM SHIP TO CASTLE GARDEN.

This action was brought in the Court of Common Pleas of the city of New York by the plaintiff against the Commissioners of Emigration, to recover the value of a trunk and its contents, which it was claimed were delivered to the defendants, on ship board in the harbor of New York. On the plaintiff's arrival at that port, in the ship Ontario; which trunk the defendants undertook to forward to their place of business at Castle Garden, and it is alleged that the trunk and its contents, of the value of $1,290, were lost by the defendants, and judgment demanded for that sum.

The defendants denied that they received the box or its contents, and alleged that they were public officers of the State of New York, whose powers and duties were defined by statute, and they denied that they had any other powers, or that emigrants were landed at Castle Garden, or baggage taken or deposited there, by the defendants, or by any one by their authority, or on their behalf; or that they employed servants to do so.

It appeared on the trial, that the plaintiff, in August 1857, came as a passenger on the ship Ontario to New York, and brought three boxes or trunks, containing baggage; that a tug boat came alongside of the ship in the harbor, and persons on board put strap checks on the trunks, gave the plaintiff the checks and the trunks were put on board the tug boat, and taken to Castle Garden. The plaintiff subsequently obtained two of her trunks, but the other was missing, and could not be found. At one time when she called to make inquiries concerning it, Mr. Kennedy one of the commissioners of emigration, was there, and he took the check and refused to return it to her, and put her out of the garden.

The commissioners of emigration, composing a board of ten persons, was organized in 1847, to provide for the support and maintenance of indigent emigrants. By subsequent statutes they were authorized to designate a place in the city of New York where emigrants should be landed; to purchase, lease, construct and occupy wharves, piers and other accommodations, in the city of New York, for that purpose; to license the owners or captains of steamboats and other craft; to receive and land passengers and their baggage; and to revoke such licenses; and such persons were prohibited from acting without such licenses. Like power was given to them to license persons to solicit emigrant passengers and baggage, for boarding houses and transportation lines, &c., and the law required all personal baggage of emigrants to be landed at the place designated by them. In pursuance of these powers, the defendants designated Castle Garden as the place for the landing of emigrant passengers and their baggage; and procured an assignment of a lease of the place, to themselves, subject to a reservation by the assignor, of the right to rent such parts of the same as should be required for officers for the sale of tickets, and contracting for the transportation of emigrants and baggage.

They also licensed various steamboat captains and solicitors for boarding houses and transportation lines, and retained the control of the Garden, the regulation of its police, &c., but they w not engaged or interested in the transportation of passengers or baggage, and had no agents who were so engaged.

On this state of facts, a motion for a non-suit was denied, and the defendant's council excepted. The Judge then charged the Jury that the doctrine of *respondeat superior* was applicable to this case, and that the defendants were the superiors or principals; to which the defendants' counsel excepted.

The Jury found a verdict for plaintiff for $1,283 73, for which sum judgment was entered, with costs, after the denial at special term of a motion for a new trial.

On appeal to the court at general term, the judgment was reversed, and a new trial ordered, on payment of costs to the appellants; and from that order the plaintiff brought the present appeal, stipulating for final judgment, in case the order shall be affirmed.

SELDON, J.—The motion for a non-suit in this case should have been granted, and the exception to the charge was well taken. The proof does not show the defendants were in any way interested in the transportation, or care of the baggage, of the plaintiff, or that it ever came into their possession or under their control. The licensing of steamboat men and "runners," as they are called in the case, does not make the licensed persons their agents or render them responsbile for their good conduct. (Lane *vs.* Cotton, 1 Ld. Ray, 646.)

The ground, however, upon which the recovery below proceeded, was that the defendants were the principals in the transportation of passengers and baggage to the landing place appointed by them, and in taking care of the baggage when landed. This position cannot be sustained. In the first place, the commissioners of emigration, in their official character, in which, character they are prosecuted, have no authority to engage in such business; and if they were in a body, to overstep the bounds of their official duty and engage in such business, the responsibility which would attach to them in consequence of such business, would affect them as individuals, and not in their official character. In the second place, there is no evidence that either as a board or as individuals they have been in any way interested in, or connected with, the landing of passengers or baggage, or in the case of baggage after it was landed, or have appointed any agents for that purpose.

The government, in assuming control over the landing of emigrants and their baggage, does not undertake, either by itself or its officers, to indemnify emigrants against fraud, but it has established the regulations, which have been referred to in the belief, doubtless, that the opportunity to commit frauds would be thereby diminished. If those regulations have failed to protect the plaintiff, it is a misfortune, for which she has no remedy against the State or against the defendants. Her remedy is against the persons to whose care she entrusted her baggage, whose fidelity and vigilance the government has endeavored (in this instance unsuccessfully) to secure.

If any of the members of the board have failed in their duty, and the plaintiff has suffered in consequence of such failure, they may be individually liable, but the consequences of individual misconduct, if there were any, could not be visited upon the board.

The order of the general term must be affirmed, and jugdment absolute for the defendants ordered, in accordance with the stipulation.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending Nov. 25th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$46,454 00
Express, freight, mails and sundries	6,036 00
Freight and live stock	100,014 00
Total	$152,504 00
Corresponding week, 1864	129,903 00
Increase	$22,601 00

Railroad Earnings--Monthly.

The earnings of the Ogdensburg and Lake Champlain Railroad for October were:

1865	$86,978 09
1864	67,361 13
Increase	$19,616 96

The earnings and expenses for three months, August, September and October, 1865, were as follows:

Earnings	$245,653 71
Expenses	161,750 23
Net earnings	$83,903 48

The traffic of the Great Western Railway for the week ending Dec. 1, 1865, was as follows:

Passengers	$33,634 73
Freight and live stock	33,984 53
Mails and sundries	4,009 99
Total	$71,629 25
Corresponding week of 1864	60,188 39
Increase	$11,440 85

Railroads of Minnesota.

St. Paul and Superior.—There are now about two hundred men at work on the road, and the line is nearly graded—with the exception of the deep cut near St. Paul, and the filling at or near the levee on the river—continuously from St. Paul to a point near Forest Lake, within a short distance of Wyoming, and about twenty-five miles from St. Paul. After leaving a few miles of this end of the line, and the uneven country between St. Paul and White Bear Lake, the line of the road is nearly straight and the grade remarkably easy, and this we understand is the case over the entire line to the St. Louis River, a distance of one hundred and thirty-three miles from St. Paul, and to the waters of Lake Superior. Messrs. Banning and Branch and the other gentlemen connected with the road, confidently predict that they can have the cars running to White Bear Lake early next season, thus securing the sale of the bonds of the company, when they will grade the entire line through to the waters of the lake, and have the road completed and equipped in from two to three years.

St. Paul and Pacific.—On the route to St. Cloud and beyond, the St. Paul and Pacific Railroad is running cars to Elk River, a distance of forty miles north of St. Paul. Iron for ten additional miles is on its way here and will be laid this fall. On the main line extending west from Minneapolis, seven miles have been graded, and the company expect to have twenty miles ready for the iron by the 1st of June next. Iron will be brought up early in the season, and the track laying will then be commenced.

St. Paul and Winona.—Capital has been secured for building this road, and work on it is rapidly progressing. The route was surveyed some time since, and found to be very practicable. Grading has been commenced fifteen miles below St. Paul, and is progressing towards the city. Two or three miles are already completed, and between one

and two hundred men are constantly employed (and more are wanted) upon the work.

Minnesota Valley.—This line extends from St. Paul to Mankato and beyond, toward Sioux City, where it is to connect with the Union Pacific Railroad. The track is laid from Mendota to Shakopee, a distance of twenty-six miles. The line from Mendota to St. Paul will be built early next season to the foot of the bridge in West St. Paul, and in the meantime the distance (six miles) is traversed by steamboats and omnibuses.

Minnesota Central.—This road is now completed, and passenger and freight trains are running from Minneapolis to Faribault, a distance of fifty-six miles. The connection with St. Paul is at Mendota, and is the same as that with the valley road. Next season the work will be again pushed forward, and connection made with the Winona and St. Peter Railroad at Owatonna, and as rapidly as possible the road will be extended to the Iowa line, where it will connect with the Prairie du Chien road for McGregor and Chicago, and the Cedar Falls road and its connections for St. Louis. Though this road has been open for business but a few weeks, it is already taxed to its utmost capacity to transact the local trade, and a rapid increase of its facilities is being made.

Winona and St. Peter.—For about a year cars have been running on this line from Winona to Rochester, a distance of fifty miles, and a very large business has been done. This season the track has been graded fifteen miles further, to Mantorville, Dodge County, and the iron is now being laid upon it. The track is already laid three or four miles beyond Rochester, and will reach Mantorville next month. This will reduce the gap between the Winona and St. Peter and Central roads to a little more than thirty miles. The stage ride necessary to reach the East this winter, will consist of this gap, and forty miles from Winona to La Crosse.

Hudson and Tomah.—There is now a fair prospect for the early completion of this road. It extends from Hudson, Wis., to Tomah, on the Milwaukee and St. Paul Railway, and will ultimately be extended from Hudson to this city. When this is accomplished, it will afford us a very direct outlet to the East. A company of capitalists have taken hold of the enterprise, and grading will be commenced at both ends of the line early in the spring.

RECAPITULATION.

The following table shows the No. of miles of railroad which are actually completed in this State:

	Miles.
St. Paul and Pacific	40
Minnesota Central	56
Minnesota Valley	20
Winona and St. Peter	54
Total	170

Nearly twenty-five miles more will be completed this fall, and it is a moderate calculation to state that the cars will be running on three hundred miles of Minnesota road by next fall.

In addition to the above is the Minnesota Southern Railroad laid out from La Crescent westerly, the first twenty miles of which it is intended will be in operation by the first of January next. Five miles of track are already laid, and two hundred men are at work grading and laying the track.—*St. Paul Press.*

Orange and Alexandria Railroad.

We learn that upon the report of Mr. Dewitt, the secretary of the board of public works, the election of Andrew Jamieson as president, and the directors chosen at the meeting at the council chamber, have been recognized, and the road will be under their control.—*Alex. Gazette.*

☞ The Hudson *Republican* says there is a rumor to the effect that the Harlem road is to have a branch connecting by a bridge with the Saratoga and Hudson River Railroad, at a point some four miles above Hudson.

☞ Within a few months past the three Philadelphia horse railroads, Hestonville and Callowhill, Race and Vine, and Arch street, have been consolidated into one company, known on the stock books as "Hestonville." Besides covering four of the most populous streets named, in the heart of the city, the combined companies have the right to construct a railway on the west side of the Schuylkill, from Walnut to Girard avenue.

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DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers	$350	$250	$125

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

3m47 F. W. G. BELLOWS, Agent.

PREMIUMS

TO THE

WHIPPLE

File Manufacturing Co.'s

FILES & STEEL.

GOLD MEDAL,

2 SILVER MEDALS,

and **DIPLOMA.**

—o—

GOLD MEDAL,

SILVER MEDAL,

and **DIPLOMA,**

FROM THE

Mass. Charitable Mechanics Association, Boston.

SILVER MEDAL

FROM THE

American Institute, New York.

—o—

READ THE FOLLOWING LETTER:

AMERICAN INSTITUTE, New York, Oct. 18, 1865. Wm. P Pierce, Esq., President Whipple File Manufacturing Co

Dear Sir,—I have the pleasure of handing to you, with this, the samples of Files as tested by me as one of the judges in connection with the Thirty-Sixth Annual Exhibition of the American Institute. You will notice in addition to those furnished by the Whipple File Manufacturing Company, which I understand are made from steel of their own production, that two of the most celebrated English makers are represented, namely, Messrs. Greaves & Sons and Messrs. Moss & Gamole, and it affords me much satisfaction to state that after having given the samples an equal and impartial test I find those presented by the Whipple File Manufacturing Co., to be fully equal if not superior, to the English, and in confirmation of my opinion, I refer parties interested to accompanying samples, which are one 12 in. half round bastard by Messrs. Greaves & Sons, one 12 in. half round bastard by Messrs. Moss & Gamble, one 13 in. half round bastard by the Whipple File Manufacturing Company.

With the results of this test in view I can see no reason why we need look to England for our supply of Files, either on account of superior quality of steel or excellence in workmanship.

Very respectfully,

(Signed) R. O. McDOUGALL,
Engineer and Machinist.

—o—

BOSTON, 34, 38 & 40 KILBY ST.
NEW YORK, 53 BEEKMAN ST.
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30 WOODWARD AVENUE.

—o—

☞ **Orders sent to either of above-named Houses will receive prompt attention.**

W. P. PIERCE, Prest. J. P. CROSWELL, Treas.

UNITED STATES

STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia. / 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

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WILLIAMS & PAGE. Boston.

TILFORD & BODLEY,

BANKERS,

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NEAR WALL,

NEW YORK.

Government and State Securities, Stocks, Bonds, Gold, &c., Bought and Sold on Commission. Interest paid on deposits at the rate of four per cent. per annum.

JOHN B. TILFORD. CHAS. S. BODLEY.

OFFICE OF THE NEW YORK CENTRAL R. R. Co., ALBANY, November 1st, 1865.

THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,

6t44 ROBERT L. BANKS, Secretary.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trestle work, or loading trains with material for gravelling.

Any persons having such work to do will please address, with particulars, Box 866, Clinton, Mass. 6m-35

ROLLED SEAMLESS BRASS TUBES.

For Locomotives, Steam Boilers, Sugar Pans, Feed Pipes, &c., &c. These Tubes are made tapering or perfect bore, the latter of most accurate gauge, answering for Oil Wells and all other kinds of Pumps. They can be bent into any shape required without fear of splitting.

Manufactured by the

COLUMBIAN METAL WORKS.

M. M. FREEMAN & CO., Agents,

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OFFICE OF

Toledo, Peoria and Wabash

RAILWAY COMPANY,

SCRANTON BUILDINGS,

26 Exchange Place,

CHARLES L. FROST, President.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,

STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

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NO. 30 BROAD STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, BONDS, GOLD and COMMERCIAL PAPER, Bought and Sold on Commission.

A. BARSTOW,
Late with Messrs. Henry Clews & Co.
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6m39- Late with Messrs. J. V. Onativia & Co.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

CAMERON & BARKLEY,

No. 142 Meeting Street,

CHARLESTON,

South Carolina.

RAILROAD AND STEAMBOAT

GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

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S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 39

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 16, 1865.

Improved Method of Super-Heating Steam.

Steam as ordinarily used, and known as saturated steam, has of necessity particles of water diffused throughout it mechanically as dust is diffused through the air by agitation. When the agitation in a boiler is great, much water rises, some of which passes over into the engine, and the boiler is said to "prime." The principal loss incurred in using saturated steam, is by the water thus "primed" over, clogging the motion of the engine, and abstracting heat from the boiler and cylinder without rendering useful effect. By moderately superheating the steam, it is not only expended as a gas, and its power and elasticity increased, but the watery particles which it holds in suspension are vaporized, and made to perform work as steam. The economy resulting from this operation has been found by many trials to be very great, amounting to from 20 to 30 per cent. of the fuel used. In some cases the saving has been found to be even greater than this, and boilers deficient in power have been rendered entirely effective by the use of a superheater, doing away with the necessity of continually urging the fires. Very thorough and scientific experiments made on the steamers of the "Bay Line," while on their regular trips between Baltimore and Fortress Monroe, Va., gave the following results. With the steam superheated to a temperature of 375 degrees, the consumption of coal was reduced from 3⅝ lbs. per hour per horse power, when using saturated steam, to 2½ lbs., equivalent to a saving of 30 per cent. Such are the results which always follow the judicious use of superheated steam. Ordinary steam cannot part with any of its heat without suffering condensation, consequently, when it is allowed to expand in a cylinder a part of it is condensed. This loss is often a large per centage of the total steam used. As superheated steam admits of losing some of its surplus heat without being condensed, it will remain in the cylinder, pure, and dry to the end of the stroke. The economy effected in this way by the use of superheated steam is very great. A foolish prejudice exists in the minds of some in regard to the use of superheated steam. Such persons cannot have given the subject a careful consideration. Steam cut off from the boiler may be made perfectly pure and dry at 212 degrees, and the opinion of the highest authority is that superheating steam, 100 degrees above the temperature due to its pressure is ample to give most satisfactory results. Steam of a temperature of 400 degrees in the cylinder, is, and may in every instance be used with perfect safety to the lubrication employed, and the cylinder of the engine; practical proof of this assertion may be seen every day. At the late Fair of the American Institute held in this city, was on exhibition a very simple and efficient superheating apparatus, the invention of Mr. S. N. Carvalho, who has given much time and study to its improvement. Its operation was truly surprising, for when steam was passed through the superheater, its elasticity and power were doubled, and it was delivered to the engine so pure and dry as not to burn the hand, as will ordinary steam. The merits of the apparatus were thoroughly tested by the committee on machinery, (all of whom were practical experts) and a silver medal awarded. The essential parts of the invention are, first, a metal retort or heating chamer, and of a cylindrical form to insure strength; second, of a metallic filling, such as coils of wire for conducting the heat into the retort, and throughout the steam. The various apparatuses which have been employed to superheat steam, have given so much trouble by leakage at their many and necessary joints, and by the rapid deterioration and oxydation of the thin metal of which they are composed, that the general introduction of superheated steam has been slow. These defects are overcome by the peculiar construction of this superheater, and by the employment of a metal well calculated to stand the fire, as well as by a very simple compensating arrangement by which the decomposition of the steam by heat is entirely avoided. As steam is a partial non-conductor of heat, a column of it passed swiftly through a pipe, would not become thoroughly heated, the part next to the heated surface receiving heat, while the centre would be comparatively cool. The coils of wire introduced, which are elliptical in shape, then serve to break up the direct current of steam, and bring each distinct particle of it into contact with a heating surface, either the inside of the retort or the heated coils themselves. By these means pure steam of a moderate temperature may be obtained for operating an engine; or, when required, highly superheated steam will be produced, for the various pressure of distillation, and manufacture, fumigating ships, &c., without the slightest damage of decomposition in the steam.

As is readily seen, this superheating apparatus may be applied at a small expense to any of the forms of boilers in use. It may be placed in the back connection, back of the bridge wall, or in the furnace itself, according as a higher or lower temperature is required in the steam, and as it occupies little space, does not interfere with the draft. By the use of a check valve between the superheater and the boiler, the elastic force gained by superheating is prevented from re-acting on the boiler, thus making the superheater the fulcrum of the power. By this arrangement a weak boiler may be worked with a greatly increased pressure, and with not the slightest danger. On the boilers of the Ordnance Department of the Washington Navy Yard, where the apparatus is in successful operation, the following are results ob-

tained. With a pressure of 45 pounds in the boiler, and the superheater disconnected, 40 revolutions were obtained from the engine. With the superheater in operation 15 pounds of steam gave 45 revolutions; these facts need no comment. Where a moderate degree of superheating is employed, as in warming buildings, a practical test made in this city where the apparatus is in use, showed that a pressure of only 5 pounds was required to preserve the steam in the highest rooms of the building without condensation, and a greatly increased heating effect was obtained, Carvalho's improved superheater may be applied at a trifling expense to locomotive engines, and will entirely prevent "priming," greatly increasing their economy and efficiency.

In those cases, more speed will be obtained, with the same amount of fuel, and condensation in the cylinder will be prevented, thereby relieving the piston from much of its back pressure. The decomposition of the steam by the heat in the fire-box is perfectly compensated by a very simple preparation of the coils. The gain resulting from the superheating of steam is much greater for the first 50 degrees above its saturated temperature than afterwards, as has been proved by careful experiments; consequently it is necessary to expend but a very small quantity of heat, to greatly augment the power and efficiency of ordinary saturated steam. In marine boilers which are provided with high steam jackets around the smoke pipes, the introduction of the coils of wire into this space, by increasing the superheating surface, has been found to effect a large saving in fuel; and by equalizing the temperature of the metal and the steam, prevents that alternate expansion and contraction which is the principal cause of the frequent destruction of the inner lining of the steam jacket.

In comparing Carvalho's superheater with others which have been used, the following advantages will be prominent:

1st. Its simplicity, practicability, and durability. 2nd. Its adaptability to every form of boiler, marine, locomotive, stationary, &c. 3rd. Its cheapness of construction, and 4th. Its perfect method of compensating for the decomposition of steam by heat, which feature is not possessed by any other superheater.

Further particulars in regard to this valuable invention will be given, by calling upon, or addressing HENRY W. BULKLEY, Esq., 57 Broadway, N. Y., who is the sole agent for the United States.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th Nov., inclusive, during the years 1864 and 1865, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1864	1,129,200	14,808,700	9,281,900	2,853,000
1865	863,800	9,404,500	17,313,100	4,000,900
Dec.	265,400	5,404,200	*8,031,200	*1,147,900

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,346,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Nov., in the years indicated:

	1863.	1864.	1865.
Canal opened—	May 1.	April 30.	May 1.
Flour, bbls	1,410,000	1,029,200	863,800
Wheat, bush	21,078,200	14,808,700	9,404,500
Corn, bush	20,553,400	9,281,900	17,313,100
Barley, bush	2,778,700	2,853,000	4,000,900
Oats, bush	11,289,400	11,272,000	9,787,300
Rye, bush	400,900	592,200	1,081,400
Malt, bush	.....	.....	491,500
Beef, bbls	57,200	48,700	9,864
Pork, bbls	229,800	56,800	15.109
Bacon, lbs	3,624,900	579,600	1,273,100
Butter, lbs	4,939,600	865,800	1,099,600
Lard, lbs	20,082,800	2,225,400	1,996,000
Cheese, lbs	9,006,600	3,305,100	15,109,200
Wool	388,800	1,226,100	617,000

Hartford and New Haven Railroad.

The earnings and expenses of this road for the years ending August 31, 1864 and 1865, have been as follows:

Earnings.	1864.	1865.
From passengers	$787,626 65	$944,627 39
" freight	457,110 09	456,742 62
" rents, mail and expresses	47,570 21	58,341 30
	$1,292,306 95	$1,459,711 31
Expenses, viz:		
Repairs of road and bridges	$166,361 27	$242,377 12
Material and labor on engines and cars, and new cars	194,845 33	180,308 57
Station repairs and improvements, including new buildings	41,001 83	56,883 60
Transportation & general expenses	204,284 95	264,913 37
Wood, coal and oil	103,901 39	163,880 60
Lost & damaged goods, gratuities, etc.	9,313 59	4,013 81
	$719,708 36	$912,377 07
Balance of interest	50,337 69	53,996 99
Taxes—State & N'tion'l	64,935 12	138,806 55
	$834,981 17	$1,100,180 61
Net receipts	$457,325 78	$359,530 70

The gross earnings of 1865, compared with those of 1864, show an increase of $167,404 36; with an increase in operation expenses of $192,668 71; of interest, $3,659 30; and of taxes, $68,871 43—making a decrease in net receipts of $97,795 08.

The number of miles run by passenger trains during the year was 298,178; by freight trains, 116,112; by other trains 37,948—total 452,238—making a decrease as compared with the previous year of 6,007 miles. Number of passengers carried, 924,501; tons of freight transported, 288,253—showing an increase in the former of 68,136, and in the latter a decrease of 42,354. The report says:

A new railroad of about two and a half miles in length, constructed by the New Britain and Middletown Railroad Company, connecting the village of New Britain with our road at Berlin Station, was opened for use in January last, and has since that time been operated by this company, for a certain percentage of the gross receipts on that road.

The expenses of operating the road have continued to increase, and only the very large earnings have enabled the company to continue its business without increasing the rate of charges for transportation of passengers and freight. The cost of coal for locomotives, and of new rails, have, during the greater portion of the year been largely in advance of any previous experience, while at the same time the business has required a larger supply than heretofore of these, as well as of all other articles used in the operation and repairs of the road and its equipment.

We have been obliged to add largely during the year to the rolling stock of the road, as well as to the accommodations at various points on the line, to meet the requirements of the increased business. Thirty new freight cars and five new passenger cars have been put upon the road, which with our proportion of a supply of new passenger, baggage and post office cars, for the New York and Boston Line, have caused an expenditure of more than $70,000, in addition to which about $60,000 have been paid for new structures on the line of the road, both these items of expenditures being included in the accounts of current expenses for the year.

The taxes, State and National, it will be observed are equal to nearly four and one half per cent. on the present increased capital of the company.

The Iron Bridge for crossing Connecticut River at Warehouse Point, mentioned in our last Report as being under construction in England, was received in New York during the early part of the present season, in parts suitable for shipment, and since that time the process of erecting it has been going forward under the immediate care and direction of James Laurie, Esq., Civil Engineer, who had prepared the plans, and personally supervised the making and execution of the contract for this work in England. Six spans of the new bridge are in position and now carrying the trains. The remaining spans are nearly all in process of erection, and we trust that during the present autumn the whole will be completed. The high reputation of Mr. Laurie and the constant personal care and oversight which he has devoted to this work, with the evidences of strength and stability furnished by those portions of the bridge now in use, afford assurance that when completed it will give us what has long been felt to be indispensable as a protection against a sudden interruption of the business of the road, by a disaster of some kind to which the present wooden bridge is at all times liable.

The total cost of the bridge up to the present time is as stated in the report of the Secretary, in addition to a sum of $36,000 which was paid in the preceding year and charged in the account of current expenses for that year.

In the suit against the New York and New Haven Railroad Company, commenced in September, 1857, in the Superior Court of the City of New York, a judgment was rendered in December last, in favor of this company, for damages and costs, amounting to $40,242 97, and sustaining, substantially, the claims of this company as to the matters in controversy. The New York and New Haven Company have appealed this case to the General Term of the same Court, where it is now pending, and where, we have reason to hope, it will soon be argued and determined. As this suit only covered our claims for the year previous to its commencement, a new suit has been commenced, embracing the intermediate period, and covering, of course, a much larger amount. This we suppose will await, and be determined by, the ultimate result of the case now pending in the Superior Court.

The capital stock of the company previous to the pro rata distribution of stock to the stockholders in October last, consisted of 23,500 shares, amounting at par to $2,350,000
That distribution absorbed 4,671 shares 467,100
(29 shares in fractional rights having been paid for by the company,)
28,171 shares. $2,817,100

It being apparent that the large payments for the Iron Bridge, the steamboat and other permanent additions to property of the company, rendered necessary by its increased business, could not be met at once out of the current earnings without encroaching upon the means for the regular dividends, the President was authorized to sell 500 shares of the unissued stock at market rates;

337 shares had been sold under this authority when it was determined by the Board of Directors to make the capital stock $3,000,000, and to offer the remainder then undisposed of, being 1,492 shares to the stockholders at $150 per share, as the stockholders were informed by Circular issued 15th March, 1865. Of this amount 1,386 shares were taken on the terms indicated, and the balance, 106 shares have since been sold at market rates.

The aggregate avails of these several sales of stock amount to $305,810—a balance of $14,660 beyond the amount stated in the Secretary's report having been received since the closing of the accounts for the year, which amount will be accounted for in the report for the coming year.

A quarterly dividend of three dollars per share, free of Government tax, was declared payable October 2, 1865.

The income account of the company for the past year is as follows:

Cash on hand September 1, 1864	$69,203 66
Income of the road	1,459,711 31
Sale of stock	291,150 00
Sale of real estate	659 11
Debts due the company, decreased	9,908 88
	$1,830,632 96
Dividends paid	$327,437 50
Interest	53,996 99
Operating and repairing road	947,991 04
State and National taxes	133,806 55
Real estate	13,567 36
Steamboat Orient	62,058 15
New Connecticut River Bridge	148,337 08
Fractional shares	6,300 00
Cash on hand	137,138 29
	$1,830,632 96

The following from the ledger presents a general statement of the affairs of the company, September 1, 1865:

Capital stock	$3,000,000 00
Bonds	927,000 00
Contingent fund	268,901 45
Reserved "	150,000 00
Profit and loss	211,409 70
Dividends unpaid	8,092 00
Debts due by the company	88,930 08
	$4,654,333 23
Construction	$3,129,047 20
Middletown Extension Railroad	27,682 66
Real estate, land, dwellings, etc	87,589 71
Bonds purchased	37,000 00
Tomlinson bridge stock	102,888 67
Advances to Tomlinson bridge Co	33,421 21
Equipment, engines and cars	254,000 00
Wood, stock and tools	195,882 71
Debts due the company, including account due from N. Y. & N. H. R. R. Co. unadjusted, and funds in the hands of agents	289,502 19
New Connecticut River Bridge	178,964 80
Steamboat Orient	181,215 79
Cash on hand	137,138 29
	$4,654,333 23

The office of the company is at Hartford, Conn. The Directors chosen September 20th, 1865, are as follows:

President.—C. F. Pond.

Directors.—Charles F. Pond, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard and Samuel H. Parsons.

Vice President.—W. P. Burrall.

Treasurer.—C. M. Pond.

Secretary.—S. P. Conner.

Superintendent.—E. M. Reed.

☞ Gen. Wm. Mahone has been elected President of the South Side Railroad Company.

Finances of Virginia.

The following is an extract from the recent message of the Governor:

The amount of State bonds registered and bearing interest at six per cent. is		$21,888,398 38
Registered 5 per cent. bonds		108,000 00
		$21,996,839 38
6 per cent. coupon b'ds.	$11,108,000	
5 per cent. coupon b'ds, payable in London	1,865,000	
		12,973,000 00
Aggregate amount		$34,966,398 38
Interest outstanding and unpaid July 1, 1865		5,071,337 29
Add guaranteed bonds, by which the State is liable, and will have to pay		822,855 00
Interest thereon to July 1, 1865		197,726 20
Making an aggregate up to July 1, 1865		$41,061,316 89
ASSETS OF THE STATE.		
Stocks in the railroads		$18,649,843 34
Seven per cent. bonds loaned to railroads		3,093,333 33
Add four years' interest		866,133 20
		$22,709,319 87

Of the above stocks there is expended in railroads, from which it is not probable that the State will derive any income (for many years, at least,) and which should be deducted from the estimate of available assets of the State, $7,359,946 52. It is hoped that in time the residue of these stocks and bonds may be made available to the Commonwealth.

The holders of Virginia State bonds are pressing for payment of the interest due. On the first day of January next, the interest due on these bonds will amount to above $6,000.000. Various plans have been suggested for funding this interest, and the issue of bonds for the same, bearing different rates of interest; those who hold no bonds, for the most part, propose that the bonds issued to pay this interest shall not themselves bear interest, while others, including the bondholders, insist on different amounts of interest from one to six per cent. The English bondholders propose that the State shall fund the interest due them, issue bonds for the same, and commence the payment of interest on the whole debt on the first day of January, 1867.

Patent Office Report.

During the year ending September 30, 1865, there were received at the Patent Office 11,860 applications for patents, and 70 applications for an extension of patents. 6,292 patents (including reissues and designs) were issued, and 61 extensions granted. 1,538 caveats were filed. 741 applications allowed, but no patents issued thereon by reason of the non-payment of the final fee.

On the 1st day of October, 1864, there was a balance to the credit of the fund of $56,117 39. The fees received for the succeeding 12 months amounted to $316,987 27. The expenditures during the same period were $262,445 47. Leaving a balance on the 1st day of October, 1865 of $110,659 19.

The law provides that in interference cases, or where letters patent have been refused, an appeal lies from the decision of the primary examiner to the examiners-in-chief, and from their decision to the Commissioner of Patents. According to a judicial construction of existing laws, an appeal may be taken from the decision of the Commissioner to the Chief Justice, or one of the Associate Judges of the Supreme Court of this District. This procedure is unnecessarily circuitous and protracted, and should be abridged by an amendment of the law so as to allow an appeal from the decision of the primary examiner or the examiners-in-Chief directly to the Supreme Court of the District of Columbia, if the party against whom it is rendered so elects.

The Commissioner of Patents is clothed with unrestrained discretionary power in all cases of application for the extension of patents. His decision, whether favorable or unfavorable, is final, and frequently involves private and public interests of enormous value. It is submitted for the consideration of Congress whether it is wise to lodge so large a power with a subordinate officer, without subjecting its exercise to the supervisory control of the head of the department.

Navy Department.—Expenses and Estimates.

The total expenses of this department from the 4th of March, 1861, to the 30th of June, 1865, embracing a period of four years and four months, and covering not only the ordinary expenses of the navy, but such as have arisen in the purchase, construction and equipment of vessels, and in the maintenance of the large naval force required during the war, were $314,170,960, an average annual expenditure of $72,500,990. It is gratifying to note that the expenses of this Department since the commencement of the war have been but nine and three-tenths per cent. of the expenditures of the Government during the same time.

The available resources for the fiscal year ending June 30, 1865, were	$140,091,125
Expenditures during the same time	116,781,675
Total	$23,309,450
Appropriations not wanted and carried to surplus fund	900,459
Leaving a balance at the commencement of the present fiscal year of	22,408,990
The appropriations for the current year are	119,882,928
Making the total available resources from appropriations for the fiscal year ending June 30, 1866	$142,291,919

This is exclusive of what has been and may be derived from the sale of vessels and other property which the close of the war has enabled the department to dispose of.

The whole of this large amount will not be needed for disbursement during the year, and several of the bureaus will have balances sufficiently large to cover their expenditures for the succeeding fiscal year. The estimates for the year ending June 30, 1867, are as follows:

Pay of the navy	$9,336,638
Bounties to discharged seamen	800,000
Equipment of vessels	1,000,000
Navy yards, pay of superintendents, &c.	7,185,536
Navigation, naval academy, observatory, &c.	436,779
Surgeons' necessaries and hospitals	265,750
Marine corps	1,757,754
Contingent and miscellaneous	3,200,000
Total	$23,982,457

This amount includes the sum of $5,500,000 for the erection of barracks for the accommodation of seamen now quartered on board receiving ships, for the erection of additional dwelling houses for officers in the several navy yards, the purchase of land and other improvements of a permanent character.

☞ The Atlantic and Great Western Railway took possession of the Catawissa Railroad on the 1st instant. The former President is General Manager of the road.

Liability of Railroad Company for death of Person, caused by Negligence of Servants.—Measure of Damages in such cases.

Since the general introduction of the railway, and owing doubtless to the increased peril to life by railroad travelling, it has been sought to throw about the traveller some additional protection by providing a redress which shall be had against the company in case of his death from personal injuries received through the carelessness of the company or its servants.

At the common law, the death of a human being, though clearly involving pecuniary loss, is not the ground of an action for damages. Therefore where the wife of the plaintiff was killed by the overturning of a coach, it was held that he could recover damages for the loss of her society &c., only up to the time of her death. So no action lies at common law by a husband whose wife was killed instantaneously by the carelessness of another. But the common law in this regard has been abrogated by statutes which exist in England, and in most, if not all, of the American States.

The statute of this state was passed in 1847, and subsequently amended in 1849. It provides that when the death of a person is caused by wrongful act, neglect or default, such as would (if death had not ensued) have entitled the party injured to sue, then the person or corporation who would have been liable if death had not ensued, is liable for an action for damages notwithstanding the death, and although it was not caused under circumstances which amount to felony.

Such action is to be brought by the personal representatives, and the recovery is to be for the benefit of the widow and next of kin, to be distributed to them as personal assets. In such actions the jury may give damages they may seem fair and just compensation not exceeding $5,000, with reference to the pecuniary injuries resulting from such death to the wife and next of kin.

It is also provided that every agent, engineer, conductor, or other person in the employ of the company or person through whose wrongful act, neglect or default, the death of a person shall have been caused shall be liable to indictment, and upon conviction thereof, may be sentenced to a state prison for a term not exceeding five years, or in a county jail not exceeding one year or to pay a fine not exceeding two hundred and fifty dollars, or both fine and imprisonment.

It is to be observed that this statute only gives a right of action to the personal representatives of the person injured and dying, when the person so injured, *if living*, might have maintained an action, and recovered damages for the same injury. For instance, before the act of the legislature of this State, giving a married woman the right to sue for personal injuries in her own name, the husband could not maintain an action for damages sustained by reason of the killing of his wife. (Lynch *vs.* Davis 12 How. Pr., 323.) It is now, however, well settled that an action may be maintained by a husband as adminstrator of his deceased wife, whose death was caused by the negligence of the defendant, on a complaint alleging that the deceased left a mother who was the next of kin surviving her. (Green *vs.* Hudson River R. R. Co., 31 Barb., 260.) In the case of Stafford *vs.* Drew, 8 Duer 627 the plaintiff was the administrator of his son, who it was alleged, had lost his life by the wrongful acts of the agent of the defendant, and he had described himself simply as the father of the deceased. On demurrer the court held the complaint defective because it did not aver that the deceased left a widow or next of kin, who alone would be entitled to recover damages resulting from the death of the person. The court were of opinion that the act may be interpreted so as to allow an action where there is a widow only or next of kin only, as well as where both are in existence.

In the case of Quin *vs.* Moore, in the Court of Appeals, (15 N. Y. Rep. 432) the party who lost his life was a child of twelve years of age, and the action was brought by the administrator for the benefit of the mother who, it was admitted, was the sole heir and next of kin to the child. A recovery was had, and the judgment was sustained on appeal. In rendering the opinion of the court, Judge Comstock says, that the only condition on which the right of the adminstrator to sue under the statute depends, is the common law right of the injured person to maintain an action if he were living; and that it is not required that the person killed should be a husband, father or protector, although the legislature in passing the act, were doubtless mainly influenced by the evident justice of compelling the wrong doer to compensate families dependent, in a greater or less degree, for support, on the life of the deceased.

Therefore, although, a child, twelve years of age, might not maintain an action for personal injuries to himself (such an action should be brought by the father) yet, as was held in the case of Green *vs.* Hudson River R. R. Co., his administrator may bring the action for the benefit of his father, in case of the child's death from the injuries. As the court remarks in this case, "this point is rather too fine."

The statute, in allowing an action to be sustained in cases where an action would lie by the party injured, if living, does not refer to the party in any technical or narrow sense. It manifestly looks to the cause of action, rather than to the particular parties, whose names it might be necessary to use on the record.

Of course where there are no next of kin or widow of the person dying, such as father, mother, child, brother or sister, &c., no recovery can be had. The recovery is fort he benefit of the next of kin, or widow only. The money which may be recovered is not for the benefit of the estate generally, nor does it become assets, to be administered according to the general law of distributions. The ground upon which the damages are to be estimated, is not the detriment which the estate of the deceased has suffered from the wrongful act of the defendant in causing his death, but the pecuniary loss which certain parties connected with him have sustained on that account.

AMOUNT OF DAMAGES RECOVERABLE.

The interest which the next of kin have in the life of a person negligently killed, is pecuniary. The purpose of the statute is to give the widow and next of kin a pecuniary compensation for the loss they may suffer by the destruction of the life of a husband, parent or other person upon whom they may be dependent, or the preservation of whose life is of any pecuniary value to them. The language of the act is express, that the jury are to "give such damages as they shall deem fair and just, with reference to the pecuniary injury resulting from such death, to the wife or next of kin of the deceased," subject to the limitation as to the amount ($5,000,) mentioned in the statute. The money, when recovered is to be distributed to the widow and next of kin, according to the statute for the distribution of personal property.

In the case of Lehman *vs.* The City of Brooklyn, 29 Barb., 234, a father sued to recover damages for the death of his son, aged 4 years, caused by falling into a well under a sidewalk. The jury gave the plaintiff a verdict for $1,500, from which judgment the defendants appealed. The judgment was reversed on the ground that the damages were excessive. The Court say: "The child was four years and one month old when he died. For the next ten years, had he lived, it may safely be said, that he would have been a burden, in place of a benefit, pecuniarily, to his parents. And for the next seven years after that, if educated to a profession or mercantile calling, or put to a trade, he would have done well, if he supported himself. During all this time he would have been exposed to disease and death and the other ills that beset human life in all its stages. The life of this little boy, however priceless it may have been in other respects, had no *pecuniary value*, which the jury could justly estimate at $1,500."

It may be stated therefore, in general terms, that the suffering of the deceased or the anguish of a parent, husband, widow, or next of kin, cannot be taken into account. So, no damages can be recovered by a husband for the loss of the society of his wife, or for his own mental suffering for her death. (Green *vs.* Hudson River Railroad Company, 32 Barb., 25.) In an English case, (Gillard *vs.* Lancashire and Y. R. R. Co., 12 Law Times, 356,) which was an action for the benefit of a widow, for the damages resulting from the death of her husband, the Court ruled that it is utterly impossible for a jury to estimate any sum as compensation for the injured feelings of the survivor; that all that is left which was applicable was the pecuniary loss sustained by his family. He said, "The framers of the act never could have meant to give compensation to the parent for the mere deprivation of his son, or to the widow for that of her husband." The plaintiff's counsel observed, "In that view a widower would not be entitled to sue for compensation for the loss of the society and comfort of his wife." And the Lord Chief Baron said, "clearly not unless her death is the cause of a pecuniary loss to her husband." The damages are to be calculated on a reasonable expectation of pecuniary benefit as of right or otherwise, from the continuance of the life. At the best, the measure of damages must be somewhat indefinite, and much must be left to the good judgment of the jury, but they must confine their inquiries to the pecuniary loss. (Franklin *vs.* The South Eastern Railway Company, 3 Hurlston & Meriam's Rep., 211; Pennsylvania Railroad Company *vs.* McCluskey, (23 Penn. Rep., 525.) Safford *vs.* Drew, (3 Duer., 627,) supports this view of the act, and is an authority for excluding from the consideration of the jury the loss of the society of the deceased. The Superior Court affirm the decision of the Queen's bench in Blake's case, and apply its principles to the interpretation of our own statute.

Oldfield *vs.* The New York and Harlem Railroad Company, (14 N. Y, Rep., 310,) decides 1st. That there need be no proof of any pecuniary or special injury sustained by the next of kin, but in the absence of such proof a recovery for nominal damages, at least, may be had; 2d. That it is not necessary that the next of kin should have a legal right to pecuniary benefit from the continuance of the life of the deceased; and 3d. That the damages may be assessed in reference to the prospective as well as the present loss. The two last propositions were involved and decided in Franklin's case, (Supra;) the Court holding that a reasonable expectation of a pecuniary benefit to the party was sufficient. But Judge Wright does say that the jury "were not to compensate for the pain and suffering endured by the deceased, or the anguish and mental distress of a wife or children incident to the loss of a husband or father, but were to measure the compensation by the pecuniary injury exclusively," and to this extent affirms the doctrine of the Court of Queen's bench. Quinn *vs.* Moore, (15 N. Y. Rep., 432,) is put upon the ground that the mother, by the death of her son, was deprived of his services to which she was entitled until he became of age. No pecuniary damage can be predicated upon the loss of the society of the wife. It is a case for which money cannot compensate, and cannot be estimated in money. A pecuniary loss is a loss of money, or of something by which money, or of something of money value, may be acquired. See Beach *vs.* Rawney, (2 Hill, 309,) and the cases cited by Bronson, J., and Ransom *vs.* The New York and Erie Railroad Company, 15 N. Y., Rep., 415.

In estimating the damages in an action under the statute for the death of a father, the jury may take into consideration the value of the support by the deceased of his wife and children, during his probable life, less their earnings. The jury should not, however, in assessing the damages, allow any deduction because of the fact that his wife had received the amount of an insurance effected upon his life for her benefit. The only limit to the damages which it is in the power of the jury to award, is the sum fixed by the statute, $5,000. (Athof *vs.* Wolf, 2 Hilt., 344.)

In the case of Tilly *vs.* Hudson River Railroad Company, (24 N. Y., 471,) it was held that in an action by the administrator of a married woman to recover damages for her death, caused by the defendant's negligence, the loss sustained by her infant children in being deprived of maternal nurture and education was a proper ground of substantial damages. The injury in such a case is not pecuniary in a very strict sense of the word, but it belongs to that class of wrongs, as distinguished from injuries to the feelings and sentiments; and in the opinion of the Court in the last case, falls within the term as used in our statute.

The mere fact, however, that a wife was employed in a lucrative business, rendering it probable that, had she lived, her children upon the death of her husband, would have received an estate augmented by her earnings, cannot be taken into account in estimating the damages. (24 N. Y., 471.)

Such damages are too remote, as it would be impossible to know whether the husband would have accumulated the earnings, or who would be entitled to succeed to his estate. The case might be different, however, where the person deceased was a widow, having children dependent upon her.

General Land Office Report.

It appears from the report of the Commissioners of the General Land Office that during the fiscal year ending June 30, 1865, public lands were disposed of as follows:

Acres sold for cash	557,212.53
Acres located with military warrants	348,660.00
Acres located with agricultural scrip	460,130.27
Acres selected under agricultural college grant	808,358.11
Acres approved to the States as swamp lands	571,429.24
Acres approved to the States for R. R.	607,415.39
Acres taken under the homestead law	1,160,532.92
	4,513,738.46
During the quarter ending Sept. 30, 1865, the aggregate quantity taken for the same purposes was	880,591.13
Making, during five quarters, the total number	5,394,329.59

The cash receipts from sales, homestead and location fees, for the same five quarters, ending Sept. 30, 1865, were $1,038,400 78.

The cash sales for the year ending June 30, 1865, amounted to $748,427 25, an excess of $70,-420 04 over the sum received from the same source the previous year.

During the first fiscal year ending June 30, 1865, 4,161,778 acres of public lands were surveyed. The aggregate quantity of surveyed public lands undisposed of Sept. 30, 1865, was 132,-285,035 acres.

Owing to the failure of the appropriation for that purpose at the last session of Congress, no contracts have been made for surveys during the current fiscal year, except where there were unexpended balances from previous years, or where the expense of survey was defrayed by private parties.

Ride in a Pneumatic Railroad Tube.

A London paper contains an account of the recent opening of a pneumatic line of railway from the General Post Office to the London and Northwestern Railroad, and the passage through the tube of several gentlemen who were anxious for a new sensation. Due preparation was made, and against many remonstrances the party determined to go. The account of the expedition says:

"The first sensation at starting, and still more so upon arriving, was certainly not agreeable. For about a quarter of a minute in each case there was a pressure upon the ears suggestive of diving bell experience, a suction like that with which one is drawn under a wave, and a cold draft of wind upon the eyes, having almost the effect of falling water; but once fairly within the tube these sensations were got rid of, or left behind, and the motion had little positive discomfort about it. It was a curious sensation to be flying along through the earth, feet foremost, in utter darkness, for the best part of ten minutes, which, in such a place, seemed half an hour.

Various experiments have been tried with the tube and its powers of suction, one of the officials at last determined to see what would happen in case the train stuck fast at any point on its journey. A carriage was accordingly 'scotched,' or fastened in such a way that it could not move, and then the power of the engine was exerted to the utmost. The carriage in question was intended for passengers, and furnished accordingly. By and bye one of the cushions, the others, and finally all the moveables which the carriage contained, were hurled through the tube and delivered at the other end, the force exerted being such that even the nails keeping down the carpet were extracted. The air within the tube was by no means foul or disagreeable. Finally the party reached the end of the journey in safety."

Interest and Dividends.

The Philadelphia and Reading Railroad Company has declared a semi-annul dividend of ten per cent. on the preferred and common stock, payable in cash or in the stock of the company at par, at the option of the holder, clear of all taxes, on the 30th inst.

The Vermont and Canada Railroad a semi-annual dividend of 4 per cent. payable Dec. 1.

The Cleveland and Pittsburg Railroad Company has declared a dividend of four per cent. payable, free of tax, on the 10th of January.

The coupons of the McGregor Western Railway Company's bonds, due 1st August, 1865, will be paid at 48 Exchange Place.

The interest on the public debt of the State of Illinois maturing in January will be paid at the Ocean National Bank, in this city.

New Lines of Railroad.

Three new lines of railroad, extending through the counties of Montgomery, Chester, and Berks are likely to be built next year—the Perkiomen railroad, connecting with the Reading railroad near Pawling's Bridge, and with the Auburn railroad in Lehigh county; the Colebrookdale railroad, connecting with the Reading railroad at Pottstown, and running by way of Boyertown to the Rock Mines, Berks county, and connecting with the Catasaqua and Fogelsville railroad, and the Berks and Chester railroad, which is to connect with the Reading railroad at Birdsboro', Berks county, and running by way of Downington, Chester county, to New Castle, Delaware. The routes of all these proposed lines have been surveyed, and one or two, if not all three will be put under contract next spring. They will pass through districts that will furnish a heavy local trade, and will be important feeders to the Philadelphia and Reading road.—*Montgomery County Ledger.*

☞ The South Carolina Railroad is making steady progress toward completion. It is thought that the Augusta branch will be completed to Midway, 12 miles beyond Branchville, about the first of the coming month; and if no unusual obstacle present itself, the entire line will be open to Augusta on the 1st of Februury next, or perhaps sooner. The Savannah Railroad Company have contracted for the rebuilding of their bridges across the Edista and Ashepoo and Congaree rivers, and this work will be pushed forward rapidly to completion.

☞ The Columbia, Penn., *Spy* says: "The survey for a new railroad from New Oxford to Wrightsville has just been completed by Mr. Joseph S. Gitt, Civil Engineer. It starts from a point on the Gettysburg Railroad and New Oxford Adams county, and runs along north to the Pigeon Hills, to Abbotstown, York and Gettysburg turnpike, crossing the Codorous near Chicken Bridge the Northern Central Railroad near the Almshouse near York, and runs north of the pike to Wrightsville. The route is said to be a good one and olight grade."

☞ S. M. Felton, Esq., has been elected President of the Delaware Railroad Company, in place of Hon. R. M. Harrington, deceased.

Finances of the United States.

REPORT OF THE SECRETARY OF THE TREASURY.

The report of the Secretary of the Treasury on the 4th December, is a very extended document, covering the whole ground of the financial situation of the country. In this particular it is very ample, while on the other hand it pays no attention whatever to our foreign commerce or the condition of our external trade. The introductory parts relate to the following topics. The means adopted to raise money independent of foreign loans, the right of Congress to borrow and coin money, its limit to issue legal tenders, the duty of retiring them, their effect on prices, and on trade and commerce, the cause of the expansion in 1835–'36, the financial crisis of 1857, and that also of 1861 in consequence of expenditure and a new measure of value, and the bad consequences of a plethora of paper money are all distinctly and justly pointed out.

The paper circulation of the United States, on the 31st of October last, was substantially as follows:

1. United States notes and fractional currency	$454,218,038 20
2. Notes of the National Banks	185,000,000 00
3. Notes of State Banks, including outstanding issues of State Banks converted into National Banks	65,000,000 00
	$704,218,038 20

The amount of notes furnished to the National Banks up to and including the 31st of October was a little over $205,000,000; but it is estimated that $20,000,000 of these had not then been put into circulation.

In addition to the United States notes, there were also outstanding $32,536,900 five per cent. Treasury notes, and $173,012,140 compound interest notes, of which it would, doubtless, be safe to estimate that $30,000,000 were in circulation as currency.

From this statement, it appears that, without including seven and three-tenth notes, many of the small denominations of which were in circulation as money, and all of which tend in some measure to swell the inflation, the paper money of the country amounted, on the 31st of October, to the sum of $734,218,038 20, which has been daily increased by the notes since furnished to the National Banks, and is likely to be still further increased by those to which they are entitled, until the amount authorized by law (300,000,000) shall have been reached, subject to such reduction as may be made by the withdrawal of the notes of the State banks.

The following is a statement of the bank note circulation of the country at various periods of highest and lowest issues prior to the war:

January, 1830	$61,324,000
" 1835	103,692,495
" 1836	140,301,038
" 1837	149,185,890
" 1843	58,564,000
" 1856	195,747,950
" 1857	214,778,822
" 1858	155,208,344
" 1860	207,102,000

It will be noticed by this statement that the bank note circulation of the United States increased from $61,324,000 to $149,185,890 between the 1st of January, 1830, and the first of January, 1837, in which latter year the great financial collapse took place; fell from $149,185,890 in 1837, to $58,564,000 in 1843, and rose to $214,778,822 on the 1st of January, 1857, in which year the next severe crisis occurred; falling during that year to $155,208,344, and rising to $207,102,000 on the 1st of January, 1860.

The following is a statement of bank deposits and loans in the same years:

Years.	Deposits.	Loans.
January 1, 1830	$55,560,000	$300,451,000
" 1835	83,081,000	365,163,000
" 1836	115,104,000	457,506,000
" 1837	127,397,000	525,115,000
" 1843	56,168,000	254,544,000
" 1856	212,706,000	634,183,000
" 1857	230,351,000	684,456,000
" 1858	185,932,000	583,165,000
" 1860	253,802,000	691,945,000

On the 30th of September, the date of their last quarterly reports, the deposits and loans of the National Banks (the Secretary has no reliable returns of these items from the few remaining State Banks) were as follows:

Deposits, individual and Government	$544,150,194
Loans	$485,314,029
To which should be added—	
Investments in U. S. b'ds & other U.S. securities	427,731,600
	$913,045,729

These figures are a history in themselves, exhibiting not only the past and present condition of the country in matters of exceeding interest, but indicating unerringly the dangerous direction in which the financial current is sweeping.

On the 1st of January, in the memorable year 1837, the bank note circulation of the United States was $149,185,890, the deposits were $127,397,000, the loans $525,115,000. In January, 1857, the year of the next great crisis, the circulation was $214,778,822, the deposits were $230,351,000, the loans $684,456,000. There are no statistics to exhibit the amount of specie actually in circulation in those periods, but it would be a liberal estimate to put it at $30,000,000 for 1837, and $50,000,000 for 1857.

The years of 1837–'57 were years of great prostration and embarrassment. The relations of the National Banks to the General Government on the 30th of September last, were as follows:

On the 30th of September last, the deposits of the National Banks alone amounted to $544,150,194; their loans—estimating their national securities as a loan to the Government—to $913,045,629; both of which items must have been increased during the month of October; while on the 31st of that month the circulation, bank and national, had reached the startling amount of upwards of $700,000,000. Nothing beyond this statement is required to exhibit the present inflation or to explain the causes of the current and advancing prices. If disaster followed the expansions of 1837 and 1857, what must be the consequences of the present expansion unless speedily checked and reduced!

The report then proceeds to discuss the popular objections to a reduction of the currency, clearly refuting them at length, and showing that as regards production, credit, revenues and the banks, it will not be injurious.

The Secretary does not see any way of accomplishing the payment of the national debt, but by an increase of income beyond expenditure. He in the meantime recommends as follows:

1st. That Congress declare that the compound interest notes shall cease to be a legal tender from the day of their maturity.

2d. That the Secretary be authorized, in his discretion, to sell bonds of the United States, bearing interest at a rate not exceeding six per cent., and redeemable and payable at such periods as may be conducive to the interests of the Government, for the purpose of retiring not only compound interest notes, but the United States notes.

He thinks it will not be advisable to contract rapidly, and that it will not be necessary to retire for practical ends more than 100 or 200 millions of United States notes in addition to the compound interest notes. He believes that this debt is in part at least an accumulation of the wealth and capital of the country, and need not become oppressive if judicious taxation is maintained. The first and immediate step is to fund the obligations soon to mature, and the next, to remove oppressive exactions, and to pay the interest of the debt not only, but a certain definite annual amount of the principal.

On the 31st day of October, 1865, since which time no material change has taken place, the public debt, without deducting funds in the Treasury, amounted to $2,808,549.437 55, consisting of the following items:

Bonds, 10-40's, 5 per cent. due in 1904	$172,770,100 00
" Pacific R. R., 6 per cent. due in 1895	1,258 000 00
" 5-20's, 6 per ct. due in '62, '64 and '65	659,259,600 00
" 6 per cent. due in 1881	285,347,400 00
" 5 " " 1880	18,415,000 00
" 5 " " 1874	20,000,000 00
" 5 " " 1871	7,022,000 00
" 6 " " 1868	8,908,341 80
" 6 " " 1867	9,415,250 00
Compound inst. notes, due in 1867 and 1868	173,012,141 00
7-30 Treasury notes, due in 1867 and 1868	850,000,000 00
Bonds, Texas idemnity, past due	760,000 00
Bonds, Treas. notes, &c., past due	613,920 09
Temporary loan, ten days' notice	99,107,745 46
Certificates of indebtedness, due in 1866	55,995,000 00
Treas. notes, 5 per cent. Dec. 1, 1865	32,536,901 00
United States notes	428,160,569 00
Fractional currency	26,057,469 20
	$2,808,549,437 55

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1865:

Balance in Treas. agreeably to warrants, July 1, 1864	$96,739,905 73
Rec'ts from loans applicable to expenditures	861,863,499 17
Receipts from loans applied to payment of public debt	667,361,241 68
Receipts from customs	84,928,200 60
Receipts from lands	996,553 31
Receipts from direct tax	1,200,578 03
Receipts from internal revenue	209,464,215 25
Receipts from miscellaneous sources	32,978,284 47
	$1,893,532,583 24

EXPENDITURES.

Redemption of public debt	$667,361,241 68	
For the civil service	44,765,553 12	
For pensions and Indians	14,258,575 38	
For the War Department	1,031,323,300 79	
For the Navy "	122,567,776 12	
For interest on public debt	77,397,712 00	
		1,897,674,224 09
Leaving a balance in the Treasury on the 1st day of July, 1865, of		$958,809 15

The following statement exhibits the items of the increase and decrease of the public debt for the fiscal year, 1865:

Amount of public debt June 30, 1865	$2,682,593,026 53
Amount of public debt June 30, 1864	1,740,690,489 49
Total increase	$941.902,537 04

Which increase was caused as follows, by—

Bonds, 6 per cent. acts July 17, 1861	$29,799,500 00
" 6 " " Feb. 25, 1862	4,000,000 00
" 6 " " March 3, 1863	32,347,726 66
" 6 " " June 30, 1864	91,789,000 00
" 5 " " March 3, 1864	99,432,350 00
" 7 " " July 1, 1862, and July 2, 1864, issued to Central Pacific Railroad Company, int. payable in lawful money	1,258,000 00
Treasury notes, 7-30, acts June 30, 1864, and March 3, 1865, interest payable in lawful money	671,610,400 00
Compound Interest notes, 6 per cent. act June 30, 1864	178,756,080 00
Temporary loan, 6 per ct. act July 11, 1862	17,386,869 96
United States notes, acts Feb. 25, 1862, July 11, 1862, and January 17, 1863	1,509,295 16
Fractional currency, act March 3, 1863	7,363,098 85
Gross increase	$1,135,232,320 63

From which deduct for payments—

Bonds, 6 per ct. act July 21, 1842	$1,400 00	
Treasury notes, 6 per cent. acts Dec. 23, 1857, and March 2, 1861	18,800 00	
Bonds, 5 per cent., act Sept. 9, 1850, (Texas Indemnity)	1,307,000 00	
Treasury notes, 7-30, act July 17, 1861	30,212,500 00	
Certificates of indebtedness, 6 per cent. act March 1, 1862	44,957,000 00	
Treasury notes, 5 per cent. one and two year act, March 3'63	111,132,740 00	
United States notes, act July 17, 1861, and Feb. 12, 1862	308,396 25	
Postal currency, act July 17, '62	5,252,147 34	
		193,229,783 59
Net increase		$941,902,537 04

In the report of the Secretary for the year '64, there was excluded from the public debt the sum of $77,897,347 02, which amount had been paid out of the Treasury, but had not been reimbursed to the Treasurer by warrants, and was not reimbursed until after the commencement of the next fiscal year. This explains the difference between $18,842,558 71, assumed in that report as the balance in the Treasury July 1, 1864, and $96,739,900 73, the balance according to the warrant account, as above stated.

The following is a statement of the receipts and expenditures for the quarter ending September 30, 1865:

Balance in Treasury, agreeable to warrants, July 1, 1865		$358,309 15
Rec'ts from loans applicable to expenditu's		138,773,097 22
" " " applied to payment of public debt		138,409,163 35
Receipts from customs		47,009,583 03
Receipts from lands		132,890 68
Receipts from direct tax		31,111 30
Receipts from internal revenue		96,616,885 65
Receipts from miscellaneous sources		18,393,729 94
		$140,226,770 27
EXPENDITURES.		
For the redemption of public debt	$138,409,163 35	
For the civil service	10,571,460 99	
For pensions and Indians	6,024,241 86	
For the War Department	165,369,237 32	
For the Navy Department	16,520,669 81	
For the int. on the public debt	36,173,481 50	
		373,068,254 83
Leaving a balance in the Treasury on the 1st day of October, 1865, of		$67,158,515 44

The Secretary estimates that the receipts for the remaining three quarters of the year ending June 30, 1866, will be as follows:

Balance in Treasury Oct. 1, 1865	$67,158,515 44
Receipts from customs	100,000,000 00
Receipts from lands	500,000 00
Receipts from internal revenue	175,000,000 00
Receipts from miscellaneous sources	30,000,000 00
	$372,658,515 44

The expenditures according to the estimates, will be:

For the civil service	$32,994,052 38	
For pensions and Indians	12,256,790 94	
For the War Department	207,788,560 57	
For the Navy Department	35,000,000 00	
For int. on public debt	96,813,868 75	
		484,853,462 64
Deficiency		$112,194,947 20

The receipts for the year ending June 30th, 1867, are estimated as follows:

From customs	$100,000,000 00
From internal revenue	275,000,000 00
From lands	1,000,000 00
Miscellaneous sources	20,000,000 00
	$396,000,000 00

The expenditures according to the estimates, will be:

For the civil service	$42,165,599 47	
For pensions and Indians	17,602,640 23	
For War Department	39,017,416 18	
For Navy Department	43,982,457 50	
For int. on public debt	141,542,068 50	
		284,317,181 88
Leaving a surplus of estimated receipts over estimated expenditures of		$111,682,818 12

The debt of the United States was increased during the fiscal year ending June 30, 1865, $941,902,537 04, and during the first quarter of the present fiscal year $138,773,097 22. The Secretary has, however, the satisfaction of being able to state that during the months of September and October the public debt was diminished to the amount of about thirteen millions of dollars.

If the expenditures for the remaining three quarters of the present fiscal year shall equal the estimates, there will be a deficiency, to be provided for by loans, of $112,194,947 20, to which must be added $32,536,901 for the five per cent. Treasury notes (part of the public debt,) which become due the present month, and are now being paid out of moneys in the Treasury, and all other payments which may be made on the public debt.

The estimates for the next fiscal year are highly satisfactory, leaving a clear balance of $111,682,118 12.

By the statement of the public debt on the 31st of October, it appears that, besides the compound interest of the United States, and the fractional notes.

The past-due debt amounted to	$1,373,920 09
The debt due in 1865 and 1866 to	187,549,646 46
The debt due in 1867 and 1868 to	848,323,591 80

During the month of October about $50,000,000 of the compound interest notes were funded in 5-20 six per cent. bonds under the provisions of the act of March 3, 1865.

The Secretary would be gratified if the Treasury could be put at once in a condition to obviate the necessity of issuing any more certificates of indebtedness, or raising money by any kind of temporary loans; but he may, for a short period, be obliged to avail himself of any means now authorized by law for meeting current expenses and other proper demands upon the Treasury.

Of the debt falling due in 1867 and 1868, $830,000,000 consist of 7 3-10 notes. It may be regarded as premature to fund any considerable amount of these notes within the next year; but in view of the fact that they are convertible into bonds only at the pleasure of the holders, it will be evidently prudent for Congress to authorize the Secretary whenever it can be advantageously done, to fund them in advance of their maturity.

He recommends the granting of authority to sell United States 6 per cent. bonds, to retire Treasury and United States notes, and to meet if necessary any deficiencies in the present fiscal year. When the debt is so liquidated that nothing will be called for but interest, it will be easily manageable. The following is an estimate of the time required to pay the national debt if funded at 5 or 5½ per cent. by the payment of $200,000,000 annually on interest and principal, estimated on the 1st July 1866 at $3,000,000,000:

The annual interest upon three thousand millions, if funded at 5½ per cent. per annum, would be one hundred and sixty-five millions, but if funded at 5 per cent., it would be one hundred and fifty millions.

Now, if two hundred millions per annum should be applied in half-yearly instalments of one hundred millions each, in payment of the accruing interest and in reduction of the principal funded at the higher rate of 5½ per cent., the debt would be entirely paid in thirty-two and one-eighth years. At 5 per cent. per annum, it would be extinguished by the like application of one hundred millions every six months, in a little over twenty-eight years.

At the higher rate, the sum applied in the first year in the reduction of the principal of the debt would be thirty-five millions of dollars; in the last or thirty-second year, when the interest would be diminished to a little over nine millions, about one hundred and ninety-one millions of the uniform annual payment would go to the reduction of the principal.

On the assumption that the debt may be funded at 5 per cent., fifty millions would be applicable to the reduction of the principal in the first year, and in the twenty-eighth or last year of the period —the interest falling to less than eight millions— one hundred and ninety-two millions of the annual payment would go to the principal.

The annual interest accruing upon seventeen hundred and twenty-five millions of the debt on the 31st of October last averages 6.62 per cent. A part of this sum is now due, another portion will be payable next year, and the balance will be due or payable, at the option of the Government, in 1867 and 1868. If these seventeen hundred and twenty-five millions shall be funded or converted into 5 per cents by the year 1869, the average interest of the whole debt will be 5.195 per cent. In the year 1871, if the debt then maturing should be funded at the same rate, the average interest would be reduced to 5.15, and 1881 to 5 per cent., excepting the bonds for fifty millions to be advanced in aid of the Pacific Railroad at 6 per cent., which will have thirty years to run from their respective dates. The interest of these bonds, added to the supposed five per cents, would, in 1881, make the average rate of the entire debt five and three one-hundreths of one per cent. until the whole should be discharged.

In these calculations of the average rate of interest upon the funded debt, the outstanding United States notes and fractional currency are not embraced. Whatever amount of these four hundred and fifty-four millions may eventually be funded at 5 per cent. per annum, will proportionately reduce the average rates of interest upon the whole debt.

The report estimates the wealth of the loyal states in 1870 at $2,400,100,111, and if the whole United States at that time at $27,578,000,000, and in 1890 at $31,025,000,000 thus showing the per centage will then be less than ⅓ per cent.

The Secretary then recommends that the principal of the bonds of February 25th 1862, and June 30 1864, should be paid in Europe in coin as an advantage to their market credit, that Government securities should remain free from municipal and state taxation, that the system should be revised and the whole subject considered, it now being under revisal by a special commission, and that the collection of the revenue in the Southern States be postponed.

The reciprocity treaty is considered as not being of equivalent advantage on our part, and is a better subject for legislation than negotiation. He recommends amendments to the revenue laws, and in the management of the mineral lands, a change in the character in the revenue cutter service, and refers to the marine hospitals, recommends the redemption of Bank notes at one of the three largest cities, with the reasons therefor, explains as to the option reserved, as to paying interest in coin or currency on the 7-30s, asserts, the impracticability of working the sinking fund, explains the disposal of surplus coin in the Sub-Treasury from time to time, the receipt of gold on deposit there, and alludes to other various topics of no particular interest.

Florida Railroads.

The railroads in Florida did not suffer much damage during the war, in comparison to other Southern roads. The Pensacola and Georgia road is in fair running order from Quincy to Lake City. The cars are running tri-weekly. On the Central road the cars make their weekly trips between Lake City and Jacksonville. The Florida Railroad from Fernandina to Cedar Keys, it is expected, will be in operation by the 1st of January. The Pensacola and Georgia Railroad runs no further west than Quincy, although it is hoped it will be completed before long to the Chattahooche.

☞ The Boston, Hartford and Erie Railroad Co., will petition the next Massachusetts Legislature for power to enter the city of Boston over the Grand Junction and Eastern or Boston and Maine Railroads. The Boston and Worcester Railroad will petition the Legislature for power to use the Grand Junction Railroad, or to construct a road of their own to some convenient point of deep water at East Boston.

☞ The New Lisbon, Ohio, *Patriot* says the engineers who have been surveying the Old Peacock road reached New Lisbon Tuesday noon. They are in the employ of the South Western Railroad Company. They report favorably of the route and express the opinion that the road will be built.

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding. Nov. 30, 1865	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" " "	1868	118
" " " ..... coupon		6	" " "	1868	121
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" " "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	6	" " "	1874	100
" " " ..... coupon		5	" " "	1874	98½
Loan of June 22, 1860 ..... registered	7,022,000	5	" " "	1871	95½
" " " ..... coupon		5	" " "	1871	97
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" " "	1881	105
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	103
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,252,450	6	" "	1881	108
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	104½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	100
Bonds, Central Pacific R. R. Co	1,898,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	91
" " " ..... coupon		5	" "	1904	91½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	91½
" " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	260,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ..... 1st series	300,000,000	7.3	Feb. & Aug.	1867	98
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	97½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97½
Debt Certificates	55,921,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,741,398				
Fractional currency	26,105,197				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) ..... "	610,000	6		1868	----
" — " " (" ") ..... "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	118
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds	610,094	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	97
" — " " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ...	2,073,750	6	" "	'65-'70	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,822,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1866	95
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	83
" — " " special stock "	1,216,737	5	" "	------	----
— " Deferred stock ..... "	1,243,000	5	" "	------	----
— " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----------	d'm'd.	75
" — " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	---------	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R. R.) ..... stg.	3,095,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") ..... dollar	416,500	6	" "	'90-'91	----
" — " " (" ") ..... "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
— " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	105½
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	93
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd)	100,000	6	" "	1879	----
" —War Loan ..... (" ")	567,000	7	" "	18-6	100
" —Redemption l'n (" ")	2,000,000	6	" "	'68-'82	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) ... "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	76½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1868	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	76½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph ...	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri ...	4,250,000	6	" "	'72-'87	----
" — " " Iron Mountain ...	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ...	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	90
" " " —Notes	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	96,000	6	Jan. & July.	Var.	----
" " " —State bonds (war loan) ... coupon	531,820	6	" "	'65-'71	----
" " " — " " (" ") ... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " " — " " " " "	900,000	5	" "	1875	----
" " " — " " " " "	442,961	5	May & Nov.	1968	100
" " " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " " — " " " " "	1,300,000	6	" "	'68-'78	100
" " " — " " " " "	700,000	7	" "	1870	----
" " " — " " Comptroller's b'nds	28,608	5	----------	d'm'd	----
" " " — " " " "	11,050	5½	----------	d'm'd.	----
" " " — " " " "	14,230	6	----------	d'm'd.	----
" " " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " " — " " Railroad Loans ...	287,700	4½	J., A., J., & O	1884	----
" " " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " " — " " " " "	100,000	6	" "	1867	----
" " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " " — " " "	15,889,025	6	" "	64-'76	----
" " " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	81½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	99
" — " " (" ") ..... "	4,095,309	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	100
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----------	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	91½
" — " " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	219,268	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,678	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	6	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	97½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	91
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) ... coupon	2,000,000	6	Mar. & Sept.	1882	109
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) ... coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " " (interl. impr.) ...	2,063,606	5	----------	Var.	54
" — " " (railroads) ...	12,799,000	6	----------	Var.	81
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) ... "	48,000	6	----------	1890	59
Texas—Had no debt in 1861	----------	----------	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	64
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----------	----------	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	788,527	677,025	719,911	781,270	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,685	94,928	107,758	73,751	64,937	938,651
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	150,809	154,204	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	261,908	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	356,076	294,804	------	------
Chicago and Rock Island:													
1860	72,884	66,703	77,406	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,875	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,783	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,508	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,708	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,967
1864	158,735	175,482	243,160	185,013	198 679	243,178	224,920	307,874	375,860	324,805	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	334,290	300,707	261,141	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	291 334	296,169	473,186	551,122	435,945	407 695	2,811,544
1864	273,876	317,839	390,365	411 363	466,880	566,145	480,710	519,306	599,605	729,759	716 378	563,400	6,114,586
1865	641,005	482,164	499,296	468,363	586,523	747,942	702,061	767,508	946,707	921,888	749,191	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,339	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,605	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,224	65,302	63,137	52,269	60,985	84,640	98,528	86,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,558	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,679,509
1864	164,058	176,105	203,329	158,077	129,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,503	372,296	380,242	349,953	330,657	361,819	359,114	455,285	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,236,424
1861	404,507	391,932	458,560	547,174	506,610	439,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	628,842	595,024	615,962	756,421	885,136	902,706	963,859	8,406,234
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,085,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,.92	1,041,975	994,317	1,105,384	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1865	908,341	868,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,128	1,345,456	1,406,387	1,451,217	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	192,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,761	150 608	122,683	114,804	135,299	144,424	173,261	197,762	246,283	2,023,557
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,501	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,596	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,060	243,163	225,196	2,664,843
1861	321,844	276,268	229,334	192,054	199,488	177,829	180,286	268,983	289,882	284,020	242,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	205,281	261,079	352,786	414,543	410,336	372,593	359,463	3,345,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	424,578	640,179	799,236	661,591	657,141	603,402	6,329,447
1865	546,410	521,556	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,988	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,462	51,259	55,257	48,544	477,318
1863	38,203	53,778	60,540	64,396	35,326	49,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91 809	90,972	93,078	93,544	90,908	95,453	1,032,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,158	120,051	117,804	114,512	------	------
Milwaukee and Prairie du Chien:													
1860	37,620	32,301	39,501	45,811	59,092	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,635	1,133,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,687	69,353	136,417	205,055	138,242	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,576	149,699	117,013	1,711,281
1865	98,183	74,283	70,740	105,689	146,943	224,838	217,159	170,554	228,039	310,695	226,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	105,823	143,526	145,258	138,084	122,796	101,710	151,170	173,870	218,468	196,405	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	274,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,828	181,983	180,916	226,814	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	366,996	366,361	413 822	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,849	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,502	175,890	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,458	204,221	193,328	215,449	305,168	375,488	339,194	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	408,510	376,470	3,970,946
1865	366,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	408,628	447,813	504,217	591,920	743,599	709,671	637,792	520,596	6,502,703
1860	387,128	402,550	561,078	585,141	551,700	495,943	544,494	692,382	868,585	811,458	730,756	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,783
1862	749,163	631,958	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,229	1,002,768	9,693,244
1863	920,272	790,167	867,580	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,187,818	11,069,953
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029 736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,605	1,116,829	13 357,709
1865	957,803	813,281	965,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	238,619	245,977	2,735,395
1860	168551	171,841	257,410	248,110	265,011	278 270	314,806	337,496	359,911	309,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	266,358	284,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4 088,837
1863	385,684	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	628,009	6,324,063
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,038	286,844	231,253	191,138	2,335,854
1861	217,262	202,971	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,540	397,525	401,299	354,334	370 923	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,545	350,753	407,077	463,509	505,814	467,201	457,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675 260	701,352	691,556	914,082	7,139,466
1865	634,260	696,738	886,511	738,107	601,238	650 311	612,124	718,016	759,405	807,382	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,554	112,384	93,766	67,721	85,359	95,969	118,837	129,106	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,786	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,865	155,730	144,942	218,236	234,194	204,785	192,956	204,726	2,084,076
1865	170,076	153,903	202,771	169,299	177,625	173,722	162,571	218,558	216,137	222,924	207,093	------	------
Toledo, Wabash and Western:													
1860	43,515	42,064	61,414	73,679	67,946	67,426	84,879	122,785	126,100	125,027	77,599	61,296	932,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	152,958	137,066	94,574	1,172 .00
1862	82,225	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,521	91,971	103,018	132,111	134,272	152,555	105,554	116,279	140,895	151,052	134,563	111,239	1,439,796
1864	79,755	95,843	122,896	123,867	127,010	166,338	139,626	244,114	241,840	221,570	220,200	205,154	2,090,822
1865	144,084	139,171	156,788	144,001	138,738	194,525	271,799	374,024	379,961	376,544	3o1,610	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	494 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1880	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	358,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	93
" " $2,500,000	867,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'85-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
***Central Ohio:**						
1st Mortgage W Div.	456,000	7	May & Nov	Zanesville.	1861	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	85
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " ")		8		" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	83
Funded Coupon Bonds	756,000	7	May & Nov.	" "	18-3	80
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1854	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	6	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	75½
River Line bonds	4,000	7			1857	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'54-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	5,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1886	99
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	600,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	600,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,555,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,080,000	7	May & Nov.	" "	1875	95
Elgin and State Line	150,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1851	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,088,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1885	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	963,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	853,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,755,000	†				
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	88
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'55-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	236,000	7			'70-'75	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$167,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110½
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1861	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	92
2d General Mortgage	2,194,500	7	" "	" "	1877	87
***Milwaukee and Beloit:**						
1st Mortgage	650,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		47½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,000	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'91-'97	
Sterling	878,035	6			1883	
Mississippi State Loan	209,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
***New Albany and Salem.**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	90½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'62 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,125	6	May & Nov.	New York.	1883	91½
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	664,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1880	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1881	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	3,654,000	7	April & Oct.	" "	1885	96
5th Mortgage	1,002,500	7	June & Dec	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	96
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,500	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1886	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1876	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	1873-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1550	90
2d Mortgage	3,077,000	7	"	" "	1661	29½
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	300,000	10	" "		1857	113½
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steambont Bonds	200,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	253,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1861	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	76½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'57-'59	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	500,000	7				
1st Mortgage (1850-'70-'75)	265,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	
" 1836, "	182,400	5	" "	"	1860	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1854	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860 000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	137,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,250,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	937,500	7	" "	"	1868	26
3d Mortgage	440,000	7	" "	"	1883	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,393	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	167,000	5			1868	
Sterling	183,333	6			1883	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,201,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	162,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	90
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	128,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1854	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	650, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1850	96
Wilmington and Manchester:						
1st Mortgage	800,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	"	1872	
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	160,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	563,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	336,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,026	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,781	76,772	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	....
29 Feb. '60	88.5	28.4	....	—	28	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	35.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,551	....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	59,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	5,902,556	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,806	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	535,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	265,929	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	500,000	29,149	.....	62.0	145,65'	360,167	140,391	16	....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117
30 Nov. '64	84.8	5.9	9 3	—	3	2	—	New Haven and Northampton	2,386,435	41,560	—	1,010,000	650,000	.....	.....	.....	49,663	197,387	85,946	8½	....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	250,672	84,299	8	85
31 Mar. '65	61.3	1.0	62.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000 000	—	6,810,340	117.4	652,765	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	651,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,555	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	134	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	235,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	464 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,821	1,473,140	71.6	.....	.....	388,853	13	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,522,913	228.8	.....	.....	332,343	—	....
30 Sep. '59	138.0	—	....	—	52	24	704	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,566	281.0	1,104,197	2,770,454	1,273,518	7½	105
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,989	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	113½
31 May, '65	242.0	685 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,462	930.0	.....	6,820,750	1,802,272	—	85½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	600,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,369,391	1,891,709	6	104½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	190.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,227	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,366,850	6,329,447	2,463,194	8	153½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,074	603,767	—	42½
								INDIANA.													
.. .. ..	108 0	—	....	—	...	...	.....	Cincinnati and Chicago	2,050,433	*	—	1,106,679	1,006,125	.....	.....	103.0	.....	.....	.....	—	....
31 Aug. '65	85 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142 834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	25,641	611,050	1,254.500	15,900	2,102,761	106.0	.....	442,993	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	515	Indianapolis and Cincinnati	2,497,952	540,043	25,669	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,634	9	100
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,284	1,015,907	621,000	—	2,175,223	108.0	312,869	827,900	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	258
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,061,108	73.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,243,870	—	2,929,782	75.5	112,434	481,606	158,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	167,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	58.5	11 mo's.	488,841	21,386	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	250.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,189	2,930,000	337,532	4,875,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	905,298	52,300	—	514,573	79,000	—	736,518	29.0	256,051	188,462	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	125,735	12,200	1,102,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	625	Louisville and Nashville	9,665,994	*	—	5,527,871	3,297,000	39,307	12,578,716	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,280	—	3,242,818	556,000	339,297	5,555,320	80.0	180,204	451,922	225,549	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	813	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	96.0	.....	.....	.....	—	....
31 Aug '60	53.7	—	....	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,015	245,969	108,434	1,710,819	253.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Ohio, Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada		.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,808	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	116½
31 Mar. '65	246.0	277.8	....	—	96	101	1,359	Mich. B'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,167,124	4,289,466	1,881,113	7	74½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,242	228,662	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,849	275,000	1,974,444	59.7	.....	176,402	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,650	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,168,836	7,177,000	—	.....	266.8	579,224	1,047,567	429,026	—	57
28 Feb. '65	238.8	—	17.7	68.0	28	21	272	*North Missouri*	6,748,482	697,768	—	2,469,540	4,850,000	93,378	7,696,970	168.8	480,186	950,499	440,041	—	....
31 Dec. '62	152 0	—	5.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb, '65	283.0	—	14.4	—	43	28	560	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,435	649,212	12,580,808	283.0	608,415	1,007,793	211,310	—	....
8 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	5,098,940	115,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,406	—	....
28 Sep. '64	86.5	3.6	3.2	—	16	18	219	*St. Louis and Iron Mountain*	5,457,063	560,029	—	1,971,2.2	3,401,000	40,558	6,532,1[illegible]	90.1	250,189	399,231	81,[illegible]	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,554	757,881	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	140.0	oper. by	Gd. Tk.	—	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,968	172,113	91,487	—	—
31 May, '63	99.7	9.5	—	—	13	12	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,95-	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,066	450,222	256,767	6	94
May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,300	556,600	—	—	37.0	—	55,408	29,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,021,755	3,900,254	16,151,962	10,781,833	630,566	33,673,564	288.8	1,953,769	4,481,859	3,054,653	6	112
30 Sep. '62	50.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	29.0	—	778,417	628,589	9	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,563	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,462,245	183,345	360,753	1,880,000	640,900	12,326	2,999,346	70.9	473,213	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	154.3	737,505	1,272,600	443,332	8	118½
30 Nov. '64	47.0	7.0	32.5	—	20	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	127
30 Nov. '64	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	53.6	638,622	1,471,955	487,864	10	129½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	881,600	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6¼	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	104½
30 Nov. '64	44.2	30.5	27.5	—	31	74	450	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	53.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	105½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,683	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	804,382	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,2.2	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	5	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	5.8	27.5	—	26	66	488	Old Colony and Fall River	3 923,876	354,503	—	3,609,600	452,000	451,350	4,512,950	107.8	810,010	964,030	409,332	8	103
30 Nov. '64	43.4	1.0	14.9	—	14	18	161	Providence and Worcester	1,409,207	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	—	56.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '64	69.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	245 495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,368	—	42½
30 Nov. '64	156.1	17.3	126.6	—	75	62	1,149	Western (incl. Alb. & W.S. etc.)	10 175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 9 9	218.0	1,440,223	2,996,554	1,178,712	10	135
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	—	408,388	141,407	—	62
30 Nov. '64	53.8	—	5.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	185,899	—	—
31 Mar. '64	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	—	821,985	136,049	8	57
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	29,904	operated	by	Concord	R. R.	90,699	7	103½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	565,000	—	—	52.7	—	—	—	—	—
31 Mar. '64	89.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,515	3,250,118	82.0	—	210,265	210,265	7	88
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	—	—	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	54.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,356,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	—	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	—	8.0	—	—	—	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264.463	—	—	124 2	—	5,792,980	1,140,788	55	124½
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	—	231,466	71,106	—	57
31 Dec. '64	84.0	26	84.0	—	59	34	908	Central of New Jersey	9,203.924	1,078,588	—	6,800,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	123½
31 Dec. '64	55.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,9 6	53.0	710 000	670,764	171,755	7	80
31 Dec. '64	55.5	—	—	—	—	—	—	New Jersey	3,799,809	492,000	1,649,022	4,397,800	225 000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	16	140
31 Dec. '64	21.3	—	—	—	2	6	17	Northern New Jersey	452,116	*	—	168,800	266,000	46,072	483,872	21.2	99,787	146,936	29,200	—	—
31 Dec. '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440.026	—	—	229,476	—	—	55
31 Dec. '64	18 2	—	—	—	—	—	—	Warren	2,108,300	*	—	1,408,300	600.000	—	2,008,300	18.2	—	290,022	130.510	6½	46½
31 Dec. '64	38.5	—	—	17.	—	—	—	West Jersey	1,461,249	*	—	588.400	700.000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	55.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,029,311	126,847	—	1,347,192	816,739	26 350	2,156,158	36.0	29,920	97,861	42,379	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,089,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,282	loss	—	108½
30 Sep. '64	88.5	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,550,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	776	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	3	92½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,063,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	235,287	14	37½
30 Sep. '6	297.8	268.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,504,045	13,975,324	2,694,714	6	96
30 Sep. '64	130.7	2.1	45.0	—	35	67	865	New York and Harlem	9,510,739	1,108,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,869,863	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726. 43	176,640	—	39
30 Sep. '64	55.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,863	55.9	88,498	218 994	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,431	199,855	—	800,000	233,750	—	1,033,750	58.2	129 054	432,832	218,303	8	—
30 Sep. '64	198.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	2,090,871	368,395	—	1,774,175	1,729.900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	106
30 Sep. '64	40.9	6.7	2.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114,725	257.035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	188,860	86,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	54.9	—	6.5	—	12	16	185	Troy and Boston	1,639,779	285,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,187,508	*	—	1,546,225	400,000	276,372	2,419,401	94.9	—	103,955	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '60	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469 452	219,688	—	—
30 Sep. '65	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	—
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	—	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	—	154,600	78,927	—	—
31 Dec. '64	118.2	—	—	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523.741	976,881	279,068	—	—
31 Aug. '63	187.0	—	—	—	41	39	606	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	—	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	553,209	138,147	3,000,000	1,629,000	—	5 601,796	702.0	—	1,241,857	603,228	19	125
31 Dec. '64	131.8	—	—	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	—	—	—	—	—
31 Dec. '64	135.4	55.8	—	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,121,750	6,000,000	491,500	—	6,919,436	191.2	1,082 368	2 499,348	1,235,162	15	127½
31 Dec. '62	87.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,533,162	298,789	23,340	1,036,085	1,752,400	128,557	2,917,322	67.0	248,387	875 209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,551 990	26	—
30 Nov. '64	101	102.5	—	—	56	28	1,476	Cleveland and Pittsburg	5 575 966	*	4,125	4,266 988	4,028,551	—	8,776,352	208.5	1,256,812	2,612,315	458,897	8	92½
31 May '65	109.3	79.4	—	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	185.6	2,104,098	1,691,266	834,780	10	107
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	569,673	575,250	532,486	—	61.5	75,120	88,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	206,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,500	—	2,128,089	ope	r. w. Lit.	Miami.	307,371	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	115 303	—	2,366.705	3,782,430	—	6,214,525	142.0	—	1,069,187	431,980	—	—
30 Nov. '64	85.5	—	39.6	—	29	27	422	Little Miami	3,699,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,284	614,641	30	140
31 Dec. '64	173.8	77.5	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.2	—	—	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	5,245,950	9,870,000	4,343,042	20,549,420	192.3	—	829,982	119,062	—	—
31 Aug. '62	117.0	8.0	—	—	17	16	288	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '6	153.5	52.0	—	—	30	19	388	Sandusky, Dayton and Cinc.	3,98 ,495	505,400	251,867	3,243,966	1,841,093	14,202	5,172,133	206.9	354,406	719 920	146,900	—	19½
31 Dec. '64	116.0	9.0	—	—	7	8	213	Sandusky, Mansfield & New'k	2,423,910	*	—	586,909	1,292,000	144,994	2,810,780	125.0	209,011	552,807	189,488	—	—
31 Dec. '64	242.4	—	—	—	44	18	939	Toledo & Wabash	10,080 914	*	—	5,427,050	6 053,568	—	10,948,015	250.0	1,944,358	2,040,323	945,492	5½	48

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		380,215	171,296		
31 Oct. '64	85.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	23
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	82
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,960	3,491,500	606,321	10,950,771	204.5	1,622,327	1,984,948	721,782	20	185
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	----
31 Dec. '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	208,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	----
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	56.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	86
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,108	7,966	—	----
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,054,578	149,014	3,508,592	80.0	356,671	698,596	301,041	—	----
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,718	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,202	1,452,156	20	68
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		1,371,868	—	—	1,371,868	(ope	r. by Re	ading	R. R.)	6	89
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	(	"	"	)	7½	90
31 Oct. '64	55.6	14.2	13.3	—	20	26	574	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	246,401	—	104
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385,315	5,604,810	19,860,060	16,644,840	—	43,520,356	356.9	5,846,778	14,759,037	4,065,113	10	86½
31 Oct. '64	17.0	8.0	22.0	—	18	45	101	Phila., Germant'n & Norristn	1,139,079	262,399	—	1,135,100	315,000	—	1,673,100	24.0	255,750	428,147	207,896	8	55
31 Oct. '64	237.6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013,054	9,940,009	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	50½
30 Nov. '64	152.0	46.8	208.5	—	216	81	14689	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,841	4,308,150	15	57½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175,447	624,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,647,300	697,000	—	9,349,300	197 0	889,288	3,205,560	1,365,200	10	94½
31 Dec. '64	59.5	—	7 2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004	—	1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,126	12,657,060	—	23,942,670	468.3	3,940,773	7,139,466	3,019,067	10	108½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	46
31 Oct '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	—	----
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	85,566	293,338	211,317	8	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	105	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	----------	62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,565	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,805	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,068	129,564	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	148,000	----------	----------	----------	----------	----------	—	—
1859	100.0	—	50.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,569	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,665	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	357,384	6	—
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	----------	45.8	57,960	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
-- -- '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	----------	70.0	102,200	382,846	196,568	—	—
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,830 277	*	—	1,679,600	633,500	----------	3,033,466	105.0	164,794	428,180	164,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,251	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,525	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,755	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	302,587	—	1
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	----------	1,687,500	----------	----------	1,687,500	ope	r. by Vt.	Central	----------	8	95½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	798,200	----------	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	2.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,882	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,634,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,054	136,302	45,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,510	155,161	9 months	79.2	47,702	84,121	16,232	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	466,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.2	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,656	2,517,500	590,056	----------	167.7	270,846	460,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	56.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	226,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,528	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,823	----------	78.6	159,981	279,945	145,358	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,553	----------	43.5	1,058,054	165,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,929	1,639,648	80.0	----------	240,446	127,853	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	33,548	3,162,754	1,480,592	52,929	4,832,929	195.0	280 668	634,081	259,130	5	75
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '61	199.9	—	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000	----------	8,452,351	224.4	958,188	1,711,281	805,230	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	135,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,988,000	*	—	11,750,000	188,000	----------	11,938,000	16.10	----------	226,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,589	*	15,511	1,631,180	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	18
30 Jun. '63	1,096	137.0	----	78.0	204	150	2,399	Grand Trunk	---,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,888	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,640,610	14	—
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,268	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,288	—	1,280,000	13,100	126,000	1,709,282	60 0	----------	130 455	36,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	30	18	160	Nova Scotia	4,271,401	*	—	4,273,281	----------	----------	4,273,281	92.0	168,416	139,107	87,191	—	—
								NEW GRANADA.													
1 Dec. '61	48.7	—	—	—	11	32	190	Panama	3,000,000	?	616,688	6,000,000	75,000	—	10 769,735	48.7	----------	621,429	1,276,994	18	93

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	57½
Chemung (guarantied)	390,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	—	47
Chicago & Alton (preferred)	2,42[illegible],200	7	7	105½
Chicago & Northwestern (pref.)	12,994,72[illegible]	7	7	61½
Cochecho (preferred)	177,750	8	...	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,975,[illegible]66	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	—	43½
Erie (preferred)	8,535,700	7	7	56
Hannibal & St. Joseph (preferred)	5,233,856	7	—	51½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	...	----
Lackawanna & Bloomsburg (pref.)	500,000	7	...	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	52
" " (2d pref.)	3,819,[illegible]7	7	3	32½
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,256,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	...	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Hamilton (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	...	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo & Wabash (preferred)	984,700	7	7	88
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	...	----
" " " (2d pref.)	904,473	7	...	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40[illegible],300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1565	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	568,500	6	M & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1965	----
Md stg. loan converted	200,376	5	" "	1965	----
Mortgage bonds	993,000	6	" "	1878	45
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30½
Delaware and Hudson	100	10,000,000	10	141
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	55½
Monongahela Navigation	50	726,900	3	----
Morris, (consolidated)	100	1,025,000	5	80
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28½
" (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,280	—	8½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 52 — @ 54 —
Pig, American, No. 1 52 — @ 55 —
Bar, Refined, English 110— @115 —
Bar, Swedes, assorted sizes (in gold) 90 — @ 95 —

	Store Prices.
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @140 —
Hoop English,	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 40 @ — 45
Sheet, English, Single, Double and Treble	— 7½ @ — 11
Sheet, Am., Single, Double and Treble	— — @ — —
Rails, English (gold) per ton	57 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 19 @ — 24
English Spring (1st & 2d qlty.) — 12 @ — 14
English Blister (1st & 2d qlty.) — 13 @ — 20
English Machinery — 14 @ — 16
German — 15 @ — 17
American, Blister — 12 @ — 14
American, Cast, Hammered — 20 @ — 22
American, Cast, Rolled — 13 @ — 15
American Spring — 11 @ — 13
American Machinery — 13 @ — 14
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 58
Sheathing, Yellow — — @ — 35
Pig, Chile — — @ — —
Bolts — — @ — 55
Braziers' — — @ — 55
American Ingot (cash) — 42 @ — 40½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ 10 50
Spanish — 10 12½@ 10 25
German Refined — 10 12½@ 10 25
English — 10 12½@ 10 25
Bar per lb. — — @ — 12
Pipe and Sheet — — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb — 27½@ — 28
Straits — — @ — 26½
English — — @ — 25½
Plates, Charcoal I. C per box 15 — @ — —
Plates, I. C. Coke — 12 25 @ 13 —
Terne, Coke — 10 50 @ 11 —
Terne, Charcoal — 14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb. 8 — @ 8 50
Clinch (cash) — — @ — —
Copper — — @ — 60
Ausable Horse, Norway Iron, Forged — — @ — 41
Zinc Nails (6 mos) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 41 @ — 41½
Refi'd, free, L. S. to pr. Wh. (110@120 test) — 86 @ — 88
Refi'd, in bd. L. S. to pr. Wh. (110@120 test) — — @ — —
Naptha, Refined (60@68 gravity) — 58 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	Th. 7.	F. 8.	Sat 9.	M. 11.	Tu. 12	W. 13.
Atlantic M. S. S. Co	----	----	----	----	134	----
At. & Gt. W. (O) 1st m't	96½	----	----	----	96½	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co	46	45½	45½	----	----	46
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	105	----	----	----	----	----
" " pref	----	----	----	106	105½	----
" " 1 M	----	----	----	96½	----	----
" " S. F	----	----	----	----	----	----
" Ino. b'ds	85	----	----	----	----	----
Chicago, Burl. & Q	113	----	114	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	86½	85½	85½	85½	85½	
" " pref	64½	63½	63½	62½	62½	
" " 1st M	84	----	----	----	----	
" " 2d M	----	----	----	----	----	
" " S. F	----	----	----	----	----	
" " A. B	----	----	----	----	----	
" " I. B	----	----	----	----	----	
Chicago & Rock Isl	107½	106½	106½	106½	107½	
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin	----	----	----	----	----	
Clev. and Pittsburg	94½	94	94	93½	94½	
" " 2 M	----	90	----	----	----	
" " 3 M	----	----	----	----	----	
" " 4 M	----	----	----	----	----	
Clev. and Toledo	105	105	104½	104½	106	
" " S. F. 7 p.c	99	----	----	----	----	
Cumberland Coal, pref	45½	44½	44	44½	45½	
Del. & Hudson Canal	141	----	----	143	143	
Del., Lack. & West	----	----	----	----	----	
" 1M. 8p.c. '71-5	----	----	----	----	----	
" 2M. 8p.c. '81	----	----	----	----	----	
Erie	92½	92½	92½	93	93½	
" pref	----	85½	----	86	----	
" 1 M. 7 p.c. '67	----	----	99	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '85	----	----	96	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	95	
" 5 M. 7 p.c. '88	----	----	90x	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref	----	----	52	----	----	
" " bonds	----	----	----	----	----	
Hudson River	109½	108½	108½	107	----	
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	105	
" 3M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	95	----	----	
Illinois Central	----	133	----	----	135½	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref	----	----	52	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort	----	----	----	----	----	
Mariposa Mining Co	15	14½	14½	14½	14½	
Michigan Central	116½	116	117	116	116½	
" SF. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I	75½	74½	74½	75½	75½	
" " guar'd	----	----	----	----	----	
" " 1M. S. F.	87	----	----	----	----	
" " 2 M.	----	----	----	----	----	88
Mil. and P. du Chien	96	95	95	96	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	50	
Missouri 6s	----	76	76½	----	----	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	77	77	----	----	----	
New York Central	97½	97	96½	97½	97½	
Real Estate	----	----	----	----	----	
" " 7s, S. F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	91½	----	91	91½	----	
" " 6s, S. F. '87	----	----	91	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '73	----	99	----	98	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	80½	81½	82	81½	81½	
Ohio & Miss. cer	26½	28	27½	27½	28	
" " pref	----	----	----	----	----	
Pacific Mail S. S. Co	----	----	----	----	----	
Panama	----	----	----	----	----	
Penn's Coal Co	----	----	----	----	----	
Phila. and Reading	117	116	117½	115½	115½	
Pitts. Ft. W. & Chicago	106	105½	105½	105½	106	
" " 1M	----	----	----	----	----	
" " 2M	----	----	----	----	----	
" " 3M	----	----	95	----	----	
Quicksilver Mining Co	48½	49½	48	47½	47½	
St. L., Alton & T. H	44	----	42½	----	----	
" " pref	----	----	----	----	----	
" " 1M	----	----	----	----	----	
" " 2M. pref	----	----	----	----	----	
" " Ino. b'ds	----	----	----	----	----	
Tennessee 6s, 1890	----	88	----	----	89	
Tol., Wab. & Western	----	----	----	43	----	
" " Pref	----	----	----	----	----	
" " 1M, ex	----	----	----	----	----	
" " 2M	----	----	----	----	75½	
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	----	----	----	----	40	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	94¼x	----	----	----	----	95¼
U. S. 5s, 1871, coup.	----	----	----	----	98¼	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	91¼	91¼	91¼	91¼	91¾
U. S 5s, 10-40s, reg.	----	----	----	----	91	----
U. S. 6s, 1881, reg.	103¼	----	----	103	103x	
U. S. 6s, 1881, cou.	107¼	107½	107¼	107¾	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	122	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	120	121	----	
U. S. 6s, 1 year certif.	97¾	----	97¾	97¾	97¾	
U. S. 6s, 5-20s, c. 1862.	102¾	102¾	102¾	102¾	103	
U. S. 6s, 5-20s. c. 1864.	99¾	----	99¾	100	100	
U. S. 6s, 5-20s, c 1865.	99¾	99¾	99¾	100	100¼	
U. S. 6s, " reg.	99¾	----	----	99¾	----	
7.30 Notes, 1st series.	97¾	97¾	97¾	97¾	97¾	
" " 2d series.	97¾	97	97¾	97¾	97¾	
" " 3d series.	97¼	94¾	97	97¼	97¼	
American Gold	146¼	144¼	145	145¼	145¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Cattawissa	----	----	----	----	----	23½
" preferred	37¼	----	38¼	39½	38¼	38¼
Camden & Amboy	124	----	124	124	124	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	94	----
" " 6s,'75. 92	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	85	----	83½
" mort. 6s,'89.	----	----	----	----	----	94
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	51¼	----	55	55	55¼	55¼
" " 6s, '70	----	----	----	----	----	----
" " 6s,'84.	----	----	----	----	----	----
Lehigh Valley R. R.	62	----	63	----	----	----
" " 6s	----	----	----	----	----	90
Little Schuylkill R. R.	29	----	----	29	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	83	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	80	----	80
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32¼	----	32¼	30¼	----	----
" " 6s.	----	----	85¼	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56¼	----	59¼	56¼	56¼	56¼
" 1st m.	----	----	----	----	----	100
" 2d m.	----	----	94¼	----	94¼	----
Penn. State, 5s	----	----	90¼	----	89¼	----
" " 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	----	----	89¼	----	----	----
Philadelphia City, 6s	84¼	----	84¼	88¼	----	84¼
" " new	88¼	----	88¼	88¼	----	89¼
Philad., Germ. & Nor.	----	----	----	53	----	----
Phila. & Reading	58¼	----	----	58	58¼	57¾
" " 6s, '86.	----	----	----	----	----	116
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	31¼	----	31¼	31	30¼	30
" " 6s.	----	----	----	87	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	28¼	----	29	28¼	----	----
" " pref.	34¼	----	34¼	34	33¼	33¾
" " 6s '82	----	----	----	----	78	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	83	----	85	----
Susq. Canal	8	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	2¼	----	----	----	----	----
" " 6s '83	----	----	25	24	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	56	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	38½	----	39	39½	39½	37¼
Chestnut & Wal. "	54	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	80	----	82
Spruce & Pine, "	----	----	----	31	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875.	----	----	100¼	100¼	----	----
" " 1886.	----	----	----	100	----	100¼
" " 1870.	----	----	98	----	----	98
" " 1890.	----	----	101½	100	----	99½
Balt. and Ohio	----	----	----	112	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	101¼	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	100	----	----	100¼
Northern Central	----	----	----	----	----	45
" " b'ds, '85.	----	----	----	----	----	----
" " " '90.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	Th. 7.	F.8.	Sat 9.	M.11	Tu.12	W 13
Boston and Lowell	----	----	94¼	94	94¼	
Boston and Maine	----	----	----	118¼	118¼	
Boston and Providence	----	----	----	----	----	
Boston and Worcest.	----	----	----	130	129½	
Cheshire, pref.	----	47	----	----	----	
Concord	----	----	----	----	----	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	----	----	----	----	----	
Eastern, N. H.	----	----	----	----	99¾	
Fitchburg	----	105	----	106¼	106¼	
Manchester & Lawr'ce.	----	----	----	103½	----	
Michigan Central	----	----	----	116	116	
Northern. N. H.	----	----	----	89	88	
Old Colony and Fall R.	----	103	----	----	103	
Ph., Wil. & Baltimore	59¼	59¼	60	----	59¼	
Portl'd, Saco & Ports.	97	----	----	----	94	
Vermont & Canada	----	----	----	92¼	93½	
Vermont & Mass.	----	42¾	----	----	----	
Western	----	135	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	84¾	----	----	85	
Metropolitan "	----	46	----	----	----	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	25	24	23½	24¼	25	
Franklin "	40	39	----	36¾	37½	
Huron "	----	----	----	----	----	
Isle Royale "	----	15¼	14¾	14½	----	
National "	----	----	----	----	----	
Minnesota "	----	----	15¼	----	----	
Pewabic "	----	33	35	35¾	36½	
Pittsburg "	----	----	65¼	----	----	
Quincy "	57	55	56	----	55	
Rockland "	----	2¾	52¾	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64¾	"	64¾
Virginia State 6s	48	"	52
Do. 6 per cent.	42	"	44
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	76	"	78
Erie shares, $100 (all paid)	58¾	"	59¼
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	83	"	83½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, December 16, 1865.

Stock Exchange and Money Market.

There seems to be a received impression kept up by the almost unanimous declarations of our financial writers, as well as confirmed by the careful operations of our bankers and capitalists, that contraction of the currency is certainly to be attempted as the policy of the Treasury. Mr. McCulloch's report is accepted as his ultimatum; and though as yet there is no falling off in the paper afloat, beyond the sums stated in his two former monthly publications, yet it is believed the process will be continued with as little delay as is practicable consistent with the means at hand, and the powers entrusted to the Secretary. We naturally therefore look to the gold room as to the barometer of the hour, to see what the calculations of the operators are under the present condition of things. These men are sharp, sagacious, well backed up here and abroad, and they hold in their hands a power which is everywhere recognized and felt.

On the coming out of the Treasury report, it is understood there was a concurrent movement from the Sub-Treasury, and a very large amount of gold was put upon the street to be converted into currency applicable to the disbursements falling due on the 7-30s. The effect of these was to put down gold at least 4 per cent., though at the close of the week there was a slight reaction and a tendency to a rise. It was demonstrated, however, on this occasion, that the premium on gold was more under the control of the Treasury than many believed, and as we have always contended. The sales of limited sums from day to day make but little impression on the markets, but the blocks which were put out last week crushed out speculation completely for the time. Some parties, claiming to know, predict a fall of at least 10 per cent., before the level of the price will be reached; others again are confident that as paper money is continually increasing through the operations of the National Banks, the Treasury may be in the market for a further loan to meet the deficiencies of the present fiscal year, and that Congress will by hasty legislation, endanger our relations with France, and thus renew our enormous expenditures, we are by no means on the return to a sound financial condition, or assured of a permanent decline in gold.

Certainly in so great a complication of possibilities, and so much under the control as we are of our public men if they choose to err, it is impossible to foresee, and unsafe to predict anything of the future beyond the truisms which we all adopt. We all admit the enormous wealth and resources of the United States; we all agree that we can and will pay the National debt; we do not object to excessive taxation for this purpose; and we have a prudent and skilful financier in charge of the public means and credit; and yet, if the leading men in Congress do not take care, if they rush wildly into measures that shall again involve the country in expenditures, not an angel from heaven could carry us through our financial difficulties.

It is certainly a subject of curious reflection that while events, natural causes, and inherent truths are helping us forward constantly, we are pulled back by small intellects, and a wretched *vis inertiæ*.

What this country wants just now, is not new issues, not the introduction of political forces hitherto unknown and unusual in any one of the States, not the procrastination of the difficulties at the South, and not any foreign difficulties that can be avoided by remonstrance. To exercise a great moral influence on the world we must now gather up our strength and show that we have the power of absolute and perfect recuperation. We can afford to wait for this the work of time, since a continuance of internal disorders, financial difficulties and factious divisions, will deprive us entirely of the great influence which we gained by the splendid termination of the war.

Indirectly, there lies one material power in our favor, which the doubt and uncertainty of our affairs at Washington weaken and that is the great staple of the South, which cannot be

brought into play until it is pacified and brought into harmony with the Northern and Western States, financially and industrially.

We cannot too earnestly press the cultivation of cotton as one of our most potent aids for the correction of our commercial disadvantages. We are therefore much interested in the practical bearings of this question, as we always have been. It appears from a commercial circular, emanating from the English house of Messrs. Niell Brothers, that they have been specially engaged in ascertaining the actual amount of cotton that has to be calculated upon as an active element in our trade. These gentlemen have arrived at the conclusion that the total immediate yield is from two millions to two millions one hundred thousand bales, of which about one half has already been sent to market. The growth of the present year is estimated at 400,000 bales. Estimating the weight per bale at 460 lbs., the total weight of the stock would be 960,000,000 lbs., on which a revenue tax of 2 cents per lb., will yield the Government $19,320,000, and the whole estimated value to tell in our business, is upwards of four hundred millions of dollars. This enormous sum of money must therefore come into play, through the direct influence of commerce, and must produce an important effect on the balance of trade. As these facts are realized abroad, we shall see a favorable turn in regard to our securities there. We find the following remarks in a late English paper which show a returning sense of fairness:

"The 5-20 bonds are now quoted at 64, or 36 per cent. discount. These bonds pay six per cent. interest on their par value *in gold*. They were issued in 1862, and are payable at the option of the government in five or twenty years from date. And as the United States have commenced to pay off their debt already, from the large revenue receipts—which according to the *Times'* correspondent will exceed the expenses of the government $250,000,000, the present fiscal year—it is reasonable to suppose that a portion of the bonds at least (there are but $600,000,000 5-20 bonds in all) will be paid in 1867. So that at the present price they pay 8½ per cent. interest, and will pay to the holders 36 *per cent. premium besides*, when they are paid off at par, as in our judgment many of them will be in less than two years from this time. The 5-20 bonds, compared with English Consols, are selling for 25 per cent. less than Consols, while they pay *double* the interest. And are they less safe than Consols? Sir M. Peto, who has just returned from America, says: 'Any man who doubts the ability of America to pay all her obligations deserves contempt for his ignorance.'"

Consequent on the rise of our foreign securities abroad they have increased in demand here, and it is believed large amounts went abroad for sale on Wednesday last.

Money continues abundant in the street on good paper. The condition of the associated Banks in this city on the 9th inst., was as follows: loans, $227,839,344; Specie, $15,624,780; Circulation, $16,570,613; Deposits, $176,480,562; Legal tenders, $48,271,757.

The differences between this statement and that of Dec. 2d are as follows: decrease in loans, $1,358,500; increase in specie, $2,191,697; increase in circulation, $703,213; increase in deposits, $956,668; increase in legal tenders, $50,952.

Our advices from the Southern States are in many respects quite encouraging. A large majority of the people there are sincerely engaged in the work of social and industrial reconstruction. Gentlemen who have recently visited them for business purposes, express themselves highly satisfied with what they have seen. We trust that they will be treated with an unaffected sincerity and good will. They have greatly erred, and as greatly suffered, but they have a bright future before them if they will cordially accept the altered condition of things.

We learn that the most vigorous efforts are every where being made, to place the railroads of that region in the best possible condition, and we anticipate for them a very prosperous business. We are also happy to state that while the Southern people are applying their own shoulders to the wheel, northern capitalists are also freely and liberally assisting.

The relations between the Atlantic and Great Western and the Erie Railway Companies having recently attracted considerable attention, and it being generally supposed that any unity of policy or harmony in operation was now impracticable in consequence of the purchase or lease of routes through Pennsylvania, on the part of the Atlantic and Great Western, we confess to considerable surprise on reading the speech of Sir Morton Peto at the late meeting of the holders of bonds, debentures and shares of the company, held about three weeks since in London. In that very able and explicit address, we find the following remarks "With regard to the Erie Railway, we thought it our duty to make to that company certain proposals not involving in themselves the slightest probable degree of pecuniary liability either to your line or to theirs, and I am happy to say I saw a letter yesterday from Mr. Kennard, the Engineer-in-chief of our line, in which he tells me he met the Vice President of the Erie, who told him that we might consider practically *that those proposals of ours were accepted*, and that the two companies might consider that they were on the most amiable and friendly terms possible." This of course puts an entirely different complexion on the affairs of the Erie, and will we hope have a tendency to appease the wrath of some of our confreres of the Press, in the city of Philadelphia.

Railroad shares and securities are rather unsettled and irregular, with a tendency upwards as a whole. There is a good demand for miscellaneous shares, including the petroleum companies, a large number of which maintain their credit, and continue their flow. The number of new wells going down continues to be large, and it is now understood that the business carefully conducted on sound principles is one of the most lucrative in this country. Every producing well can pay back its cost, and a handsome profit if properly managed, long before it gives out. We are not surprised therefore, to see our most prudent men investing confidently in the business. In the meantime these wells are wonderfully adding to the wealth of the country, and came to light at a very seasonable moment. The disbursement of half a years interest on the 7-30 loan, amounting to upwards of ten millions, was justly expected to give a full supply of money this week.

We notice that the financial articles of the *Herald*, are not in the interest of contraction. It says, as late as the 13th. "However much we may regret the necessities of the financial situation, it is idle to shut our eyes to them and indulge in day dreams of a phantom contraction, and an impossible *restoration of specie payments*." It is plainly to be seen that a party is already forming to prevent any such result. But so much the more important is it that it should be foreseen and resisted by all who wish to see a sound currency, and a solvent nation.

It is observable that a very considerable decline in numerous articles of necessary consumption has taken place, much to the relief of consumers, within the last fortnight.

The amounts of specie held in this city by the Banks and Sub-Treasury on the 1st of December, 1865, was $50,695,037, against in 1864, $28,961,268, and in 1863, $36,847,190.

The balance in the Sub-Treasury on Wednesday was $72,858,955 71.

The exports, exclusive of specie, from the port of New York for the week ending Dec. 11th, were $4,810,189, against $3,444,886 in 1864, and $2,903,444 in 1863. Total since Jan. 1, $171,234,076; same time in 1864, $205,947,340; in 1863, $163,294,343.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 98; do., 7s 1870, 101¼; City 5s, 1880, 88; Minnesota 8s, 99; Louisiana 6s, 75; Goshen Branch bonds, 92; Milwaukee and St. Paul, 70; do., 1st mort., 84½; Galena and Chicago, 2d mort., 95; Sixth Avenue R. R., 135; Long Island R. R., 76; Morris and Essex, 99; McGregor Western, 28½; do., 1st mort., 65; N. J. Central, 122; Rome and Watertown, 97; Chicago and Milwaukee, 75; Mariposa pref., 1½; Central Coal Co., 54; Wilkesbare Coal, 61; Schuylkill Coal, 13⅛; Ashburton Coal, 16¼; Lehigh and Susq. Coal, 9; American Coal, 66; Spring Mt. Coal, 50; Wyoming Valley, 54; Rutland Marble, 18¼; Western Union Tel., 55; U. S. Tel., 55; Merchants Bank, 113; 9th National Bank, 105¼; 4th National Bank, 99; Central Bank, 105; City Bank, 185; Phœnix Bank, 99; Bank of New York, 101; Am. Ex. Bank, 111; Importers and Traders Bank, 100; Ocean Bank, 95; Bank of North America. 111.

Philadelphia.—Allegheny County coupon 5s, 73⅛; Trenton R. R., 118; Ridge Avenue, R. R., 13; do., 7s, 90; 5th and 6th streets, 40; 13th and 15th streets, 32¼; Union R. R., 20; Alsall Iron, ¾; Keystone Z., 1¼; Mahanoy Coal, 5½; Fulton Coal, 8½; N. Y. and Middle Coal Fields, 8½; Big Mt., 5⅛; Locust Mt. Coal, 40; Clinton, 1; Butler Coal; 10; New Creek, 1¼; Mechanics Bank, 28¼; Girard Bank, 52; Consolidation Bank, 39; Farmers and Mechanics Bank, 119½; Philadelphia Bank, 134; Caldwell Oil, 1; Dalzell, 1⅛; Egbert, ⅞; Era, 3¼; Feeder Dam, 1; Franklin, 1⅛; Hyde Farm, ⅝; Jersey Well, ¾; Junction, 1½; Mingo, ⅝; McClintock, 1½; Mineral, ¼; McIlheny, 1⅜; Maple Shade, 6; Ocean, 9¾; Sugar Creek, 5⅝; Sugar Cr. Dev., 1; St. Nicholas, ⅝; Story Farm, ⅜; Walnut Bend, 5¼. The latest quotations are: City 6s, 84¾@85; do., new, 89@89½; State 5s, 89¾@90; do., coupon, 90½@91; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 59½; Reading, 57⅞@58; do., 6s, 1870, 91½@93; do., bonds, 90@91; do., con., 115@116; Camden and Amboy, 124½@125; Penn. R. R., 56¾@56¾; do., 1st mort., 100@100⅛; do., 2d mort., 94@94½; Little Schuylkill R. R., 28@29; Morris Canal, 79@80;

do., pref., 119@121; do., bonds, 90@95; Wyoming Valley Canal, 57½@60; do., 6s, 87@88; Susquehanna Canal, 8½@9; do., 6s, 45@47; Sch. Nav., 27@27¼; do., pref., 33¾@34; do., 6s, 1882, 78@78½; Union Canal bonds, 22@24; Delaware Div. Canal 30@31; do., bonds, 86@88; Elmira and Williamsport, 26@28; do., pref., 41@43⅛; do., 7s, 1873, 95@95; Lehigh Coal and Navigation, 55½@56; do., bonds, 1884, 90½@91¼; North Pennsylvania, 30½@32; do., 6s, 85¼@86; Philadelphia and Erie, 31¼@31½; do., 6s, 87½@89; Minehill, 55¼@56; Catawissa, 23¾@23; do., pref., 37@37⅜; Lehigh Valley, 69@71; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 41@45; Second and Third, 82@82½; West Philadelphia, 68@68½; Spruce and Pine, 31@31; Green and Coates, 30@35; Chestnut and Walnut, 51@53; Thirteenth and Fifteenth, 31@34; Girard College, 27@27; Tenth and Eleventh, 53@53; Norristown, 53@53¼; Union, 21@24; Hestonville, 37¾@38¼.

Boston.—Vermont Central 2d mort., 22½; Vermont and Massachusetts 6s, 88; Northern (Ogdensburg) 1st mort., 94; Rutland and Burlington 1st mort., 66; Eastern R. R. 6s, 1874, 94⅝; Ogdensburg and Lake Champlain R. R., 41½; Conn. and Pass. Riv. pref., 74; South Shore R. R., 8¼; Dighton and Somerset R. R., 98½; Massachusetts 6s, 1872, 107; Maine 6s, 1883, 95¼; Bangor 6s, 1877, 90¼; Roxbury 5s, 1877, 90; Boston 5s, gold, 1882@1884, 94¾@95¾; do., 6s, 1868, 127; do., 6s, 1874, currency, 100; Boston Water Power Co., 26¾; Essex Co., 97; Waverly Co., 3⅞; Union S. S. Co., 89¾; Lackawanna Coal, 11½; Potomac Coal, 4¼; Short Mt. Coal, 30¼; Bear Valley, etc., Coal, 17; Mammoth Vein Coal, 9¾; Harleigh Coal, 65; Almada Silver, 20c.; Cambridge Gas, 98½; Chelsea Gas, 88½; Columbian Bank, 108; Market Bank, 103; Merchants Bank, 109¼; Hamilton Bank, 115; State Bank, 103; Bank of Republic, 111; Old Boston Bank, 62; Albany and Boston Mining Co., 17; Boston, 1; Canada, 80c.; Concord, 3½; Dana, 1¼; Dudley, 75c.; Excelsior, 10; French Creek, 75c.; Hancock, 13½; Humbolt, 3⅝; Manhattan, 2; New England, 50c.; Pontiac, 1¾; Superior, 2⅜; Winthrop, 1⅛.

Baltimore.—Maryland 6s, 1890, 100½; Maryland Mining Co., 0.55; Mineral Hill, 0.70; Springfield, 0.75; Bare Hill, 1.70; Copper Hill, 1.60; Am. Gas Coal, 0.65; Atlantic Coal, 1.00; Santa Clara, 13⅛; Penn. Oil, 0.55; Baltimore Chrome, 1.00; Peoples Bank, 19; Union Bank, 75. The latest quotations are: Balt. and Ohio, 111½@112; do., 6s, 1867, 98¾@99; do., 1875, 100¼@101½; do., 1880, 100@101½; do., 1885, 100@100¼; Northern Central, 43½@44⅛; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 1873, 98@99; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 85@87; Central Ohio 1st mort., 82@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 98@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@100¼; do., 1890, 100½@102⅛; Baltimore 6s, 1870, 96@96¼; do., 1873, 98½@100; do., 1875, 100½@101; do., 1886, 100@100¾; do., 1890, 100@101⅜; do., coupon, 100@100⅜; do., 5s, 1838-'70, 81@85; City Passenger R. R., 20¾@21⅛; Canton Co., 45⅛@46⅛; Gardner, 0.55@0.60; Gas Coal, 0.60@0.65; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 107@109; Santa Clara, 12½@13; Balt. Chrome, 1.00@1.05; Bare Hill, 1.50@1.65; Atlantic Coal, 1.05@1.15; Mineral Hill, 0.65@0.70; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 2.00@2.00.

Seven Per Cent. Gold Bonds.

Messrs. Fisk & Hatch, No. 5 Nassau street, advertise a new and desirable security, in the shape of *Central Pacific Railroad State Aid Bonds* of California, interest payable semi-annually in gold. Beyond all question these bonds are equal to any in the market, if not superior, since they are secured by a mortgage on 160 miles of railroad, a part of the great Pacific route; also by a sinking fund of $50,000 gold per annum, and are guaranteed by the State of California. The bonds of this State stand considerably above par, and the present opportunity for investment offers a very great inducement to capitalists, which they no doubt fully understand.

Architect and Engineer.

We invite the attention of our readers to the card of E. J. M. Derrick, Esq., an Architect and Civil Engineer, late with the Erie Railway Company, who is recommended for his skill and capacity as such by our most eminent citizens.

☞ We publish in another place the advertisement of H. W. Bulkley, Esq., 57 Broadway, who offers to economists in fuel the improved superheater of Carvalho, which has been awarded a prize medal for its superior advantages, furnishes pure steam of any required temperature for operating engines, prevents priming, saves 20 to 30 per cent. of fuel, and is applicable at small cost to any boiler, stationary or locomotive.

Boston, Hardford and Erie Railroad.

At a meeting of this company, held at Boston on the 13th inst, the following Board of Directors was unanimously elected: Daniel Drew, Robert H. Berdell, Henry L. Pierson, James Low, A. V. Stout, Richard Schell, Edward Crane, of New York; Wm. Evans, London, Eng.; Dudley S. Gregory, Jersey City, N. J.; Alexander S. Diven, Elmira, N. Y.; Ambrose S. Murray, Goshen, N. Y.; Legrand Lockwood, G. M. Bartholemew, Henry Hotchkiss, Joseph W. Alsop, Connecticut; Joseph W. Clark, Mark Healey, Boston; Edward Harris, Ohio; J. Rathburn, Rhode Island. H. N. Otis, of New York, was elected Secretary and Clerk. A majority of the above gentlemen are connected with the direction of the Erie Railroad.

☞ The Illinois Central Railroad Company will pay 1st of February, a dividend of five per cent. The books will close 20th January, and will reopen 3d of February.

☞ Messrs. Eugene Kelly & Co. will pay, 1st proximo. coupons of the Central Pacific Railroad Company's bonds, less Government tax.

☞ The Pittsburg *Dispatch* says that the Atlantic and Great Western Railway Company has determined to extend the Cleveland and Mahoning Road from Youngstown to Pittsburgh, following the canal to Mahoningtown, and thence across the country. It is thought that if this should be done, the Erie and Pittsburgh Road would form a junction at Mahoningtown by extension of their track.

New Railway Projects.

The citizens of Utica, at a meeting held at that place on the 30th ult., adopted resolutions to construct a railway under the general law of the State, by the name of the "Utica, Susquehanna and Chenango Valley Railway Company," the route of which is to be from Utica by the Sauquoit Valley, Cassville and Bridgewater to Colliersville, Otsego Co., and from Cassville and Bridgewater to Sherburne, Chenango Co. The length of the road is to be 82 miles; the capital stock two and a half millions; number of shares 25,000. The following persons have been chosen directors: Lewis Lawrence, Daniel Crouse, A. J. Williams, Jas. F. Mann, Jas. K. Hitchcock, Daniel Butterfield, Thomas Foster, John Thorn, Utica; Geo. Chadwick, New Hartford; N. W. Moore, Sauquoit; A. M. Perkins, Bridgewater; D. B. Goodwin, Waterville; Devillo White, Sherburne.

At the same meeting it was resolved that the city should subscribe $100,000 for a continuation of the Black River road a further distance of 30 miles.

New York Central Railroad.

The following gentlemen have been elected Directors of the New York Central Railroad Company for the ensuing year: Dean Richmond, Richard M. Blatchford, John H. Chedell, Alonzo C. Paige, J. V. L. Pruyn, Nathaniel Thayer, Livingston Spraker, Cornelius L. Tracy, Charles H. Russell, Henry A. Martin, James H. Banker, Horace F. Clark, A. D. White.

Central Pacific Railroad.

This road is now finished to the new town of Colfax, fifty-five miles from Sacramento, and 2,450 feet above the level of the sea. In the entire route of this road only three tunnels are contemplated, their aggregate length about one mile. The road is expected to cross the summit of the mountains at the height of about 7,000 feet above the sea. The cost of the most expensive mile is estimated at $350,000. For several miles the track must be roofed to slide off the snow.

☞ We learn from San Francisco that articles of association have been filed by a company to build a railroad from San Francisco Bay to a town in San Deigo, thence eastward to the State line, and there connect with the contemplated road to the Mississippi River. The capital is $30,000,000; length of the road seven hundred and twenty miles. The directors are: T. G. Phelps, Charles N. Fox, Benjamin Flint, C. J. Hutchinson, B. G. Lathrop, J. B. Cox, and B. W. Hathaway. Mr. Phelps is President.

☞ The stockholders of the South Side (Va.) Railroad, have adopted a proposition to form a consolidation with the Virginia and Tennessee and the Norfolk and Petersburg roads. This, if carried out, would make a continuous line of railway from Bristol, Tennessee, to Norfolk, Virginia, a distance of four hundred miles.

☞ The Darlington *Union* says the railroad from Janesville to Monroe is to be continued through to Dubuque. This has been fully determined upon, we are informed.

☞ J. W. Garrett has been unanimously re-elected President of the Baltimore and Ohio Railroad Company.

Railroad Earnings--Monthly.

The earnings of the Marietta and Cincinnati Railroad for the month of Nov., 1865. $114,511 85
Corresponding month of previous year 96,908 02

Increase $17,603 83

The traffic receipts of the European and North American Railway for the month of Nov., 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$5,059 69	$4,942 24
Freight	8,095 53	7,143 09
Mails and Sundries	392 00	471 00
Total	$13,547 22	$12,556 33

Increase in 1865 ..... $990 89.

The earnings of the Chicago and Milwaukee Railw'y for the month of Nov. 1865, were. $93,397 00
Corresponding months of prev. year... 90,940 00

Increase $22,457 00

The earnings of the Atlantic and Great Western Railway for the month of Nov., 1865, were $731,270 00
Corrresponding period of previous year 381,810 00

Increase $349,460 00

The earnings of the Michigan Central Railroad for the month of Nov, 1865, were $447,669 79
Corresponding month of previous year 405,509 77

Increase $42,160 02

The earnings of the Chicago and Rock Island Railroad Company for the month of Nov., 1865, were. $261,141 00
Corresponding month of previous year 336,617 00

Decrease $75,476 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Nov., 1865, were $498.421 00
Corresponding month of previous year 448,934 00

Increase $49,487 00

The earnings of the Chicago and Alton Railroad for Nov., 1865, were $294,805 00
Nov., 1864 ..... 307,803 00

Increase $12,998 00

The following is a statement of the business done by the Illinois Central Railroad for the month of Nov., 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	8,310.29 for	$96,551 09
Acres Int. Fund Lands sold	120.00 for	1,605 00
Acres Free Lands sold..	1,934.29 for	20,280 80
Total sales during month of Nov., 1865	10,364.58 for	$118,436 89
To which add Town Lot Sales		505 00
Total of all	10,364.58 for	$118,941 89
Cash collected in November		$158,397 68

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$223,631 56
do.	Freight	362,191 00
do.	Mails	6,199 38
do.	Rent of Road	5,606 25
do.	Other Sources	27,340 11
Total Receipts in month of Nov., 1865.		$624,968 30
Total Receipts in month of Nov., 1864.		657,141 12

The earnings of the Chicago and Northwestern Railroad in Nov., 1865, were $749,191 00
Same period last year 716,378 00

Increase $32,813 00

The earnings of the Detroit and Milwaukee Railroad for the month Nov. 1865 were. $32,661 00
Same period last year 27,598 00

Increase $5,063 00

The earnings of the Milwaukee and St. Paul Railway for November, 1865, were... $383,772 57
Corresponding month previous year.. 229,313 05

Increase $153,959 52

The earnings of the Erie Railway for the month of Nov., 1865, were $1,451,217 56
Corresponding month last year 1,224,908 81

Increase $226,308 75

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in Nov., 1865, were:

	1865.	1864.
Passengers	$11,865 75	$12,033 61
Freight	23.928 45	19,853 41
Mail, express & telegraph	1,281 55	1,084 48
Total	$36,575 75	$32,971 50
Total for the fiscal year commencing Jan. 1.	$1,117,481 43	$933,363 70

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 30, were:

	1865.	1864.
Passengers	$4,247 27	$3,808 01
Freight	13,431 76	10,631 86
Express	338 22	104 16
Mail	296 58	296 58
Total	$18,313 83	$14,840 61

Receipts from January 1 to Nov. 30:

1865	$651,552 82
1864	540,883 27
Increase	$110,669 55

The traffic of the Great Western Railway for the week ending Dec. 8, 1865, was as follows:

Passengers	$29,689 35
Freight and live stock.	31,142 82
Mails and sundries..	2,557 42
Total	$63,389 59
Corresponding week of 1864	56,615 72
Increase.	$6,775 86

The earnings of the Chicago and Northwestern Railway for the first week in December, 1865, were $147,542 29
Corresponding week of previous year. 134,823 65

Increase $12,718 64

The Pacific Railroad.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The act approved July 1, 1862, to aid in the construction of a railroad from the Missouri River to the navigable waters of the Pacific, and subsequent legislation on this subject, with its hearty approval by the people, furnish a striking proof of the unconquerable determination of the nation and an unfaltering faith in its ability to preserve its territorial integrity. Had it been deemed possible that our country could fall a prey to Rebellion, and its dissevered parts become subjected to the control of separate and alien governments, the construction of such a work would never have been undertaken, and its execution would have been impracticable. Although at the date of the enactment of these several laws, the resources of the nation were severely taxed, measures were adopted deemed adequate to induce capitalists to engage in the construction of this great thoroughfare, in the conviction that it would forever remain the property of a united people. The energy displayed in its prosecution for two or three years did not, however, equal public expectation and the wishes of the Government. But during the past year, as will be seen from the report of Lieutenant Colonel Simpson, of the engineer corps of the army, detailed by your order to serve, under the instructions of the Secretary of the Interior in supervising this and other kindred works, it has been progressing in a satisfactory manner, from Omaha, Kansas City, and Atcuison, westward, and from Sacramento, California, eastward.

The amount of private capital already invested, the high personal character of the gentlemen connected with its prosecution, and the munificent subsidy of the Government, combine to give assurance that the whole will be completed within the period fixed by law, thus furnishing a continuous line of railway from the Atlantic to the Pacific.

Its effects, in promoting immigration, opening vast and rich regions of the continent to settlement, developing our inexhaustible national resources, and perpetuating the unity of the American people, will be more and more appreciated as it approaches completion.

The Union Pacific Railroad Company, incorporated under the Congressional act above cited, reports, by its president, under date of the 5th ultimo, that on the 19th of October last 16 miles of track had been laid west from Omaha, and that arrangements had been made to prosecute the work at the rate of one-half mile per day. The company has five locomotives and 70 cars on the road. Machine shops and station buildings of the most permanent character are in progress of construction, and will be finished in the course of the present month. The grading of the first hundred miles was, at that date nearly ready for the superstructure, and that of the second hundred miles had been commenced. The first 60 miles of the track will be ready by the end of next month, and no doubt is entertained that the first hundred miles will be in operation by the 1st day of July next, in compliance with the requirements of law. The directors express the belief that an additional hundred miles will be in operation by the first day of July, 1867, and they are not without hope that they will, at that date, have constructed 250 miles of road, and reached the one hundredth meridian, where the line of the eastern division, commonly called the Kansas branch, is to unite with it.

Several parties of engineers have been actively engaged; one in surveying the Spanish Fork and the country west from Salt Lake to the valley of the Humboldt; another up the Cache de la Poudre to the Laramie river, and a third from the one hundredth meridian west. A fourth has been occupied in locating the second hundred miles of the road. Strenuous efforts have been made by the directors to press on the work with a dispatch commensurate with its acknowledged importance. The expenditures already amount to three and a half million dollars, wholly derived from private contributions.

In this connection it may not be amiss to state that on the 12th of May last the company made application to substitute a new line for that adopted between Omaha and the crossing of the Elkhorn. It was deemed advisable, before determining which line offered the most "direct and practicable route," to order a thorough personal examination of both by a competent engineer, who was instructed to report on their relative advantages. The officer detailed by the Secretary of War at my request, as above mentioned, discharged his duty with fidelity and success. His report embraces the instructions of the department, as well as the result of his careful examination, and the consequence to which it gave rise.

The contemplated new location received your approval. Some time was in this way unavoidably consumed, and the company deemed it expedient to suspend active operations on the part of the road, until the result of your final action upon the application was officially communicated.

The Union Pacific Railroad Company, eastern division, has completed 40 miles of the railway and telegraph line, extending from the mouth of the Kansas River to a point near Lawrence; and

it had in October last four locomotives on the road, and was then expecting the arrival of another at Wyandotte. There were on the track three first-class passenger, 44 freight, 21 box, one baggage, 12 hand-cars, and two iron truck-cars. The company has also contracted for four additional first-class passenger, two express and mail, and ten box freight-cars, all to be delivered within a short period. The company reported on the 11th ultimo that an additional section of 20 miles had been completed, which is now in process of examination by commissioners, in the mode required by law. Surveys have been extended to the one-hundredth meridian, a distance of about 381 miles. There is also a party in the field making surveys of the Smoky Hill route, who are to extend their surveys to Denver city, about 581 miles from the eastern terminus of the road.

The President of the Atchison branch of the Union Pacific Railroad submitted a report bearing date of the 15th ultimo. It represents that the bridges and masonry on the first section of twenty miles of the road are all completed, cross-ties prepared, the track being laid, and that this portion of the road is under contract, and will be finished by the first day of January next. It further represents that the bridges are constructed of the best materials, and that the buildings now in process of erection are of stone, roofed with corrugated iron; that the second section of 10 miles is also under contract, and will be completed on the first day of May next.

The commissioners appointed by your predecessor, under date September 8, 1864, reported upon 31 miles of the railway and telegraph line constructed by the Central Pacific Railroad Company of California. This part of the road, extending eastward from Sacramento City to a point near Newcastle, in Placer County, California, is completed and in daily use. Under date of the 17th July last, 12 additional miles of the road were reported to be in running order. On the 16th day of September last, the President of the Company filed in the office of the Surveyor General of California his affidavit, setting forth that the company had completed the grading and all the work required to prepare the railroad for the superstructure on the section of 20 miles lying next eastward of the town of Newcastle, at an expense of $1,098,000. Five thousand laborers, it is alleged, are employed, and the company manifest the greatest vigor and activity in carrying on their operations.

On the 24th day of December last, the Sioux City and Pacific Railroad Company, a corporation organized under the laws of Iowa, was designated by the President of the United States for the purpose of constructing and operating a line of railroad and telegraph from Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad, from Omaha, or the Union Pacific Railroad, as the company might select. The President of the company, on the 15th of June last, submitted a map designating the general route of said road, but the Department is not advised that its construction has been commenced.

I accordingly concur in the views expressed by my predecessor in his last annual report, as to the propriety of securing, if practicable, the appointment of Government Directors in each of the companies engaged in the construction of a branch or any part of the main line of this road. Such directors are now appointed for the company organized under the act of Congress, and with evident advantage to the public interests. The concurrent action of the States from which the companies derive their corporate power, and the consent of the latter, may be necessary to accomplish that object; but Congress might with propriety initiate the requisite legislation on the part of the General Government.

The patents for land and the bonds provided for in the fourth and fifth sections of the original act are not to be issued on the completion of a section of the road, until the fact of its construction and equipment as a first class railroad shall have been ascertained and declared in the mode prescribed. The words "*first class railroad*" are, perhaps, as precise and definite as any other; but some difficulty may arise in the practical enforcement of the provision in which they occur. With a view to obviate the difficulty, and secure uniformity, I have invited the directors, on the part of the Government, and the several boards of commissioners to meet in this city on the 10th proximo, for the purpose of establishing a standard of excellence, to which the companies in the construction and equipment of their respective roads shall be required to conform.

The Northern Pacific Railroad Company, on the 11th of December, 1864, filed their acceptance of the provisions of the act of Congress entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route;" and under date of the 6th of March last submitted their map designating the general direction of their road from a point on Lake Superior, in the State of Wisconsin, to a point on Puget Sound, in Washington Territory. The records of the Department do not, however, show any further action by the company in the premises.

Fredericksburg and Gordonsville R. R.

The people of Fredericksburg, Va., are considering the matter of building the long projected and partly-constructed railroad from their city to Gordonsville. The company has recently been reorganized, with some of their most influential citizens at its head, and they seem to be determined to make a strong effort to finish the work.

☞ A meeting was recently held at Bellefont, Pa., of the directors of the Lewisburg Centre and Spruce Creek Railroad, one of the connecting links by which the Atlantic and Great Western Railway is to reach the seaboard upon its independent line. Hon. G. R. Barrett, of Clearfield, was elected President of the corporation: Sir Morton Peto, of England, Vice-President: and T. W. Kennard, Engineer. Judge Barrett then, as Attorney of the Atlantic and Geeat Western Railway Company, subscribed one million of dollars towards the completion of this road, and gave notice that he would take the balance of whatever stock was not subscribed by the people along the line.

Central Pacific Railroad
STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 **FISK & HATCH, Bankers.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was *Resolved*, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

8t50 THOMAS E. WALKER, Treasurer.

E. J. M. DERRICK,

ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

CHAS. MINOT, Esq., Consulting Engineer Erie R. R.
JOHN HOUSTON, Esq., Chief Engineer Erie R. R.
M. LANE, Esq., Chief Engineer Nassau Water Works Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York. 3m50

COUPONS OF THE CENTRAL PACIFIC RAILroad Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO., 36 Wall Street.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trestle work, or loading trains with material for gravelling.

Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

W. GOODMAN, Mississippi. A. P. MERRILL, Jr., New York.

Goodman & Merrill,

COTTON FACTORS

AND

General Commission Merchants.

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PURCHASE, SALE AND LEASE OF

COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

No. 36 New Street,

NEW YORK.

November 24th, 1865. 3m48

FOR SALE,

7 NEW HORSE CARS,

Usual length and width (Body 15 feet by 7.

WILLIAMS & PAGE,

2m47 **91 Water Street, Boston.**

LAING, WETHERILL & CO.

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Gold, Bonds, Government Securities, Railroad, Insurance, Bank and Petroleum Stocks,

BOUGHT AND SOLD EXCLUSIVELY ON COMMISSION.

Particular attention given to orders by Telegraph.

Interest allowed upon deposits subject to check.

HENRY B. SMITH,

(Late with United States Trust Co.)

STOCKS, BONDS, GOLD,

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BOUGHT AND SOLD ON COMMISSION.

No. 47 Exchange Place,

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CHAS. P. LEVERICH, Esq., President Bank of New York, National Banking Association.

DAVID DOWS, Esq., THOS. W. PEARSALL, Esq.

CHAS. E. BILL, Esq., Messrs H. T. MORGAN & Co.

Messrs. VERMILYE & Co.

BULKLEY & McNEILL,

CONSULTING ENGINEERS,

NATIONAL BUILDINGS,

57 Broadway, New York.

THE undersigned having established themselves in this City, and opened an office as above, would respectfully inform their friends, and those who may require their services, that they are prepared to furnish designs, specifications and working drawings for marine and stationary machinery of every description.

Those having mechanical designs which they wish elaborated, are invited to consult with the above, who will give professional advice, and if required furnish drawings, and estimate on the value of such inventions.

The undersigned also offer their services as general agents for the purchase and sale of all kinds of machinery.

Their experience in this country and in Europe in the practical designing of machinery, and the possession of designs, and detail drawings from approved European and American Workshops, render them confident of conducting satisfactorily any business that may be entrusted to their care.

HENRY W. BULKLEY,
4t47 THOMAS E. McNEILL.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

TOUCHING AT MEXICAN PORTS,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers	$350	$250	$125

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

3m47 F. W. G. BELLOWS, Agent.

UNITED STATES

STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

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WAREHOUSES, { 403 ARCH ST., Philadelphia. / 42 JOHN ST., New York.

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CAUTION.

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R. ESTERBROOK & CO.

THE NORRIS LOCOMOTIVE WORKS,

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HAVE for sale and ready for delivery, the following First-Class Passenger Locomotives and Tenders, built of the best material, and guaranteed in every particular.

1 of 16½x22 Cylinders, 5 foot Drivers.
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And will take orders for April delivery for either Freight or Passenger Engines, either for Coal or Wood.

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Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

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SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

CAMERON & BARKLEY,

No. 142 Meeting Street,

CHARLESTON,

South Carolina.

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GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

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H. S. HAINES, Esq., Supt. Charleston and Savannah R. R.
S. S. SOLOMONS, Esq., Supt. North Eastern Railroad.
H. M. DRANE, Esq., Supt. Wilmington and Manchester Railroad. 3m 38

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 51] SATURDAY, DECEMBER 23, 1865. [WHOLE No. 1,549, VOL. XXXVIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 23, 1865.

Railroad on the West Bank of the Hudson River.

Movements are on foot which will in a comparatively short time insure an unbroken railroad line between this city and Albany on the west side of the Hudson. At present the Erie Road communicates with Newburgh by the way of Chesterville, and this route is to be materially shortened by building the twelve miles link between Turner's and Vail's Gates, along the Western base of the Highlands which the road proposes to do. Beyond Newburgh the line as far as Catskill is under survey, and the Albanians are moving to build a road southward from their city. Still another line between Nyack and Jersey City has already been chartered, and this work will be commenced next Spring. Peter De Pew, Esq., of Nyack, is the President of this Road.

☞ The Lehigh *Register* understands that on the 1st of February, 1866, the name of the Morris and Essex Railroad will be changed to Atlantic, Pacific and Great Western.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1865, was submitted at a meeting of the stockholders held on the 13th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$1,384,222 88
" way "		3,137,231 22
" through freight		5,671,845 47
" way "		2,980,582 06
" mail transportation		95,790 00
" express		123,600 00
" rents, storage, etc.		582,252 76
Total		$13,975,524 39

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business	$4,185,524 60	
" freight "	6,696,833 49	
		$10,882,358 09
For interest, including interest on Debt Certificates held for the sinking fund	$974,169 26	
For sinking funds	111,182 38	
For rent of Niagara Bridge and Canandaigua Railroad	60,000 00	
For U. S. Tax on earnings	338,451 85	
		1,483,803 49
For dividends, viz:		
No. 23, Feb., 1865, 3 per cent.	$731,730 00	
No. 24, Aug., 1865, 3 per cent.	737,730 00	
U. S. tax on same	73,473 00	
		1,542,933 00

The transportation expenses for the year ending September 30, 1865, were 77.87 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1865, were $1,609,362 81, equal to 6.24 per cent. (and U. S. Tax thereon) on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1865, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$4,062,406	$1,676,566	$2,385,840
Repairs of machinery	2,608,432	999,313	1,609,118
Operating the road	4,211,520	1,509,645	2,701,875
Total	$10,882,358	$4,185,525	$6,696,833

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Office exp., stat'ery, etc.	$52,929 91	$28,870 86	$24,059 05
Agents and clerks	317,364 29	128,559 70	188,804 59
Labor, handling freight	490,260 78	.....	490,260 78
Port'rs, watchmen, etc.	281,861 96	128,119 07	153,742 89
Wood and water station attendance	80,930 96	36,786 80	44,144 16
Conductors, etc.	273,284 35	121,266 48	152,017 87
Engineers and firemen	402,146 35	130,300 89	271,845 46
Fuel and preparing	1,659,154 59	669,161 18	989,993 41
Oil and waste	269,723 97	122,601 80	147,122 17
Loss & damage of goods	70,222 78	1,874 67	68,348 11
Damages for injuries of persons	49,211 95	31,908 96	17,302 99
Damages to property including damages by fire and cattle killed	10,143 34	4,610 61	5,532 73
Gen'l Superintendence	86,153 59	39,160 72	46,992 87
Contingencies	168,131 13	66,423 24	101,707 89
Totals	$4,211,519 95	1,509,644 98	2,701,874 97

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Repairs of road, etc.:			
Repairs of road bed and railway, except'g cost of iron	$1,712,515 23	$728,416 01	$984,099 22
Cost of iron (including the cost of chairs and spikes) used in rep'rs	1,236,611 86	512,006 08	724,515 28
Repairs of buildings	445,084 15	152,329 17	292,754 98
Rep'rs of fences & gates	33,309 64	15,140 75	18,168 89
Taxes on real estate	630,889 73	266,768 06	364,121 67
R'p'rs of Moh'wk turnp.	8,996 34	1,816 52	2,179 82
Totals	$4,062,406 45	1,676,566 59	2,385,839 86
Repairs of machinery:			
Rep. of eng'es & tend'rs	$1,017,775 06	$397,621 40	$620,153 66
Do. pass. and bag. cars	515,659 96	515,659 96	.....
Do. freight cars	852,727 01	.....	852,727 01
Do. tools, etc.	154,102 40	60,046 55	94,055 84
Incidental expenses	68,167 26	25,985 12	42,182 14
Totals	$2,608,431 69	$999,313 03	1,609,118 66

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$8,892,600 00	
Deduct the amount of the sinking fund provided for their payment under the consolidation agreem'nt, consisting of $1,658,100.00 in said certificates duly cancelled, $34,000.00 in U. S. 6 per cent. bonds, $201,650.24 in U. S. indebtedness for which certificates are due, and cash for amount temporarily uninvested $308,730.14	2,202,480 38	
Amount outstanding of the debts of the former companies, assumed under the consolidation agreement	100,000 00	
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August	$1,780,000	
Less in sink'g f'd cancelled	382,000	
		1,398,000 00
Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that company's road payable May 1st 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$110,800	
Less in sink'g f'd cancelled.	32,800	
		78,000 00
Bonds for railroad stock, payable May 1st, 1883, interest at 6 per ct. per annum, payable semi-annually, on 1st of May and Nov.	$817,000	
Less in sink'g f'd cancelled.	183,000	
		634,000 00
Bonds for real estate purchased, payable May 1st 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$235,000	
Less in sink'g f'd cancelled.	70,000	
		165,000 00
Bonds and mortgages, for real estate purchased, with interest at 7 per ct. per annum, excepting $45,550.50, the interest upon which is at 6 per cent. per annum		238,323 15
Bonds payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege at par, till 1st August, 1869	$2,990,000	
Less conv. into capital st'k	591,000	
		2,399,000 00
Bonds payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent bonds, due 15th June, 1864*	$3,000,000	
Less in sink'g f'd cancelled	75,000	
		2,925,000 00
Total amount of funded debt, September 30th, 1865		$14,627,442 77

* Of these bonds $37,300 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

The company has no Floating Debt.

During the year acceptances have been given as heretofore; those outstanding at the close of the fiscal year (amounting to $38,000), have all been paid before the verification of this report, at the date of which the company has none outstanding.

The average rate per annum of interest on funded debt, is 6.24 per cent, and all interest, except on mortgages, is payable in the city of New York.

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
For graduation & masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,470,353	10,523,003
Passenger and freight stations, buildings, etc.	1,411,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,310,280
Land damages and fences.	4,643,395	4,754,113
Locomotives and fixtures, and snow ploughs	2,351,466	2,648,966
Passenger & baggage cars.	851,128	923,128
Freight and other cars	2,443,483	3,733,283
Engineering and agencies.	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co	658,922	658,922
Construction account of the Lewiston Railroad Co.	400,000	400,000
Totals	$32,879,251	$33,701,920

Comparative statement of the funded debt and capital stock, September 30, 1864 and 1865:

	1864.	1865.
Debt certificates less am't of sinking fund	$6,917,598	$6,690,120
Debts of the former companies outstanding	224,920	100,000
Bonds for fund'g the debts of the former companies	1,398,000	1,398,000
Bonds for railroad stocks.	663,000	634,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls Railroad Company	78,000	78,000
Bonds and mortgages	235,823	238,323
Convertible bonds, payable in 1876	604,000	2,399,000
Bonds payable in 1887	2,925,000	2,925,000
Total am't of funded debt.	$13,211,341	$14,627,443
Capital stock	24,386,000	24,591,000
Total	$37,597,341	$39,218,443

INCOME ACCOUNT.—*For the year ending September 30th, 1865.*

To expenses of maintaining and operating road		$10,882,358 09
Coupons and interest		974,169 26
Divid'd No. 23, Feb., 1865, 3 per cent.	$731,730	
Divid'd No. 24, Aug., 1865, 3 per cent.	737,730	
U. S. Tax on same	73,473	
		1,542,933 00
Future income: Am't of one year's contribution to debt certificate sinking fund, transferred to current income account.		111,182 38
Rent of the Niagara Bridge & Canandaigua Railroad		60,000 00
U. S. Tax on earnings		338,451 85
Balance, September 30, 1865		3,921,297 49
		$17,830,392 07
By balance, September 30, 1864	$3,854,867 68	
Passenger receipts	$4,521,454 10	
Freight "	8,776,027 53	
Mail "	95,790 00	
Miscellaneous "	582,252 76	
		13,975,524 39
		$17,830,392 07

STATEMENT *of earnings from passengers, freight and all other sources, for the years ending Sept. 30, from 1853 to 1865, both inclusive:*

	Passengers.	Freight.	Other Sources.	Total.
1853	$2,829,669	$1,835,572	$122,279	$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	131,749	6,563,581
1856	3,207,378	4,328,041	171,928	7,707,348
1857	3,147,637	4,559,276	320,339	8,027,251
1858	2,532,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
1864	3,923,152	8,543,371	531,367	12,997,890
1865	4,521,454	8,776,027	678,043	13,975,524
	$36,497,644	61,779,780	4,162,509	102,439,933

ADDITIONAL STATEMENTS.

The items charged to construction account, during the year, have been:

Land: principally at Troy, Syracuse and Buffalo	$110,718 18
17 engines, 18 passenger and 322 freight cars added to equipment	659,300 00
5.85 miles of second track on the Syracuse and Rochester direct road	52,650 00
	$822,668 18

The entire main line is now double tracked, except as follows:

From Port Byron to Clyde	13.09 miles.
From Rochester to Churchville	14.51 "
Total	27.60 "

All the other expenditures during the year (except as shown in the increased value of fuel and supplies) have been charged to transportation expenses, and include a very general and thorough overhauling and repairing of the motive power and rolling stock, and of the road-bed and superstructure, the rebuilding of the cattle sheds at Buffalo, and a portion of the car shops at West Albany, which had, respectively, been destroyed by fire, and the rebuilding of the bridge over the Genesee River at Rochester, which had been carried away by the flood in March. The uniformly extreme cold weather in January, February and March, and the unusual fall of snow and rain in the two months last named, caused great general damage and consequent additional expenses for repairs, besides materially diminishing the traffic.

The stock of fuel and supplies (from the light supply of which during the winter of 1864 and '65 some difficulty was experienced) has been increased to a proper standard. The enhanced price of the articles made the value of nearly similar quantities much greater than formerly, and necessarily involved a larger investment of money to provide for the requirements of the line.

Owing mainly to the great increase in prices, the net result of the business of the year did not afford sufficient means to meet this investment, in order to provide for which, and for the amounts paid on construction account, and for account of Hudson River Bridge at Albany (the latter $330,000 00), there was issued, during the year $2,000,000 00 in convertible seven per cent. bonds, due in 1876. During the same period certain items of debt matured and were paid off, so that, at the close of the fiscal year, the capital stock and funded debt stood $1,621,000 more than at the close of last fiscal year.

The Iron Bridge over the Erie Canal at Schenectady, spoken of in last year's report, has been completed this year. The length of iron bridging now upon the line, reduced to single track, is 5,677.8 feet.

The renewal of Iron Rails, during the year, amounted to 15,708 tons, equal to 163.62 miles of single track. The number of Ties renewed during the same period was 536,669.

Balance Sheet.

From General Ledger, September 30th, 1865.

Railroad and equipment		$33,701,919 56
Cash in banks	$172,770 64	
Passenger and freight ag'ts, balances, since remitted	783,892 29	
		956,662 93
Buffalo and State Line R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	68,950 00	
Hudson River Bridge Co. stock	438,000 00	
Lake propeller stock	149,041 54	
Bonds of Erie & Pittsburg R. R. Co	81,500 00	
		1,279,791 54
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1865, to May 1, 1883		6,768,119 62
Fuel and supplies; surplus beyond $1,000,000		1,173,633 18
Bills receivable	$132,210 57	
General P. O. depart.	23,947 50	
Real estate (Buffalo and N. F. R. R. Co.)	32,500 00	
Real estate (Oliver Lee and Co.'s Bank)	6,712 50	
		195,370 57
		$44,075,497 40
Capital stock		$24,591,000 00
Funded debt—		
Debt certificates	$6,690,119 62	
Bonds for R.R. stocks	634,000 00	
" real estate.	165,000 00	
" fund'g debt of old companies	1,398,000 00	
Funded debt of Sch. and Troy R. R.	100,000 00	
Bonds to Buffalo and Niagara Falls R. R.	78,000 00	
Bonds. conv. due 1876	2,399,000 00	
Bonds and mortg's	238,322 15	
Bonds due 1887	2,925,000 00	
		14,627,452 77
Bills payable		38,000 00
Unclaimed dividends		5,631 90
Expenses of operating the road; paid in October		451,753 20
Coupons and interest; accrued to September 30th		360,492 24
United States tax account		79,879 80
Income account; bal. Sept. 30, 1865		3,921,297 49
		$44,075,497 40

The capital stock has been increased during the year $205,000, by the conversion of an equivalent amount of 7 per cent. bonds due in 1876. In 1864, $177,000 of these bonds were converted; in 1863, $209,000—making the amount to date $591,000. The funded debt has also been increased $1,416,101 20—making the total increase of capital stock and funded debt $1,621,101 20.

The increase in gross earnings over the previous year has been $977,634 56; with an increase in expenses of $1,789,666 70—making the decrease of net earnings $812,032 14. The increase of fuel and supplies on hand is $681,877 14.

The company have 258 locomotives; 206 first class passenger cars; 78 second class and emigrant cars; 82 baggage, mail and express cars; 4,904 freight cars; and 350 cars for gravel and other service.

Miles run by passenger trains, 2,276,888; by freight trains, 3,094,565; by other trains, 432,595—total, 5,804,048, a decrease as compared with 1864 of 186,160. Aggregate miles run by passenger cars in passenger trains, 8,967,904; do., by baggage, mail and express cars, 3,202,409—total, 12,170,313, an increase of 602,786.

Number of passengers carried eastward, 1,968,008, of which 108,455 were through and 1,859,553 way. Do., carried westward, 1,815,255, of which 127,349 were through, and 1,687,906 way. Aggregate both ways, 3,783,263, of which 235,754 were through and 3,547,509 way. Total miles travelled by passengers, 223,229,271—an increase over the previous year of 29,781,536.

Tons of freight carried eastward 892,537, of which 455,984 were through and 436,553 way. Do. carried westward 382,762, of which 184,591 were through and 198,171 way. Aggregate both ways, 1,275,299, of which 640,575 were through and 634,724 way. Total movement of freight, or number of tons carried one mile, 264,993,626—a decrease, as compared with the previous year, of 49,087,784.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel and branch lines, 258.13—total length of main, side and branch lines owned by the company, 555.88; length of second track on main line and branches, 268.71; length of sidings turnouts and switches, 152.27—total length of equivalent single track, 976.86 miles.

Length of Niagara Bridge and Canandaigua railroad, (leased) 98.46; sidings, turnouts and switches, 3.42—total length of equivalent single track, 101.88.

Baltimore and Ohio Railroad.

The regular monthly meeting of the Board of Directors of the Baltimore and Ohio Railroad Co., was held in Baltimore on the 13th inst., at which J. W. Garrett, Esq., was re-elected President, a position he has hitherto filled with signal ability. On taking the chair he delivered an address of which the following is an abstract and the substance.

At the time of his last annual address twelve months since, a momentous conflict had continued for four years, and a million and a half of men had exercised their highest abilities in the work of destruction. During this time, the peculiar geographical position of this road exposed it to constant injury and damage. Tracks, bridges, tunnels, and engines were again and again destroyed by the enemy.

But restoration was as speedy, continuous and effective, and the performance of their arduous duties by the officers and men in the employment of the company, challenged the admiration alike of the Government and the people. Mr. Garrett congratulated the company on the exchange of peace and prosperity for a disastrous war, and scenes of blood. With a large horizon in the future he pointed out some of the immediate consequences and duties devolving on the company. One is to construct the shortest and most direct lines of travel and transportation to the capital. Already a first-class double track road is completed between Baltimore and Washington, but under the charter granted by the Legislature of Maryland at its last session, a route has been located from Washington to the Point of Rocks, by which the distance *via* the Main Stem and Relay House to the capital 91 miles, will be reduced to 45 miles, thus presenting to the travel of the South West and the great West, a saving of 46 miles. Notwithstanding the difficulties interposed by the Legislature of Pennsylvania, to the prosecution of the Pittsburg and Connellsville road to Cumberland, yet a decision of the United States District Court has maintained the rights of the company, and the Baltimore and Ohio company, and its associates are prepared to complete the short line to Pittsburg, and thus reduce the distance to Washington from that central point 72 miles. A direct outlet to Washington and Baltimore being thus attained, the city of Pittsburg will have a future, scarce secondary to Philadelphia itself. In connection with this, the English capitalists recently in this country are prepared to complete the line between Cleveland *via* Youngstown, and Pittsburg. Mr. Garrett calls upon the company not to be diverted from the execution of this work by any attempt at hostile legislation or threats of imaginary "air lines," and expresses his gratification that the City of Baltimore appreciates its importance, and is in accord with the company in its design to carry it out.

Anticipating the accomplishment of these direct lines, the prosecution of the double track on the existing line is vigorously urged. In less than a month 40 miles will be added to this double-track, and during the next year, the whole double track to Cumberland will be finished.

The Parkersburg branch is being rapidly improved, so also the work for the bridges connecting the Central Ohio and Baltimore and Ohio Roads, between Bellaire and Benwood, and the Marietta and Cincinnati and Parkersburg roads between Parkersburg and Belpre. Another new and important subject has been opened for consideration, the early construction of a line of railway from Harper's Ferry through Winchester, and Strasburg to connect with the great Virginia and Tennessee road in the South Western part of the State, and thus open a direct and effective line of communication from Baltimore to New O leans, bringing Virginia, Tennessee, Georgia, Alabama, Mississippi and Louisiana in an admirable economical and direct line to the national capital, and the seat of commerce at the head of the Chesapeake. Mr. Garrett points out the great advantages this will effect. The jealousy of lines leading to the free states is now removed, and Virginia may enjoy a "a rich position in the increasing fraternity and commercial prosperity." On this topic Mr. Garrett remarks:

A natural route, full of local and general advantages, is thus presented. It is true, that whilst a portion of traffic which now comes up the Ohio river, and is received by Western railways from the Southwest—thus passing over the whole 379 miles of the Baltimore and Ohio road, would, through a valley line, pass over but 80 miles of the main stem, yet, in view of the great objects to be achieved for those interests, and in securing a direct communication to Washington, and adding vastly to the commercial strength and importance of Baltimore, I do not hesitate to commend to the most earnest and favorable consideration of the community and to this board this interesting subject.

The Baltimore and Ohio road has built up the region of Virginia through which it passes. It has aided largely in the construction of the Parkersburg road, which has cost more than seven millions of dollars, and whilst it has enormously increased business and prosperity upon that line and made millionaires of the owners of oil lands, of coal lands, and largely advanced the values of all properties in that region, that road has thus far failed directly in paying any interest upon the

investment; yet in the future it is believed that remuneration can be secured, whilst the general commerce of Baltimore has been benefitted, and that region so specially improved. Like difficulties may embarrass the enterprise proposed, but its results in the future will justify every effort in its behalf.

The advantages to the people of Virginia of a similar system of management to the Baltimore and Ohio road can perhaps not be better presented than by quoting from the recent message of his Excellency, Governor Pierpoint, of Virginia, namely:

"As above stated, we have upwards of $22,000,000 invested in railroad stocks and bonds. Something more than $15,000,000 of this sum is in railroads in running condition, and would, in the hands of private stockholders, soon yield a revenue of from seven to ten per cent. to the owners; but whether they will ever yield anything to the State and stockholders under the existing system, remains to be seen. I express this doubt from the experience of this and other States that have embarked in a general system of internal improvements. It was found that while the State was an owner or a partner, little or no profit was realized. A number of States sold out their interest in internal improvements to private companies, who became the owners where the State owned the whole, or the joint owners with original stockholders. These works, in the hands of private individuals, immediately became profitable. I make the suggestion with great deference, but I think it must be seen, from the present organization of our roads, that if continued they are not likely to be very profitable to the State or to the stockholders. On the south side of James river we have the Norfolk and Petersburg, South Side, Virginia and Tennessee, and the Richmond and Danville railroads. These roads are under the management of four different corps of officers, employed at remunerative salaries. All these roads combined are less than 550 miles in length. Their aggregate gross earnings in 1860 was about $1,800,000. Three of these roads form a continuous line of about four hundred miles, and all three of them affording business for the fourth. Yet the officers of these roads have been found jarring among themselves, and indisposed to accommodate each other, whilst the State owns three-fifths of the stock in each of them, and is a money lender to them in addition. If one prudent man owned all these roads, he would, manifestly, place them all under the control of one head, and work them in harmony. His first saving would be about forty thousand dollars per annum in the item of officers' salaries. Co-operation would insure increased business and income. By working these roads separately a car is loaded at Norfolk with freight for Danville or Abingdon; it is brought to Petersburg to the South Side road, and there transferred from the Norfolk to a South Side car; thence it is taken to Burksville, where it is again transferred to a Danville car, if its destination is to that town, or taken to Lynchburg and reshipped on the Virginia and Tennessee road, if it goes to Abingdon. In these transactions the cars are delayed, thereby causing a much larger investment in rolling stock to accommodate the business of these roads, in addition to the labor required to load and unload the freight, besides exposing the merchandise to loss and delaying its transportation, which is always to be avoided by the shipper, if possible. Wherever the cars are loaded on any of these roads, they should be run to the place of destination of the freight without breaking bulk. The consolidation of these improvements under one set of officers is entirely practicable. The Baltimore and Ohio railroad, with the Northwestern Virginia and Washington branches, is nearly as long as the four roads above named, and the gross earnings of that railroad is about three times as great, the charges for passengers and freight being 33 per cent. less than on the Virginia roads referred to; yet the whole business of the Baltimore and Ohio road is done by one corps of officers with moderate salaries. There is the same reason for consolidating the Orange and Alexandria and Virginia Central roads. There may have been a necessity for a different corps of officers on each of these roads during their construction, but now that they are completed, it is the obvious interest of the State and stockholders to consolidate them. It is believed that there will be no difficulty in harmonizing the interests of the private stockholders. By the existing system of supporting six separate corps of officers on these improvements, when the business could be more efficiently conducted by two, it is simply taxing the people $40,000 or $50,000 annually to support railroad officers who may be advantageously dispensed with. As above stated, I am of opinion that all these improvements in the hands of private individuals would, in a short time, yield dividends of from seven to ten per cent., and believe that the interest of the State in them can be leased, say for a period of thirty years, for more than six per cent. per annum on the investment, by giving the lessees the privilege at any time within the thirty years, of purchasing the interest of the State, paying the amount of the State's investment in money, or in the bonds of the State. Some of these roads are deemed more valuable than others; each one, therefore, should be leased or sold to the highest bidder, and in no case should the State's interest be sold or leased for less than its cost to the State. This would obviously be greatly to the advantage of the private stockholders by furnishing them active and able partners instead of the State, which is now unable to assist them. This plan would at once relieve the State about fifteen millions of its debt."

Mr. Garrett points out the advantage of the low tariffs of the Baltimore and Ohio Road to the State of West Virginia, andwhich willbe applicable also to the inhabitants of the region generally traversed by the road.

Mr. Garrett then proceeds to comment favorably on the establishment of a line of steamships between Baltimore and Liverpool, believing there will be business enough for five first class steamers of 2,000 tons each, the port itself having peculiar advantages for the trade. The policy of a low tariff on coal is approved, and the gratifying increase of the tonnage of Baltimore stated, to wit: 80 steamers of 42,750 tons. The company is bringing over the railway 2,500 tons of coal daily furnished at a cost of $6 75 and $7 per ton, in Baltimore, against $10 and $14 per ton at Philadelphia and New York. The following calculation in relation to this subject is given by Mr. Garrett:

When we recognize the fact that the chief railway routes from New York to Cincinnati are respectively the New York Central and New York and Erie roads, and that the distance by the former from New York to Cincinnati is 888 miles, and by the latter 361 miles, and that the distance from Baltimore to Cincinnati is but 586 miles, and that thus the city of Baltimore has a geographical advantage, in connection with the business of the Ohio valley, as compared with the city of New York, of 275 miles as *via* the New York and Erie, and 297 miles as compared with the New York Central road, it is very clear that, with proper facilities for shipment, with the cheap fuel for steamers and the large demand for imports as well as the abundance of material for exports, that the entire region west of Baltimore and south of its parallel can most economically use the Baltimore and Ohio railroad to the city of Baltimore as their route for European commerce.

These advantages are, of course, still more striking in connection with the business of Virginia, the Carolinas, Tennessee, Kentucky and the Southwest. To illustrate the extent of the business now passing from those regions over our line, there is now in transit of the single article of cotton more than 5,000 bales, of a value of more than a million of dollars. Tobacco, cereals, provisions, every class of product for export are being received in our market beyond the capacity of our marine for its prompt shipment.

A further commercial arrangement between the ports of Bremen and Hamburg and Baltimore, with first class steamships is also urged, with reference to emigration, and the openings and facilities of a new trade. He anticipates that the improvements in the harbor of Baltimore will make it a great commercial centre and enable ships to enter it of the largest capacity.

The Baltimore and Ohio Railroad Company has moved in harmony with these anticipations. It has increased its equipment to 300 locomotives and 4,000 cars; 75 trains pass daily over the main stem of the Baltimore and Ohio road in the Baltimore division. The power of the company is being constantly enlarged, and direct outlets for the vast accumulation of traffic must follow. The expenses at the port of Baltimore being much less than at New York, corresponding advantages present themselves.

Mr. Garrett concluded his remarks by expressing his thanks for the support he has received from the company, which we beg leave to say is honorable to both parties. As a railroad admintrator he stands in the first rank.

Report of the Commissioner of Internal Revenue.

The report commences with the flattering statement that in spite of the withdrawal of more than a million of men from productive pursuits in 1864-'65, and the destruction of our commercial marine, yet the people paid more revenue to the Government than the aggregate collected from the foundation of the Government to the war of 1812—and that too without either complaining or feeling oppressed.

The aggregate receipts of internal revenue for the fiscal year:—

1863 ten months were	$41,003,192 93
1864 were	116,850,672 44
1865 were	211,129,529 17

These amounts are exclusive of the direct tax, or tax of twenty millions of dollars upon the lands of the country, which has been partially paid in various ways, and the duty upon the circulation and deposits of National Banks, which in 1863 was paid to the Comptroller of the Currency.

It is expected that the aggregate for 1865 will reach $272,000,000.

The receipts from various sources for 1864 and 1865 were as follows:

	1864.	1865.
Banks	$4,414,730 56	$8,834,319 98
Railroads	1,524,242 47	3,317,500 50
Insurance compan's	968,948 59	1,726,162 37
Government salaries	1,705,124 63	2,886,333 37
Revenue stamps	5,894,946 14	11,162,892 14
Licenses	7,145,388 71	12,598,691 25
Incomes	14,919,279 58	20,567,540 26
Iron and steel	3,694,168 49	9,219,713 13
Petroleum	2,255,328 80	3,047,212 77
Cigars	1,255,424 79	3,069,448 21
Tobacco	7,086,684 74	8,016,119 78
Fermented liquors	2,223,719 73	3,657,091 06
Distilled liquors	28,431,797 83	15,995,633 86

The tax upon bank dividends was three per cent. until June 30, 1864, after which it was five per cent.

"Circulation" and "Deposits" were not taxed until October, 1863.

"Capital" was first charged under the act of June 30, 1864, when the duty upon "Circulation" was increased.

By the act of March 3, 1865, the tax upon de-

posits was extended to Savings Banks having no capital stock.

The taxes upon the "Capital," "Circulation" and "Deposits" of National Banks are not received at this office nor included in the above.

The tax upon railroad dividends and interest on bonds was three per cent. until July 1, 1864, afterward five per cent. The same tax was then imposed upon all profits carried to the account of any fund, or used in construction. The amount received from this source is included in the dividends for 1865.

The tax upon insurance dividends and additions to surplus is the same as upon dividends of banks. That upon gross receipts of premiums and assessments was one per cent. until July, 1864, payable quarterly to the Commissioner; after that one and one half per cent.

The tax upon Government salaries is received only from those whose compensation exceeds $600 per year, and was at the rate of three per cent. until July 1, 1864, and afterward five per cent.

Passports were taxed three dollars each until July 1, 1864, five dollars since. These accounts were mainly paid through the Department of State. A small sum each year was received from collectors.

The receipts from revenue stamps include the receipts from stamps required by schedule C, as well as schedule B, upon proprietary articles, matches, photographs and cards, as well as upon written instruments. The law in respect to these duties has been repeatedly and variously modified, sometimes adding and sometimes subtracting from the receipts. The large increase of revenue is due in no small degree to the growing observance of the law. After September 1, 1864, stamps were required upon matches, and the receipts from that source, for the remaining portion of the fiscal year, was probably not less than one million dollars.

The taxes in schedule A are specific, upon carriages, yachts, billiard tables and gold and silver plate kept for use. In 1864 the schedule was increased by the addition of gold watches and piano fortes, but the change was made after the annual lists in which the taxes are included were in the hands of the collectors, and the receipts reported are mainly from the operation of the statute of 1862.

The receipts from licenses, like those of income and schedule A, are almost entirely in the report of the year subsequent to their assessment. The re-assessment under the act of June, 1864, furnished the principal exception to this rule. The returns are received in May, but the lists upon which they are entered by the assessor do not ordinarily reach the collectors until after the 30th of June, or the beginning of another fiscal year. The increase in 1864 accrued, in part from the addition by the act of March, 1863, to the list of persons subjected to duty and the increased charge for several descriptions of license, and that of 1865 from the same source, as well as from a like addition under the act of June 30, 1864, and the increased tax upon wholesale dealers, which, by special provision of the statute, was immediately assessed as additional to that assessed under the prior law.

The tax upon incomes with licenses and schedule A make up the annual list. For the reasons given above, the tax upon the income of 1862, assessed in 1863, is mainly included in the receipts of the fiscal year, 1864, less than half a million dollars having been collected, in 1863, and the receipts for 1865 consist almost entirely of the tax assessed in 1864 upon the income of 1863.

Most of the tax upon the income of 1864 has been collected since the commencement of the current fiscal year 1866, and will appear in the next annual report from this office. A small part of it is found in the receipts of 1865.

Of the amounts collected in 1863 $279,333 76 was returned at five per cent. upon incomes above $10,000, $172,770 35 at three per cent. upon incomes of less than $10,000 and $3,637 15 upon incomes from United States securities.

Of that collected in 1864, there were returned at

5 per cent	$6,913,834 88
3 per cent	7,930,070 77
1½ per cent	75,373 93

Of that collected in 1865, there were returned at

10 per cent	$801,941 99
5 per cent	9,934,748 55
3 per cent	9,697,246 96
1½ per cent	133,402 76

The receipts from the ten per cent. tax were all from taxes upon the income of 1864. It cannot easily be determined precisely how much of the receipts at five per cent. are due to that year.

The special tax of five per cent. upon all incomes above six hundred dollars, as well as from banks, railroads and salaries, as from other sources, brought into the Treasury $28,929,122 37.

The iron and steel tax is upon the varieties named and described in the 75th section of the act of July, 1862, amended and somewhat increased by the act of March 3, 1863; still further enlarged with increased rates under the act of June 30, 1864, and twenty per cent. additional to those rates after April 1, 1865.

Pig iron was taxed two dollars per ton by the act of 1864, and during eleven months ending June 30th last, added nearly one and a half million dollars to the public revenue.

The additional twenty per cent. to the rate, taking effect April 1, did not increase the receipts until May.

Several causes have contributed to secure the tax upon these articles, and it is believed that it has almost universally been paid.

The tax upon petroleum was ten cents per gallon, and upon oil distilled from coal exclusively eight cents until June 30, 1864, after which the rates were twenty and fifteen cents respectively.

Specific taxes graduated by the different values of the cigars were imposed by the act of July, 1862. These were largely increased in 1864, but under the act of March 3, 1865, the duty was made uniform at two dollars per thousand. The anticipation of additional tax largely increased the manufacture in 1864, and the supply at that time has hardly yet been consumed.

Plug and fine cut tobacco was merely taxed fifteen cents per pound until June 30, 1864, when the rate was increased to thirty-five cents, and in March, 1865, it was still further increased to forty cents.

The tax upon smoking tobacco was at first five cents; increased to twenty-five cents in 1864, and to thirty-five cents in 1865.

Smoking tobacco, made exclusively of stems, was taxed at two cents until March, 1863, when it was raised to five cents. In 1864 it was increased to fifteen cents, where it still remains.

The tax collected in 1863 represents 23,680,056 pounds; that of 1864, 63,372,426 pounds, and that of 1865, only 36,639,020 pounds.

Of the amount charged in 1865, 10,061,173 pounds were manufactured and returned in June, 1864, in anticipation of the increased rates, and the duties paid in the following year. The amounts for the first and the last years were less than the ordinary annual consumption, while the amount for 1864 was greatly in excess. This excess was brought into consumption during the last year at rates at which the regular manufacturers could not compete, except with their old stocks, and the production was of necessity largely obstructed. It has been unfavorably affected by the arrival of large quantities of Southern tobacco in Northern markets.

The average annual taxable production of the different kind of manufactured tobacco from Sept. 1, 1862, to June 30, 1865, was 42,809,168 pounds, which at present rates would have produced $15,736,795 65.

From September 1, 1862, to March 3, 1863, the tax upon fermented liquors was one dollar per barrel, of not more than thirty-one gallons; from that date to April 1, 1864, sixty cents, and since that time, one dollar.

The number of barrels upon which tax was received, as nearly as can be ascertained, was 1,765,827 in 1863, 3,459,119 in 1864, and 3,657,181 in 1865.

During the fiscal year 1863 the tax upon distilled spirits was uniformly twenty cents per gallon. For the fiscal year 1864 the tax was twenty cents until March 7; after which it was sixty cents. From July 1, 1864, until January 1, 1865, it was one dollar and fifty cents per gallon, and afterwards two dollars.

Of the amount reported in the year 1865, however, $3,862,752 86, or nearly one-fourth the whole amount, was at twenty or sixty cents per gallon. This resulted mainly from the fact that large quantities of spirits were sold by the distillers within the last ten days of June, 1864, thus escaping the increased duty, while the taxes thereon did not fall due until the following month of July, being the first of the next fiscal year.

Considerable quantities were removed from the distilleries, too, under transportation bonds, or under bills of lading, prior to the first day of July, under conditions which produced a similar result.

The receipts from distilled spirits in

1863 (10 months)	were from	16,149,954 gallons.
1864	" were from	85,295,391 gallons.
1865	" were from	16,937,778 gallons.

Average taxable production per year from September 1, 1862, to June 30, 1865, 40,537,371 gallons.

The cost of collecting the internal revenue is estimated at 3½ per cent. for the whole country. In England it is about ⅞ per cent.

The receipts for first three months of the fiscal years of 1863, 1864 and 1865 are as follows:

	1863.	1864.	1865.
July	$5,298,967.18	$16,570,548.39	$21,693,470.75
Aug.	5,604,201.35	15,712,066.84	34,087,539.09
Sept.	6,136,205.48	15,819,770.72	37,939,415.82
Tot'l	$17,039,373.96	$48,101,385.95	$93,720,425.66

The following is a comparative statement of receipts from several large sources of revenue during the first quarter of the fiscal year 1865 and the first quarter of 1866, ending September 30th, last:

	1864–'65.	1865–'66.
Fermented liquors..	$913,252 53	$1,230,353 69
Refined petroleum & coal oil	302,411 63	310,056 09
Revenue stamps	2,560,509 85	3,010,135 37
Salaries	471,863 07	1,206,878 59
Paper of all descriptions	228,851 60	204,917 76
Cigars and cheroots.	526,840 91	600,116 88
Articles in schedule A	316,621 77	981,547 14
Income	13,510,492 98	41,766,016 63
Smoking & chewing tobacco	2,233,926 16	2,078,974 95
Distilled spirits	3,501,071 43	1,085,031 20
Total	$24,565,841 93	$52,974,028 30

The sums refunded on taxes erroneously assessed and collected are as follows:

1864	$237,470 37
1865	422,737 86

Though the taxes rightfully due from citizens in the insurrectionary States for 1863–'64 and '65, are still held as due, yet the department thought proper to insist upon the collection of such only as accrued after the establishment of collection districts therein.

The Commissioner thinks that the repeal of the clause in the statute requiring a written demand of payment, before the 10 per cent. finally attaches, to be a mistake, and recommends its re-enactment.

The amounts received from sales of lands and lots in several States are as follows:

Florida	$40,414 81
South Carolina	170,878 01
Virginia	131,608 38
North Carolina	38,786 10
Tennessee	112,366 00
Louisiana	108,207 72
Arkansas	33,537 00

Since Dec. 10th, 1863, 617 certificates of homesteads to colored persons in South Carolina, of 20 acres each, were issued, most of which during the past fiscal year.

The Government has reserved on the Sea Islands of South Carolina, 81 plantations for military, naval, charitable, educational and police purposes.

Large tracts of land, bid in for taxes, still remain in the hands of the Government, concerning the disposition of which legislation is solicited.

The Coal Trade.

The Pottsville *Miner's Journal*, says the trade by the canal is now closed.

The tonnage this year is	1,017,384 01
In 1864	998,423 10
Increase in 1865	18,960 11

The tonnage by railroad in 1865 was as follows:

Anthracite, main branch	2,813,518 00
Via Lebanon Valley	277,295 00
Total in 1865	3,090,813 00
1864—Main branch	2,763,564
Via Lebanon Valley	305,012
	3,068,576 00
Increase in 1865, tons	22,237 00

☞ The Fredonia *Censor* says that about 400 hands are at work along the line of the Buffalo and Oil Creek Cross Cut Railroad between Fredonia and Brockton, and Corry and State Line.

Enterprise of Baltimore.

We are pleased to notice that the people of Baltimore are actively employed in enlarging the business of their city by the establishment of steam navigation on a large scale.

In the Baltimore *American* we find an interesting statement to that effect, from which we take the following interesting particulars:

1. There is a line of steamers known as the Baltimore and Ohio Railroad Company's Liverpool line, which has successfully commenced operations, consisting of two first class propellers, the Somerset and Worcester, with large capacity and the best accommodations for freight and passengers.

2. The same company has a line between Baltimore and New York, composed of two large vessels like those already mentioned, running weekly.

3. Two first class propellers now also perform weekly trips to Savannah.

4. There is also an outside line consisting of three fine propellers, making tri-weekly outside trips to New York. This line is highly commended.

5. A weekly line of two propellers between Baltimore and Boston.

6. A line running every ten days to Charleston and Savannah, at present to be maintained by a fine side wheel steamer, the Isabella.

7. Another line called the old Bay line for the coasting and Bay trade, consisting of four steamers, and another on the stocks. Connected with it is another line operating on the Eastern shore of Virginia, and alternates on the route to Gloucester and Yorktown.

8. A daily line to Fortress Monroe composed of five steamers, all of the best description.

9. The People's line, to run down the bay, consisting of two steamers, two boats, a third to be added, and to carry freight and passengers to Richmond and Petersburg.

10. The Powhatan Company, a tri-weekly line to the same ports, with four steamers.

11. The Enterprise Company with four steamers to ply to the Eastern and Western shores tri-weekly.

12. The Potomac Transportation Line with two steamers running to Alexandria, Washington and Georgetown, twice a week.

13. The Oxford, Cambridge and Denton Eastern Shore Line, with side wheel steamer, twice a week.

14. The Sassafras River, tri-weekly, making a direct communication with Philadelphia, running to Northern Creek and Sassafras River, and Port Deposit.

15. Pocomoke and Annamesse River, once a week.

16. Baltimore and Susquehanna Line, with four side wheel steamers, making daily trips to Port Deposit.

17. Weems' Patuxent Line to Fair Haven, Plumpoint, and other places on the Western shore of the Chesapeake and Patuxent with two steamers; days of departure not given.

18. Chester River line, tri-weekly, for Kent Island, Corsica, Booker's, Rolph's and Chestertown.

19. Another line known as the Washington, Alexandria and Georgetown, semi-weekly.

20. New York and Baltimore Line by the inland route, nine propellers, a daily line, starting from Light and Pratt streets.

21. Baltimore and Philadelphia, 4 propellers daily.

22. Mitchell's Line to Petersburg, two propellers, not a periodical line.

23. Slaughter's Line to Chester River, three steamers daily.

The Baltimore merchants anticipated large results from this activity, the influence of the Baltimore and Ohio Railroad, and their own central position.

They thus have 22 lines, and 68 steamers all doing a good business.

Pension Bureau Report.

The act of February 27, 1865, made an annual allowance of $300 for life to each of the five survivors of the army of the revolution. Four of these aged and venerable men lived to receive this token of the Nation's gratitude. Two of them have since died. William Hutchings of Penobscot, Hancock County, Maine, aged 101 years, and Samuel Cook of Clarendon, Orleans County, New York, aged 99 years, are the only persons among the living known to the department, who participated in the heroic struggle which achieved our national independence.

The names of 1,115 widows of revolutionary soldiers are inscribed on the pension rolls.

The right to a pension was confined, by the act of July 4, 1836, to those whose marriage with the deceased soldier took place before the close of his military service. It was subsequently extended, by the act of February 21, 1848, to those whose marriage took place prior to January 1, 1794, and by the act of July 29, 1848, to such as were married prior, and by the act of February 3, 1853, to those who were married subsequent to January 1, 1800. Under the first named law there are 4 surviving claimants; under the second, 108; under the third, 70, and under the fourth, 880, to five of whom pensions were allowed during the last fiscal year. The remaining widows of revolutionary soldiers receive their pension under special acts of Congress.

During the fiscal year ending June 30, 1865, the names of 14,962 army invalid pensioners, were on original application, added to the roll, and the number to whom the pension theretofore awarded was increased, amounted to 366. The whole number admitted was 15,328 requiring an annual payment of $1,220,785 90.

The aggregate number of claims of widows, or other dependent relatives of soldiers of the army, (except revolutionary,) allowed during the same period, was 24,693, and the number of pensions of this class which were increased during the same period was 14, making a total of 24,707, and constituting an annual charge of $2,574,179.

There was paid during the same year to army invalids, revolutionary soldiers, widows and other dependent relatives, including arrearages of pensions and expenses properly chargeable to the appropriation for revolutionary pensions, the sum of $8,319,672 49. The total number of army pensioners on the rolls at the close of the year ending June 30, 1865, was 84,130, requiring for the payment thereof, exclusive of expenses, an annual appropriation of $7,792,772 51.

The number of navy invalid pensions allowed on original applications during that fiscal year was 250, and there were 7 navy invalids whose pensions were increased. 266 navy pensions were awarded to widows or other dependent relatives of deceased officers, seamen, or marines. The aggregate amount paid to naval pensioners of all

classes was $205,480 62. At the close of the fiscal year there were on the navy pension rolls 839 invalids, the amount of whose pensions was $64,854 92, and 1,017 widows and other dependent relatives, requiring the sum of $168,818. The total number of navy pensioners at that date was 1,856, whose annual stipends amount to $230,672 92. The total amount, therefore, required for the payment of pensions of all classes adjudicated and allowed up to the close of the last fiscal year, or conferred by special acts of Congress, is exclusive of expenses, $8,023,445 43.

The navy pension fund, which had accumulated under the act of April 22, 1800, was exhausted many years since; and Congress, by the act of July 17, 1862, declared that all moneys accruing, or which had already accrued, to the United States from the sale of prizes should be, and remain forever, a fund for the payment of pensions to the officers, seamen and marines, who might be entitled to receive the same. If the fund should be insufficient for this purpose, the public faith was thereby pledged to make up the deficiency; if it should be more than sufficient, the surplus was to be applied for the making of further provision for the comfort of the officers, seamen and marines. The act of July 1, 1864, provides for the investment in the registered securities of the United States of so much of the fund as is not required for the payment of naval pensions, that is, such pensions as by law are chargeable thereto. When the interest payable in coin upon such securities is collected, it is made the duty of the Secretary of the Navy to exchange the amount of such interest for so much of the legal currency of the United States, as may be obtained therefor at the current rate of premium on gold. The interest, so converted, is to be deposited in the Treasury to the credit of the fund. The latter is made applicable, by the act of 1862, to the payment of the pensions of disabled officers, seamen and marines, but not of the widows and other dependent relatives of such as have died of wounds received, or of disease contracted in the service. The fund invested in gold bearing registered bonds of the United States amount to $9,000,000, and there is on hand, subject to investment, or use if required, the sum of $1,395,114 21. The annual interest upon the invested fund, if payable in paper currency, exceeds by 100 per cent. the amount required for the payment of all naval pensions authorized by existing laws. No necessity exists, nor is any likely ever to occur, for the large and constantly increasing accumulation of this fund; but further legislative action is necessary to subject it to the payment of all classes of navy pensions.

The aggregate annual amounts of pensions, and the total actual payments per annum, during the last five years, were as follows:

	Annual Rate.	Actual Payment.
1861	$957,772 08	$1,072,461 55
1862	921,076 69	790,384 76
1863	1,371,716 40	1,025,139 91
1864	4,595,376 33	4,504,616 92
1865	8,023,445 43	3,525,153 11

The number of pensioners, of the several classes, during the same years, will appear from the following table:

	1861.	1862.	1863.	1864.	1865.
Revolutionary soldiers	63	30	18	12	2
Widows of soldiers	2,728	1,850	1,573	1,418	1,115
Army invalids.	4,729	3,878	7,248	22,767	35,041
Widows, &c., (army).....	2,236	1,485	4,820	25,483	47,972
Navy invalids.	427	421	544	712	839
Widows, &c., (navy)	530	483	577	793	1,017
Totals....	11,307	8,147	14,780	51,135	85,986

During the four years ending June 30, 1865, the numbers of pensioners (in the loyal States) stricken from the rolls by reason of deaths, re-enlistments of invalids, remarriages of widows, or other causes, were as follows:

	1862.	1863.	1864.	1865.
Invalids, (army).....	334	568	1,251	2,688
Widows & others, (army).	699	598	1,756	2,708
Invalids, (navy)	56	61	113	123
Widows, &c., (navy)	32	39	32	421
Total	1,121	1,266	3,152	5,561

Whole number dropped from the rolls during four years, 11,100. More than half this number disappeared from the pension list during the last year, exclusive of the rolls of the States lately in insurrection. This diminution is equal to nearly one-seventh of the whole number (41,176) added to the rolls during the year.

New York and Oswego Midland R. R. Co.

Pursuant to the call of the Chairman of the General Committee, appointed at Delhi, Oct. 4, 1865, a Convention of delegates from the various counties, interested in the proposed railroad from New York to Oswego over the midland route, assembled at the St. Nicholas Hotel in this city on Wednesday, Dec. 13, at 12 m.

Samuel B. Ruggles of New York City was appointed Chiarman of the Convention, and B. Gage Berry of Chenango County, Secretary.

Upon a call of the several counties, the following delegates were admitted to seats in the Convention:

Oswego County.—The Hon. Dewitt C. Littlejohn, A. B. Grant, G. Mulinson, E. P. Burt, A. P. Wright, R. K. Sanford, W. Johnson, Dr. S. Avery, Joseph Gilbert. Onondaga County—A. C. Powell, G. P. Kenyon, George Burns, D. P. Phelps, E. B. Judson, O. Vendenburgh, D. H. Eaton, Anson Bangs, James Appleton. Madison County—L. B. Kern, Joseph W. Merchant, A. F. Smith, Erastus Abbott, H. P. Hart, E. C. Litchfield, B. F. Ferris, O. W. Sage, C. L. Chappell, S. W. Ledyard, Charles Crandall, Alpheus Morse, G. B. Mowry, A. N. Wood, A. M. Holmes. Chenango County—B. Gage Berry, George Ryder, Warren Newton, John Shattuck, John A. Randall, Andrew J. Carpenter. Delaware County—The Hon. Samuel Gordon, the Hon. S. C. Johnson, Samuel Gordon, jr. Sullivan County.—The Hon. Henry R. Low, Edward Palen, Wynkoop Kiersted, Samuel G. Thompson, W. M. Gillespie, Chester Darbee, Horace Uster, John H. Divine, David Clements, Nathan S. Hamilton. Ulster County—Thomas Cornell. Orange County—Homer Ramsdell, R. A. Forsyth, A. M. Sherman, W. L. F. Warren, James Bigler, Enoch Carter, E. P. Gumaer. Otsego County—James H. Gilberts, D. G. Hakes. New York City—The Hon. Samuel B. Ruggles.

The meeting being thus organized, the Hon. Henry R. Low of Sullivan addressed the Convention at length, giving a history of the origin of the enterprise, and of the effort which has thus far been made towards its development and completion. He also read a paper, showing that the proposed railroad was a great necessity to the people upon the line, as well as to the cities of New York and Oswego and to the State at large.

Col. Edward W. Serrell exhibited to the Convention the maps and profiles of the proposed route, surveyed some twelve years ago, with new preliminary surveys, recently made by him upon the eastern part of the route. Mr. Serrell stated that the maximum grade of the portion of the road surveyed by him, would not exceed 50 feet to the mile; that the topography of the country was favorable to the construction of the road, and that along the entire route the materials, which enter into its construction, with the exception perhaps of the iron, could be found in abundance.

Mr. A. C. Powell of Syracuse, who surveyed the Western portion of the route at the same time, also submitted maps and made statements, showing the entire feasibility of the route, and that the grades would not exceed 52 feet to the mile upon the route west of the Susquehanna.

Both engineers agree in the fact that throughout the entire line, fuel was abundant for all purposes of the road, which could not only be easily obtained, but was seeking a market.

Messrs. M. N. Randall, Samuel Gordon, Homer Ramsdell, D. C. Littlejohn, A. B. Grant and the Chairman followed, expressing their warm interest in the road and its obvious necessity.

On motion of Mr. Kern, a Committee of seven, consisting of Messrs. Littlejohn, Powell, Gordon, N. Randall, Low, Ramsdell and Ruggles, were appointed to report articles of association and nominate Directors. The meeting then adjourned until 8 p. m.

Upon the reassembling of the convention Mr. Littlejohn reported the articles of association, organizing the "New York and Oswego Midland Railroad Company," with a capital stock of $10,000,000, which were unanimously approved.

Upon the recommendation of the committee the following Directors were chosen:

Hon. Dewitt C. Littlejohn, Oswego; John Crouse, Syracuse; G. P. Kenyon, Syracuse; Elisha C. Litchfield, Cazenovia; Joseph W. Merchant, De Ruyter; Edward F. Hayes, Norwich; John A. Randall, Norwich; A. C. Edgerton, Delhi; Hon. S. Gordon, Delhi; Hon. H. R. Low, Monticello; Edward Palen, Fallsburgh; Homer Ramsdell, Newburgh; Nathan Randall, Homer.

On motion of Mr. Dow, directors and delegates present were appointed a committee to secure the necessary subscriptions and report at a subsequent meeting.

On motion of Mr. Shattuck, a copy of the paper read by Mr. Low was requested for publication, and the Secretary was requested to have the same, together with the proceedings of the meeting, printed in pamphlet form for general circulation, and that an abstract of the same be furnished the city papers for immediate publication.

Mr. Berry from the Chenango delegation stated that the town of Norwich had already made its pledge to take its full share of stock up to a million of dollars, and that several other towns had pledged $150,000 each; Delhi had pledged $500,000 in aid of the enterprise.

The meeting then adjourned until Dec. 14, at 10 a. m.

Convention re-assembled, and on motion of Mr. Randall, a committee of three, consisting of Messrs. Ramsdell, Low and Kenyon, was appointed a committee to confer with other railroad companies in relation to the business of the organization.

Two hundred copies of the Articles of Association, with the subscription clause attached, were ordered printed for circulation.

On motion of Mr. Randall, the Convention recommended to the Legislature to pass a law enabling the towns on the route to raise funds, upon bonds or otherwise, to aid in the construction of the "New York and Oswego Midland Railroad," and that a copy of these proceedings be forwarded to the members of either House from the counties interested.

The books were then opened for subscriptions, and a large amount of stock was at once subscribed in aid of the enterprise by delegates and others present, and the meeting then adjourned.

☞ The Cape Cod Central Railroad is now completed to Orleans, its terminus, nineteen miles below Yarmouthport, and both passenger and freight trains began to run regularly on the 6th inst. The terminus of this road is within thirty miles of Provincetown at the end of Cape Cod.

☞ The Boston, Hartford and Erie Railroad will be opened for travel as far as Webster, Conn., by the 1st of January.

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Nov. 30, 1865	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	125
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	119
" " " ..... coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	95
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95½
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1851	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	103
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,252,450	6	" "	1881	103
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	50,500,300	6	May & Nov.	1885	100½
Bonds, Central Pacific R. R. Co	1,898,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..registered	172,770,100	5	Mar. & Sept.	1904	91½
" " " ..... coupon		5	" "	1904	92½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	9.½
" " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	260,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug	1867	97½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	97½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	97½
Debt Certificates	55,921,000	6	At maturity.	----	97½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	---
United States Notes (greenbacks)	428,741,398				
Fractional currency	26,105,197				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1873	119½
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	97
" " " " " " ..	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..	2,073,750	6	" "	'65-'80	80
" — " " (R. R.)	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	96
" — " " bonds	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling) ..... "	1,778,422	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	---	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	83
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1858	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'01-'06	95
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) ..coupon	516,130	6	----------	d'm'd.	75
" — " (R. R. etc) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'62-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95½
Maryland—State bonds (st'lg) ..... coupon	816,000	5		1885	----
" — " (st'lg conv.) ... "	200,376	5		1865	----
" — " " (st'lg) ..... "	5,585,555	5		'89-'90	----
" — " " (st'lg conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1890	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	135,680	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,700	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	2,095,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,280	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1853	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
"	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	106½
" — " " " ..... "	500,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	18½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1863	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ..coupon	7,000,000	6	" "	'72-'88	78
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	----------	------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	90
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'58-'78	100
" " — " " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,220	6	----------	d'm'd.	----
" " — " " " " ..	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	85½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	5	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	99½
" — " " (" ") ..... "	4,093,309	6	" "	1881	98
" — " " (domestic debt)	125,680	6	" "	1886	100
" — " " (war loan) ..... coupon	1,500	---	" "	1863	108
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irredeemible debt (school funds, etc.) ...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----------	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1364	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	91½
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	850,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation ...	97,360	----------	----------	------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) .....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'58-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (intern. impr.)	2,063,595	5	----------	Var.	54
" — " " (railroads) ... "	12,799,000	6	----------	Var.	55
" — " " (capitol) ..... "	605,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	90½
Texas—Had no debt in 1861	----------	----------	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	------	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	68
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----------	----------	----------	------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	419,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	.....	.....
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,000	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	291,804	.....	.....
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,805	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,308	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,530	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,598	946,707	921,886	749.191	.....	.....
Cleveland and Toledo:													
1859	59,856	58,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,256
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,286	66,573	84,603	94,406	82,467	82,400	889,409
1861	85,239	76,918	85,662	90,324	85,302	68,137	52,289	60,285	84,640	98,528	88,401	105,253	954,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,549	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1859	304,708	319,593	372,296	380,342	349,953	330,657	361,519	359,114	455,235	465,959	536,008	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	835,136	902,406	985,359	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	856,639	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,287	1,451,217	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	208,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,031	248,971	259,643	321,059	243,165	225,196	2,664,848
1861	321,844	279,268	229,334	192,064	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,346	269,252	261,079	352,786	414,445	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	280,224	324,687	407,992	343,929	511,305	478,576	496,413	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,857	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,440	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,833	710,225
1864	77,010	74,409	89,901	72,389	81,605	78,697	91,503	90,972	93,078	93,546	95,908	95,455	1,033,165
1865	98,112	86,626	93,503	82,186	78,842	119,186	108,652	112,156	120,051	117,604	114,512	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	46,311	59,082	48,797	57,429	60,229	139,761	163,615	90,950	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,035	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	105,599	146,943	224,888	217,159	170,564	228,020	310,595	226,840	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,370	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,806
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,490	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,636	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,915	241,236	189,145	238,012	305,166	375,567	332,260	345,043	3,302,541
1864	256,600	304,445	338,454	330,661	267,126	315 258	278,891	358,561	402,219	407,107	448,934	411,806	4,120,163
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,898	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,320	307,474	258,634	2,650,702
1863	242,078	245,858	226,432	238,495	226,451	204,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,985
1864	252,435	278,848	348,802	338,276	271,553	268,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	.....	.....
New York Central:													
1859	380,849	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,509	709,671	637,702	520,304	6,203,702
1860	387,123	402,530	561,076	585,141	551,700	496,943	544,494	692,382	868,986	811,458	730,736	523,047	7,154,622
1861	489,055	420,793	627,051	689,088	677,073	558,743	523,138	562,076	696,175	827,088	952,900	872,985	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	618,381	956,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	.....	.....	.....	.....
Philadelphia and Reading:													
1859	146,722	155,327	188,809	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	168,551	171,841	257,410	248,110	266,011	278 270	314,506	337,496	339,911	368,956	321,208	248,632	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	268,358	294,156	276,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	484,826	4,068,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,224,083
1864	436,742	552,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	189,951	152,574	192,779	182,566	188,831	165,795	154,032	205,853	245,568	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	457,642	5,122,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,250	701,352	691,556	814,082	7,120,466
1865	654,260	606,738	886,511	738,107	601,238	650,311	612,128	718,016	759,406	807,382	713,472	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74.25	63,881	68,748	71,854	112,384	93,756	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	100,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,918
1864	100,872	147,435	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,755	201,956	204,726	2,064,074
1865	170,076	153,903	202,771	169,299	177,625	173,722	162,571	218,583	216,737	222,924	207,095	.....	.....
Toledo, Wabash and Western:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,699	51,296	926,755
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	97,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,595	105,554	116,379	150,895	151,062	134,563	111,330	1,439,708
1864	79,735	95,843	122,596	125,987	127,010	166,338	130,626	244,114	241,840	221,570	220,209	265,154	2,060,222
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	379,961	375,534	361,610	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$800,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1964	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	503,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage		7	Jan. & July.	" "	1853	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	100½
" " " 1850	700,000	6	Jan. & July.	"	1890	100
" " " 1855	1,128,500	6	Jan. & July.	"	1875	101½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bay de Noquet and Marquettee:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1667	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1895	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	300,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1878	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '90, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	140,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1903	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	65,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	94
" " $2,500,000	867,000	6	"	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,209,400	6	"	"	1889	91½
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1565	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'87-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1870	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	2,800,000	7	" "	" "	1885	83
Funded Coupon Bonds	766,000	7	May & Nov.	" "	1883	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	154,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	330,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1903	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
3d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,725,500	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	80
River Line bonds	4,000	7			1857	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,255	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	26,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	635,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	293,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,955,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	500,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,963					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1861	
Florida:—						
Internal Improvement (State)	1,555,000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1901	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1901	
Free Land. 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,063,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	561,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	93
Illinois Central:						
Optional Right bonds	35,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
*Kentucky Centr. (Gov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1893	
Lehigh Valley:						
1st Mortgage	1,455,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	83
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,766,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,263	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	200,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,240,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y.& Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110½
1st Mortgage (S. F.), convertible	4,359,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1855	97½
2d General Mortgage	2,194,500	7	" "	" "	1877	87
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,383	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,566	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		47½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,850	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,925	6			1883	
Mississippi State Loan	209,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1886	
Morris and Essex:						
1st Mortgage (S. F.)	5,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1908	90½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63'4'5	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	91½
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'k's (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,259,000	7	Feb. & Aug.	" "	1876	105
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	97
5th Mortgage	1,002,500	7	June & Dec.	"	1888	97
Buffalo Branch	196,400	7	Jan. & July.		1891	93½
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	107½
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
State Loan	$3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	87
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1559	95
2d Mortgage	3,077,000	7	"	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1868	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1854	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	566,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norristi'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,556,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	97
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201.500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	311,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1868	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,301,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,255	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1853	144,500	6			1868	
Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,332	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30.8	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109 6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	...	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	25.4	.....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,298	6	.....
								ARKANSAS.													
3 Nov. '58	33.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,292	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,924,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,664,333	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	201,329	428,516	180,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65[illegible]	360,167	140,391	16	.....
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,867	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,356	*	—	658,805	51,000	—	810,982	66 0	211,836	270,672	54,290	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,816,340	117 4	652,756	1,847,291	622,546	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,465	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	610,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	—	—	—	.....
								GEORGIA.													
30 Jun. '60	85.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	85.7	.....	418,036	285,927	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	—	—	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	—	—	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	626,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	22	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	105
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 029	2,518,233	—	8,376,510	5,924,969	—	16,464 285	400.0	1,963,105	5,728,910	2,762,273	20	113½
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323.791	*	1,340,728	20,155,641	12,020,483	825,398	39,680,472	930.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '65	181.8	—	.....	—	50	60	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	107
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	190.0	.....	742,097	377,476	—	65½
31 Dec. '64	484.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13 252.000	—	33,080,110	708.3	3,386,850	6,329,447	2,463,194	8	113
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.6	.....	459,874	210,930	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,074	860,767	—	42½
								INDIANA.													
— —	108.0	—	.....	—	14	10	187	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	103.0	.....	.....	.....	—	.....
31 Aug. '65	132.0	—	.....	—	19	17	266	Evansville and Crawfordsville	2,312,344	288,255	—	1,142 834	1,240,000	—	2,726,187	132.0	246,146	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	23	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	...	...	.....	Indianapolis and Cincinnati	2,497,952	540,043	25,659	1,689,900	1,362,284	140,659	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997.000	—	2,975,878	84.0	394,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527.863	295,156	—	—
31 Mar. '64	56.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,40	—	96½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,097,979	621,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603.589	173,787	—	1,497,947	1,343,870	—	2,929.782	73.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 [illegible]73.123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	.....
1 Jun. '58	83.5	—	.....	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,406	227,534	—	.....
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	238,081	188,483	63,774	7	80
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,321	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	953,047	4,314,540	2,172,515	8	.....
								LOUISIANA.													
31 Dec. '60	83.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,212,318	566,000	339,297	5,855,320	80.0	180,204	491,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	96.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	125.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,016	248,969	108,434	1,710,819	253.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada.	.....	—	—	—	—	—	.....
30 Jun. '62	188.0	—	—	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,898	—	—	.....
31 May '65	284.5	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7.565,489	—	14,781,571	329.3	1,552,793	4,121,213	1,915,063	18	115½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	76½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	—	—	—	.....
31 Dec. '62	—	—	—	150.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	.....	—	—	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	.....	—	—	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	—	.....	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	228,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	97
28 Feb. '65	288.8	—	17.7	66.0	23	21	272	*North Missouri*	6,743,492	697,765	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,185	950,499	640,641	—	.....
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	—	—	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	586	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,433	649,212	12,580,305	283.0	598,416	1,097,793	211,810	—	.....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,224	.....	3,583,402	114.0	100.562	197,744	1,866	—	.....
28 Sep. '64	86.5	8.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501.000	40,558	6,352,109	90.1	250,189	399,291	31,3[illegible]	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,250,300	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	13	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	94
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,021,755	3,990,254	16,151,962	10,781,833	630,545	33,673,564	286.8	1,938,769	4,481,859	3,064,653	6	111½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '61	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	125,775	3,344,860	4,550,000	—	12,273,647	261.0	1,099,348	3,051,669	1,086,387	11	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	5	—	7	Boston, Hartford & Erie	9,071,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	39	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	127
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	85.6	638,622	1,471,985	487,864	10	130
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,805	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	55.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	103½
30 Nov. '64	44.2	30.5	27.5	—	31	74	45	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,252	309,341	8	105½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	80,275	—	250,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	111½
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,445	809,362	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	400,527	46,018	14,000	400,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	34.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	461,350	4,512,950	107.3	510,010	901,030	409,932	8	99
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	225,900	727	470,931	(Op	er. by B	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	245,496	2,214,225	934,900	—	3,932,547	77.3	151,327	342,297	134,303	—	43
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,864	1,178,712	10	137
30 Nov. '64	45.7	—	9.8	—	10	13	143	Worcester & Nashua (par 85)	1,088,898	116,000	—	1,141,000	76,000	51,300	1,268,300	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,652	589,748	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	80
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	80,699	7	103½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,066,400	*	—	3,066,400	166,500	15,513	3,250,113	82.0	.....	210,265	210,265	7	88½
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,490,780	*	—	800,000	780,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,336,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	128
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	52
31 Dec. '64	54.0	26	54.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	120½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	99½
31 Dec. '64	53.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	835,000	145,000	5,060,452	53.8	610,427	1,563,607	777,626	16	140
31 Dec. '64	21.8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18.2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,406,300	800,000	—	2,008,300	18.2	.....	290,922	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	535,400	700,000	—	1,235,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '64	86.0	—	2.0	104.0	5	10	53	Albany & Susquehanna	2,020,311	126,847	—	1,347,193	616,739	26,350	2,156,158	36.0	29,820	97,561	42,379	—	.....
30 Sep. '64	48.9	—	3.1	—	8	5	140	Atlantic and Great Western	2,651,286	388,059	—	919,153	1,777,500	155,417	3,089,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	55	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	236.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,647	4,594,725	8	95½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	109
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	37½
30 Sep. '65	297.8	238.1	421.0	—	258	284	5,836	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,675,497	654.9	5,504,048	13,975,384	2,604,714	6	96½
30 Sep. '64	130.7	2.1	45.0	—	35	57	665	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,000	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,333	—	—	4,671,900	—	4,671,900	121.7	458,311	726,343	176,640	—	39
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	28	84	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	228.1	432,370	827,615	340,754	10	100
30 Sep. '64	40.9	0.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114,725	257,036	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	84,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	307,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	285,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,500	2,934,309	171.9	.....	468,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	523,069	477,584	235,201	8	.....
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,660	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	8	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,500	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	80.5	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	583,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	181.8	—	—	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	780,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,037,368	2 499,348	1,235,162	15	125
31 Dec. '62	67.0	—	.....	18.0	13	8	310	Cleveland and Mahoning	2,553,162	298,789	25,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	—
30 Nov. '64	101	102.5	.....	—	56	28	1,476	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,581	—	8,776,362	203.5	1,256,812	2,512,315	438,897	8	87
31 May '65	109.3	79.4	.....	—	37	37	668	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	114½
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,456	.....	.....	61.8	75,120	58,128	19,763	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	.....	72.0	144,000	84,000	17,760	99
30 Nov. '64	54.5	61.5	12.5	—	14	12	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	.....	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	455,303	.....	2,566,705	3,782,430	.....	6,214,525	142.0	.....	.....	1,069,187	431,980	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,456	1,490,000	—	5,111,625	138.0	1,117,836	2,432,298	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,238,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,952	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	15	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	.....	125.0	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	596,400	251,567	3,343,966	1,241,093	14,202	5,172,133	205.9	354,409	719,924	145,900	—	19½
31 Dec. '64	116.0	0.0	.....	—	7	5	213	Sandusky, Mansfield & New'k	2,428,910	*	—	856,900	1,292,000	144,994	2,810,780	126.0	209,011	382,307	189,455	—	—
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,822	945,492	5½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,606	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,018		28½
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,959	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	175
31 Oct. '64	56.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,552	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	183,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	537,386	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	15.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,586	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,060	1,477,000	17,582	8,121,582	87.6	602,028	2,280,262	1,462,154	20	70
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5		68.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		30
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,336 315	5,604,810	19,380,000	16,684,840		43,520,856	356.9	5,846,778	14,739 657	4,065,113	10	67
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norristi'n	1,139,079	282,399		1,324,100	315,000		1,673,100	24.0	285,739	428,147	207,893	8	53½
31 Dec. '64	287.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,609	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		30½
30 Nov '64	152.0	46.8	206.5		216	81	14689	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,289,341	4,308,150	15	68½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	324,006	477,658	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,617,300	692,000		9,349,300	197 0	839,238	3,206,560	1,305,200	10	59½
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	60,253	3,866,877	72.0	256,176	315,725	101,569		9
31 Dec. '64	388.8		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		22,942,670	468.3	3,940,778	7 120,466	3,019,067	10	106½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lens'd to	Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,956	1 009,098	162,312	1,855,445	26.4	118,698	278,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,584		391,800	372,000	1,348	965,157	29.6	95,566	283,338	211,817	8	83
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,965	1,099,526	51.9					
31 Dec. '58	109.6				15	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	545,546		164.5		341,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	66,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,036	701,945	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,037,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,554	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,636,096	875,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,409	*		798,285	554,948	519,518		59.4	89,870	177,256	60,029		
1859	47.4		2.5		4	5	46	Mississippi Central and Tenn.	892,710	82,905		317,447	632,500	22,560		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,307	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	537,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	57,243		
1859	30.0		0.6	5.0				Winchester and Alabama				210,962	413,000	408,477		56.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275.000	240,000	171,560		50.0	31,200	32,670			
1 May '60	70.0		5.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*		455,000	975,000	369,000		70.0	102,200	182,846	106,508		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277	*		1,679,600	685,600		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,585		1,097,000			1,206,683	62.5	136,761	185,474	57,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,209	941 045	282,857		1
31 May, '63	47.0	6.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	93½
30 Jun. '63	23.7		0.9		4	6	89	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			59.0	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,989,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,878	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,068,655	2,517,500	590,050		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,890	1,851,500	292,842	4,745,256	133.4		410,166	201,544		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 008	6,763,655	143.2	224,014	560,004	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		825,750	204,808	26,855		43.5	1,058,054	163,752	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		22	Richmond and York River	704,840	20,554		657,812	85,000			22.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,048	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,130	5	73
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,223,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	50[illegible]	55	
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	568,330		
10 May, '64	103.9		10.6		20	22	557	*Northern Illinois*	3,802,016	*		2,705,720	1,417,000	1,065,328	5,092,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		15
30 Jun. '63	1,096	137.0		78.0	204	130	2,399	Grand Trunk	[illegible],10,345	*		15,123,430	54,750,610	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	125	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	98.1	402,670	467,266	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	100,421	107,830	20,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,385		1,380,000	13,100	136,000	1,779,232	60 0		134,455	56,570		
								NOVA SCOTIA.													
Dec. '62	61.5	20.5			20	18	180	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.5	158,416	139,107	37,181		
								NEW GRANADA.													
Dec 63	48.7				11	23	120	Panama	9,000,000	*	615,658	5,000,000	75,000		10 763 728	48.7		£ 737,481	1,328,924	10	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	35½
Cnemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	106½
Chicago & Northwestern (pref.)	12,994,720	7	7	61⅜
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	43½
Erie (preferred)	8,535,700	7	7	86
Hannibal & St. Joseph (preferred)	5,253,856	7	3	51½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,778,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramaro (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	5	---	----
" " (preferred)	698,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72½
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,478	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40 ,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	$0
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	---	---	---	---	---
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	101,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	———	———	80
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1892	78½
Improvement	566,500	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	46
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1853	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	92½
Wyoming Valley:					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	100	----------	---	----
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	27½
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,260	—	9½
Union	----	----------	---	----
Union (preferred)	50	2,750,000	—	21
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	52	@ 53
Pig, American, No. 1		50	@ 51
Bar, Refined, English		110	@112 50
Bar, Swedes, assorted sizes (in gold)		90	@ 95
—Store Prices.—			
Bar, Swedes, assorted sizes		165	@175
Bar, English & American, Refined		125	@150
Bar, English & American, common		115	@120
Scroll, English		155	@200
Ovals and Half round		145	@155
Band, English		—	@155
Horse Shoe		150	@155
Rods, English		127 50	@130
Hoop, English		160	@225
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 40	@ — 45
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	57 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 18	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 19	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 55
Sheathing, Yellow		— —	@ — 40
Pig, Chile		— —	@ — —
Bolts		— —	@ — 55
Braziers'		— —	@ — 55
American Ingot (cash)		— 41	@ — 42

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— 10	@ 10 12½
German Refined		— 10	@ 10 12½
English		— 10	@ 10 12½
Bar	per lb.	— —	@ — 12
Pipe and Sheet		— —	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 28	@ — 29
Straits		— 27½	@ — 27¾
English		— 26½	@ — 27
Plates, Charcoal I. C.	per box	15 —	@ 15 50
Plates, I. C. Coke		12 75	@ 14 —
Terne, Coke		10 50	@ 11 —
Terne, Charcoal		— 14	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d. (cash)	per 100 lb.	8 —	@ 8 50
Clinch (cash)		9 —	@ — 10
Copper		— —	@ — 60
Ausable Horse, Norway Iron, Forged		— —	@ — 41
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 41½	@ — 42
Ref'd, free, L.S. to pr. Wh. (110@120 test)		— 86	@ — 88
Ref'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 47	@ — 48

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th 14	F. 15	Sat 16.	M. 18.	Tu. 19.	W. 20.
Atlantic M. S. S. Co	----	134	135	----	----	----
At. & Gt. W. (O) 1st m't	96½	96½	96½	----	----	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	93½
California 7s	----	----	----	----	----	119½
Canton Co	45½	----	45½	45½	45½	45½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	105	----	----	----	----
" " pref.	----	----	106½	----	----	----
" " 1 M.	----	----	97	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q	113½	----	113	113	----	113½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	36	35½	36½	37½	36½	37
" " pref.	61½	60	62½	63	62½	62½
" " 1st M. '83	----	----	----	----	----	87½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	83	----
Chicago & Rock Isl.	108½	108	108½	108½	107½	108
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	126	----	125	----	125
Clev. and Pittsburg	93	92½	91½	92½	89	89½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	80	----	----	----
Clev. and Toledo	107	109	115	115	111½	113
" " S. F. 7 p.c.	----	99	----	----	----	----
Cumberland Coal, pref	44½	44½	45½	45	44½	44½
Del. & Hudson Canal	----	----	----	----	145	----
Del., Lack. & West	176	----	176	----	----	----
" " 1M. 8 p.c. '71-5. 100	----	----	----	----	----	----
" " 2M. 8 p.c. '81	102	----	----	----	----	----
Erie	93½	93½	93½	93½	93½	93½
" pref.	----	----	85½	----	85½	86
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	97	----	----	----
" 4 M. 7 p.c. '80	96	----	95½	----	----	97
" 5 M. 7 p.c. '88	----	----	92½	92	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	100	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	51½	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	108½	108½	109½	109½	----	109
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	106	106½	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	135	134	----	----	----	133
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	53½	53	----	52	----	----
" " 2d "	----	----	----	----	----	50
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	14½	15½	15½	----	14½
Michigan Central	116½	116½	116½	116½	116½	116½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	110½	----	----	----	----	111
M. S. and N. I.	74½	74½	75½	76½	75½	76½
" " guar'd	----	----	----	----	----	140½
" " 1M. S. F.	92½	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	97	----	93	----	----	----
" " 1st pref.	101	102½	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	76½	76½	76	76½	76½	75½
" 1ss. to H. & St. J. R.	----	----	78	----	----	----
" " Pacific	76½	77	----	76½	----	79
New York Central	96½	96½	96½	96½	96½	96½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	91	----	----	----	----
" " 6s, S. F. '87. 92	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	98½
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	61½	----	----	53	52	54
Ohio & Miss. cer.	28½	29½	29½	29½	28½	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	236	----	----	240	----	----
Penn's Coal Co.	----	----	----	----	----	170
Phila. and Reading	115½	115½	116½	107½x	106½	107½
Pitts. Ft. W. & Chicago	105½	105½	105½	106½	106	105½
" " 1M.	----	102	----	----	----	103
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	47½	47	----	46½	45	45
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	76	72½	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	90	92	92	----
Tol., Wab. & Western	----	----	----	44	----	42
" " Pref.	----	----	----	----	----	----
" " 1M. ex. 91	91	91	92	----	----	92
" " 2M.	----	----	----	----	----	75
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	64	----	65	66½	----	67

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	95⅛	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	100	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	95	95⅛	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	91⅜	91⅝	----	92	92⅛	92⅛
U. S 5s, 10-40s, reg.	----	91⅝	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	103	----	----
U. S. 6s, 1881, cou.	107⅛	----	107⅛	107⅛	107⅛	107⅛
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	118	----	----	----	----
U. S. 6s, 1868, coup.	121	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅜	98⅛	97⅛	----	----	97⅛
U. S. 6s, 5-20s, c. 1862	104⅛	104	103⅛	103⅛	103⅛	103⅛
U. S. 6s, 5-20s, c. 1864	100⅞	----	100⅛	----	100⅛	----
U. S. 6s, 5-20s, c. 1865	100⅛	100⅛	----	100⅛	100⅛	100⅛
U. S. 6s, " reg.	99⅛	----	----	----	100⅛	100⅛
7.30 Notes, 1st series.	98	97⅞	98	97⅞	----	97⅞
" " 2d series.	97⅛	97⅛	97⅛	97⅛	97⅞	97⅛
" " 3d series.	97⅛	97⅛	97⅛	97⅛	97⅞	97⅛
American Gold	----	----	----	146⅛	146⅛	146⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	W.13.	Th.14	F.15.	Sat.16.	M.18.	Tu.19
Cattawissa	23	22⅛	22	22⅛	----	21⅛
" preferred	37⅛	37	35⅛	36	35⅛	35⅛
Camden & Amboy	124⅛	----	----	----	----	126
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	94	----	----	----	----	----
" " 6s, '89.	----	----	83⅛	----	----	83⅛
" mort. 6s, '89.	----	----	----	----	----	91⅛
Ches. & Del. Canal 6s '80	----	----	----	----	----	----
Del. Div. Canal	----	----	31	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	55⅛	----	56	----	55⅛	55
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '84.	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	70	----	----	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	29	----	----	----	29	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	56	----	----	----	56⅛	56
Morris Canal	----	----	80	----	82	----
" " pref.	----	----	----	----	120	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	30	----	----
" " 6s.	85⅛	85⅛	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	43⅛	----	----	----
Pennsylvania R. R.	56⅛	56⅞	57	57	57	57
" 1st m.	101⅛	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	89⅞	89	89⅛	----	89⅛	89⅛
" " 5s, coupon.	----	----	----	----	91⅛	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	84⅛	----	----	----	----	----
" " new	89	89	89⅛	89⅛	----	89⅛
Philad., Germ. & Nor.	----	----	53⅛	----	----	----
Phila. & Reading	57⅛	57⅛	58⅛	58⅛	58⅛	58⅛
" " 6s, '86.	116	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	31	30⅛	30⅛	30	30⅛	----
" " 6s.	87⅛	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	27⅛	----	27⅛	----	----
" pref.	33⅛	----	33⅛	----	----	----
" 6s '82	78	----	79⅛	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	8⅛	----	9	9⅛	----	----
" " 6s '78.	45	46	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83.	22	19	----	----	22	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	53	----	----	55
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	38	38	38⅛	40	40⅛	
Chestnut & Wal. "	----	----	53	----	----	
Green & Coates, "	----	----	----	----	----	
2d and 3d streets, "	----	82	----	----	----	82⅛
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	W.13.	Th 14.	F.15	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	----	101	101	----	----	101⅛
" " 1886.	97	----	----	----	----	----
" " 1870.	96	96⅛	----	----	----	----
" " 1890.	----	----	----	----	----	100⅛
Balt. and Ohio	----	----	111⅛	----	----	111⅛
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	100⅛	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	----	87	----	----	----	----
" " " 85.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th. 14	F.15.	Sat. 16.	M.18.	Tu.19	W.20
Boston and Lowell	91x	----	----	----	----	94
Boston and Maine	118⅛	118⅛	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	130	----	132	130	----	----
Cheshire, pref.	----	----	----	48	----	----
Concord	----	----	----	----	60	60
Connecticut River	----	----	----	----	103⅛	----
Eastern, Mass.	99⅜	93⅜	99⅜	99⅜	----	----
Eastern, N. H.	----	----	98	98	99	----
Fitchburg	106	106	105⅜	106	106	105⅜
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	115⅛	----	----
Northern, N. H.	89	88⅛	----	----	----	----
Old Colony and Fall R.	----	----	----	----	99	----
Ph., Wil. & Baltimore	59⅛	59⅞	----	59⅜	59⅜	59⅛
Portl'd, Saco & Ports.	94	94	94	93⅜	94	----
Vermont & Canada	----	----	----	----	93⅜	----
Vermont & Mass.	----	43⅛	44	43	----	----
Western	----	137⅛	----	137	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	85	----	----	----	----	85
Metropolitan "	----	----	----	44⅛	45	----
Middlesex "	----	----	----	----	----	45
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26⅛	26	25⅛	27	27	27
Franklin "	38	38⅛	----	39⅛	40	39⅛
Huron "	37	38⅛	----	----	----	----
Isle Royale "	16	15⅛	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	16⅛	----	----	16	17
Powabic "	----	----	----	37	38⅛	37
Pittsburg "	----	55	----	56	----	56
Quincy "	56	55⅞	55⅞	55⅛	----	56
Rockland "	3⅛	3	2⅞	3	2⅞	3

London Stock Exchange.

The following were the closing prices for American Securities on the 6th of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64⅛	"	64⅜
Virginia State 6s	48	"	52
Do. 6 per cent.	42	"	44
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	76	"	78
Erie shares, $100 (all paid)	58⅜	"	59⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	82⅛	"	85
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82 x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, December 23, 1865.

Stock Exchange and Money Market.

It is very evident that a sensation of uneasiness pervades the public mind as to the present condition of our foreign relations. The French Minister, formerly Consul in a Southern State, and the husband of a Southern lady never very friendly to the North, is said to be displeased at the indications of feeling displayed in Congress, and to have sent a special agent to his master for fresh instructions against an emergency. In this state of affairs the question is asked where are we drifting?

It is quite practicable we think to answer it in the fairest manner; and we believe it is the duty of the press to do its full share in steadying public opinion at a very critical moment. We therefore notice with great satisfaction the recent remarks of the Baltimore *American* on this subject, a print always judicious, considerate and honest. It does not hesitate to say:

"War means increased expenses, and an augmentation of the already enormous public debt. It means another drawing off of the industrial classes of the country from the arts of peace to those of war; destruction in place of production. It means risks in the disorganized Southern States which may take an undesired shape, though they may, indeed, be benefitted and strengthened in their devotion to the Union by fighting once more under the Old Flag.

"We take it for granted that Messrs. Wade and Schenck have taken these matters into consideration, and that they are satisfied either that Louis Napoleon will not fight, or that the financial condition of the Union and the present condition of the South justify us in driving his puppet Maximilian and the French troops out of Mexico by force.

"If these resolutions pass, they mean but one thing, and that is—*War!* Without a full knowledge of the situation, we cannot say whether war is necessary; and if it be not necessary, woe unto him by whom it cometh. If it is to be precipitated for purposes at home disconnected with our relations with Mexico, it will be a sad day for somebody."

The *N. Y. Herald*, which has been the open advocate of the Munroe doctrine, asserts in its issue of the 19th, that the Mexican movement in Congress is by men "who have made so much money out of the civil war, and acquired such power in the country that they are ready to plunge us into another war." This bold assertion may have some truth in it; and will not pass without consideration. We think it is possible to look at this question in a purely economical and financial light, and to decide it without any regard to party politics.

In the first place, the Munroe doctrine is so popular a one, and has always been so flattering to our National feeling, that to doubt it, to criticise it, to hesitate about it requires considerable moral courage, and very few persons openly venture to so express themselves. Any opposition to it must be of an indirect character, or it meets with instant rebuke. There has been therefore great danger that the current of public feeling might roll over all obstacles with such resistless force as to prevent a fair consideration of the subject. For it is very plainly to be seen that a great European war would place this country just now in greater difficulties than did the rebellion itself.

A war with France would require enormous expenditures along the whole coast to defend it from the shifting assaults of a formidable iron clad fleet. It would break up all our foreign commerce, give the English Government still further opportunities to violate neutralities, and prey upon our ships, if it did not place it at once in alliance with France. It would lead to new and large loans, and issues of paper money, and the piling up of a load of National debt which could not hope to be discharged in hundreds of years. In short, the whole value of our institutions would be impaired if not destroyed by the loads laid upon the people, "their heirs and assigns forever."

Now, are we called on to descend to this lower depth? Are we obliged to utterly destroy our material strength, or our political influence for the support of an abstract principle? Shall we to avoid a supposed evil, plunge into an actual one? In this we assume the worst, and if war arises we shall see it thus.

On the other hand, is it not plain to be seen, that if we remain in our present position, events will regulate themselves. No one pretends that France contemplates a permanent occupation of Mexico. Sooner or later it will withdraw; it must withdraw, for many obvious reasons. We can then afford to wait a year or two for that event, and when that occurs the whole question will be solved by the people of Mexico themselves, just as they have settled their internal difficulties on former occasions, and with which we have nothing to do.

All we have to do is to remonstrate, refuse recognition, and the Munroe doctrine will vindicate itself by its moral force, by its operation in the judgment of mankind, by its appeal to the enlightened and liberal minds of the French themselves, and by the irresistible logic of events. We may therefore save our breath and our money. Every hour's pause makes our position stronger, our influence more marked, the result more certain. We have the clearest, most unmistakable course before us to pursue, while a deviation from it may end in almost irreparable disaster. We can wait a few years before we plunge into further trials and troubles. We are not called on to make ourselves bankrupt for any political movement, which may in a former day have assumed a shape of danger to our institutions, but which now is seen to be of the least possible consequence. After the splendid vindication of the power and policy of the country against the most dangerous foe we could possibly encounter, no temporary occupation of Mexico by any intruded Government could be of the least danger to us, or indeed of the least consequence. The value and effect therefore of the principle in the abstract, are not yet brought to us for support, vindication or even discussion. We can wait with the certainty that time, will do more for us than war, and solvency give us a future, while fresh financial difficulties would not only prevent us from sustaining other republics, but tend to destroy our own.

We therefore conclude, that on this occasion, the dollar and cent argument may prevail, since it will practically keep the country whole and strong. We cannot bear more debt, we cannot endure further taxation. It is the elasticity of the Nation rather than its material solidity which keeps us in strength. All we want is time, repose and the continuance of peace to fill up the great outlines of our colossal form with real muscle, sinew and solid flesh.

Apart and separate from this element of disquiet, the country is doing well. It is believed that the internal revenues as well as the customs will be largely in advance of the present calculations for the next fiscal year.

Among the interesting facts bearing upon Exchange is this, that about eleven millions of dollars in gold are to be transferred to this country, between this and next March by the Atlantic and Great Western Railway Company, for the further prosecution of its works. It is very evident that the confident tone of foreign capitalists has affected that of our own, as we hear in many directions of extensively projected lines with large capital and important interests. The railway securities, it must however be admitted, are at present very much the sport of the Stock Exchange; and it is thought that the managers of the companies themselves are sometimes parties to their systematic discredit for speculative purposes.

Money is easy in the market, having been loaned at 6 per cent., the large disbursements by the Treasury, and public companies tending materially to this condition of abundance. The Banks of the City appear to be plethoric of funds, their deposits being $4,438,191 in excess of those of the previous week, and their specie reserve has increased by $1,358,655. Their loans have fallen off a few thousand dollars, about twenty-five. Every where the Banks are making large profits, and yet strange to say their stocks are not quoted much above par except in a few instances. The 1st National stands the highest on the list being quoted at 205.

The dividends are generally very largely above the legal rate. The gold market is considered firm with a tendency to rise as the contraction of the currency is not yet perceptible, while the circulation of the National Banks is continually increasing. We still hold to the opinion that contraction cannot be brought about to any great degree, but by changing the form of their deposit securities from bonds to legal tenders.

Governments are reported steady having a stability and hold on the public confidence, which can scarcely be reached by any other security on the market.

The foreign quotations are by the last accounts slightly reduced, though from the changing tone of the British journals towards this country, we infer that our stocks are soon to be petted and made much of. For most certainly it is far better for our friends the English, to invest their surplus capital where they can get a high rate of interest punctually in gold, than to be going into the desperate loans with which the effete nations of Europe are trying to keep their expensive and unsatisfactory goverments afloat. Far better than sending their money into Turkey, never to be returned, or bolstering up the repudiating government of Spain, or adding to the financial morasses of Austria, or doing any such foolish thing as this. The true policy of England is to cultivate the most friendly relations with this country, with which she has many excellent things in common, to lay aside her foolish jealousy of our progress, to do us justice to the letter in every thing, and then the world could see what progress is. There seems to be a disposition to reconsider this subject, and the sooner it is done the better for the security of liberty and the peace of mankind. We are pleased to observe that the decline in prices to which we have lately alluded still continues much to the gratification of consumers. Flour which in January last was quoted at $16 per bbl., is now held at $7.65. Oats then $1.06, now 62 per bushel. Cotton then $1.20 per lb. now 49 cents. Indeed an average fall of 50 per cent. has taken place in most of the necessaries of life, and this is a sensible relief to working people and those of fixed incomes, who have found prices hundreds of per cents higher than gold. No country can be prosperous where there is not a general distribution of comfort and a full share of personal independences. The exports from this port for the past week, included 13,596 bales of cotton, of the value of $3,165,579 thus showing where the strength of the exporting power of the country now lies,

The arrivals of specie at this port within a few days past were: from Vera Cruz $16,000, Bermuda $4,000.

The balance in the Sub-Treasury on Wednesday was $78,217,958.

The exports, exclusive of specie, from the port of New York for the week ending Dec. 18th, were $5,449,445, against $5,112,979 in 1864, and $2,606,113 in 1863. Total since Jan. 1, $176,683,521; same time in 1864, $211,070,319; in 1863, $165,900,456.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 1st mort., 83; N. J. Central, 120½; Brooklyn, Bath and Coney Island, 55; Morris and Essex, 99¾; Rome and Watertown, 100; McGregor Western, 27; Mariposa pref., 21; State 7s Bounty Loan, 98¼; Tennessee 6s, 1868, 85; Spring Mt. Coal, 58; Ashburton Coal, 16½; Schuylkill Coal, 14; Central Coal Co., 56; American Coal, 74½; Wyoming Valley Coal, 55; Rutland Marble, 18; Gunnel Gold, 1⅛; Brunswick Land, 9; Western Union Tel., 51; Am. Ex. Bank, 109; Central Bank, 106; 4th National Bank, 99; Bank of New York, 103; Shoe and Leather Bank, 105; Importers and Traders Bank, 100.

Philadelphia.—Pittsburg 5s, 70; Union Canal Int. bonds, 19; Fulton Coal, 8⅜; N. Y. and Middle Coal Fields, 8¾; Clinton, 1; Mahanoy, 8¼; Big Mt., 5¼; Green Mt., 3¼; Locust Mt., 41; Hazleton, 56; New Creek, 1⅛; Keystone Zinc, 1¼; Farmers and Mechanics Bank, 120; Commercial Bank, 49; Consolidation Bank, 40; Girard Bank, 52; Bank of North America, 196; Philadelphia Bank, 135; Caldwell Oil, 1; Dalzell, 1½; Excelsior, ¼; Era, 3⅜; Egbert, 1⅞; Franklin, 1⅞; Hyde Farm, ⅝; Jersey Well, ⅞; Junction, 1¼; Maple Shade, 5⅝; McIlheny, 1½; Mingo, 2⅛; McCrea, ⅛; McClintock, 1½; McElrath, 1¼; Ocean, 19¼; Story Farm, ⅜; St. Nicholas, 8⅞; Sugar Creek, 6; Sugar Valley, 2½; Tarr Home, 1⅞; Walnut Bend, 6¼; Walnut Island, ⅜. The latest quotations are: City 6s, 84¾@85; do., new, 89¾@90; State 5s, 89¼@89⅝; do., coupon, 90@91; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 59½; Reading, 53¼@58⅜; do., 6s, 1870, 92@95; do., bonds, 85@90; do., con., 115@116; Camden and Amboy, 125¼@126; Penn. R. R., 56¾@56⅞; do., 1st mort., 100¾@103; do., 2d mort., 94@94½; Little Schuylkill R. R., 28@29; Morris Canal, 82@83; do., pref., 120@121; do., bonds, 90@95; Wyoming Valley Canal, 56@58; do., 6s, 87@88; Susquehanna Canal, 9@9; do., 6s, 44@45; Sch. Nav., 26½@26¾; do., pref., 32⅞@33; do., 6s, 1882, 75@76; Union Canal bonds, 21¼@22⅛; Delaware Div. Canal 30½@31½; do., bonds, 80@88; Elmira and Williamsport, 26@26⅛; do., pref., 41@43⅛; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 54¾@55¼; do., bonds, 1884, 91@91¼; North Pennsylvania, 30½@31; do., 6s, 85¼@86; Philadelphia and Erie, 30⅜@30½; do., 6s, 87@90; Minehill, 55½@56½; Catawissa, 21½@21¾; do., pref., 36@36⅛; Lehigh Valley, 68@69¾; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 83@83½; West Philadelphia, 68@69; Spruce and Pine, 30@35; Green and Coates, 31@35; Chestnut and Walnut, 51@53; Thirteenth and Fifteenth, 30@32;

Girard College, 26@28; Tenth and Eleventh, 52@53; Norristown, 53¼@53⅜; Union, 21@24; Hestonville, 39@39½.

Boston.—Rutland and Burlington 2d mort., 25; Vermont Central 2d mort., 25½; Vermont and Massachusetts 6s, 88; Northern (Ogdensburg) 2d mort., 38; New York and Boston 6s, 35; Eastern R. R. 6s, 1874, 95; Boston and Lowell 6s, 95½; Ogdensburg and Lake Champlain R. R., 38½; Dighton and Somerset R. R., 96; Concord and Portsmouth, 126; Conn. and Pass. Riv. pref., 74; Worcester and Nashua R.R., 100; New Hampshire 6s, 1884, 91; Massachusetts 5s, 1888, @1894, gold, 93½; Maine 6s, 1871, 95; Cambridge 6s, 1875 95¾; Bangor 6s, 1877, 89½; St. Louis 6s, 1870@1880, 85¾; Brooklyn 6s, 1891, 90; do., 7s, 1884, 99¼; Lawrence 6s, 1874, 90; Chicago 7s, 1881, municipal, 93; do., 6s, sewerage, 87¾; Boston 5s, 1883, gold, 95; do., 6s, 1868, 123¾; do., 6s, 1874, currency, 100; Boston Water Power Co., 27¼; Waverly Co., 4¼; Cary Imp. Co., 9; Union S. S. Co., 87½; Potomac Coal, 11; Short Mt. Coal, 29½; Harleigh Coal, 65; Excelsior Gold, 7; do., pref., 14; Cambridge Gas, 98¼; Boston Gas, 750; Atlas Bank, 103¾; Everett Bank, 98; State Bank, 102¼; Old Boston Bank, 60¼; Boyston Bank, 126; Atlantic Bank, 102; Merchants Bank, 110; Shawmut Bank, 103; Revere Bank, 117¼; Freemans Bank, 108½; Columbian Bank, 108; Eagle Bank, 108½; Albany and Boston Mining Co., 18; Bay State, 11¼; Canada, 90c.; Dana, 1⅛; Eagle, 2½; Gt. Western, 50c.; Humbolt, 4⅛; Hancock, 13¾; Petherick, 3⅜; Phœnix, 13¼; Pontiac, 1¼; Superior, 2⅜; South Side, 1¼; Tremont, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 83½; Maryland Mining Co., 0.55; Bare Hill, 1.00; Copper Hill, 1.50; Springfield, 0.75; Mineral Hill, 0.70; Am. Gas Coal, 0.65; Santa Clara, 12; Baltimore Chrome, 1.00; Penn. Oil, 0.60; Franklin Bank, 11¾; Merchants Bank, 108; People's Bank, 19; Union Bank, 75. The latest quotations are: Balt. and Ohio, 111½@111¾; do., 6s, 1867, 100; do., 1875, 100@101¼; do., 1880, 100@102; do., 1885, 100@101; Northern Central, 44@44⅛; do., bonds, 1885, 85⅛@85¼; N. W. Va. 1st mort., 1873, 98@99; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 85¾@87; Central Ohio 1st mort., 84@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 98@100; Maryland 6s, coupon, 1870, 101@101; do., Ins., 101@101½; do., 1890, 101@101½; Baltimore 6s, 1870, 96@96¼; do., 1873, 98½@100; do., 1875, 100½@101¼; do. 1886, 98@100; do., 1890, 100@101⅜; do., coupon, 100@100⅜; do., 5s, 1838–'70, 81@85; City Passenger R. R., 20¾@21½; Canton Co. 45@45¼; Gardner, 0.65@0.90; Gas Coal, 0.65@0.70; Maryland, 0.55@0.60; North State, 0.10@0.10; Springfield, 0.75@0.75; George's Creek, 108@109; Santa Clara, 11½@12; Balt. Chrome, 1.00@1.05; Bare Hill, 1.55@1.65; Atlantic Coal, 1.05@1.20; Mineral Hill, 0.60@0.70; Baltimore Coal, 142@200; Laurel Cannel Coal and Oil Co., 2.00@2.50.

☞ The laboring force at the Hoosac Tunnel has been reduced to about one hundred men, that being as many as can be effectively employed.

American Iron and Steel.

The second annual meeting of the "American Iron and Steel Manufacturers' Association of the United States," was held at the Board of Trade room, Philadelphia, on the 13th inst. In the absence of the President, E. B. Ward, Esq., of Detroit, Samuel J. Reeves, Esq., Vice President of the Phœnix Iron Company, Philadelphia, occupied the chair. From the report of the Secretary *pro tem.*, we learn that the product of the blast furnaces in 1864 was 1,149,913 net tons. Of this, 684,319 tons were anthracite pigs, 210,108 of raw coal make, and the balance of charcoal make. The product of Pennsylvania and Ohio exceeded one million tons. In 1856, the whole number of charcoal furnaces in the United States was 156. The product of new iron for 1864 was 974,876 tons. The amount of pig iron, scrap iron, &c., worked up in 1864 was about 1,400,000 tons. It is evident that this important interest is to be largely developed here in the next few years, and it is the duty of the Government to extend to it every encouragement. In 1849 there were 79 charcoal furnaces in Pennsylvania east of the mountains, which produced in that year 55,617 tons. By the year 1860, 32 of these had finally ceased operations. To the remaining 47, at least 7 new furnaces had been added; the production in that year was 36,576 tons. In 1864, 42,953 tons were made. West of the Alleghany Mountains, in Pennsylvania, there has been since 1849 a very marked and rapid decrease in the production of charcoal iron. This region in 1849 produced 55,494 tons of charcoal iron, 85 furnaces being in operation. In 1864, 9 furnaces only were in blast, producing 8,701 tons. This remarkable decrease in the quantity of charcoal iron made in Pennsylvania can be ascribed to the operations of several agencies:

1. One that has been active for a number of years, viz., the absorption of wood for agricultural purposes.

2. One of recent introduction, viz., the great demand and consequent high price of labor, resulting from the discovery of vast quantities of petroleum in the valleys of the Alleghany and its tributaries.

3. The extensive introduction of the manufacture of iron from coke and raw coal. These causes, operating with more or less intensity throughout the Eastern States, will probably drive the charcoal iron manufacture into the Western and Northwestern States, where wood is cheap and where the ores are of unexampled purity and richness. The total production of charcoal pig iron in the country in 1864 amounts to 255,486 tons.

The product of the rolling mills making railroad rails in the United States for 1864 was as follows:

	Roll Mills.	Total Produced.	Present Capacity.
Massachusetts	2	30,312	37,000
New York	5	57,433	98,000
New Jersey	1	11,687	12,000
Pennsylvania	14	159,610	348,000
Maryland	2	5,488	29,000
West Virginia	2	844	18,000
Ohio	3	20,301	66,000
Kentucky	2	4,441	26,000
Indiana	1	12,773	30,000
Illinois	3	26,880	80,000
Michigan	1	5,600	20,000
Missouri	1	.....	10,000
Tennessee	1	.....	9,000
Georgia	1	.....	9,000
Total		335,369	732,000

The following Board of Managers was elected: E. B. Ward, Detroit, Michigan; C. S. Wood, Philadelphia, Pa.; James M. Cooper, Pittsburg, Pa.; A. S. Hewitt, New York; Samuel Thomas, Hockendaqua, Pa.; John H. Reed, Boston, Mass.; James Park, Jr., Pittsburg, Pa.; Joseph Kinsey, Cincinnati, Ohio; W. B. Ogden, Chicago, Illinois; Thomas S. Blair, Pittsburg, Pa.; John A. Griswold, Troy, New York; Joseph H. Scranton, Scranton, Pa.; A. B. Stone, Cleveland, Ohio; B. F. Jones, Pittsburg, Pa.; J. K. Thompson, Jersey City, N. J.; Charles Wheeler, Philadelphia, Pa.; C. F. Wadworth, Buffalo, N. Y.; William M. Lyon, Pittsburg, Pa.; Horace Abott, Baltimore, Md.; B. Haywood, Pottsville, Pa.; Samuel J. Reeves, Philadelphia, Pa.; J. M. Lord, Indianapolis, Ind.; Simon Cameron, Harrisburg, Pa.; Thomas Beaver, Danville, Pa.; Henry G. Morris, Philadelphia, Pa.; James Harrison, St. Louis, Mo.; E. Hammond, Hollidaysburg, Pa.; Alfred Hunt, Bethlehem, Pa.; Percival Roberts, Philadelphia, Pa.; James Roberts, Essex, N. J.

Flagler & Brother, Iron Merchants.

We would invite the attention of purchasers of boiler plate iron, &c., to Messrs. Flagler & Brother's advertisement in another column, who are largely engaged in the iron business in all its branches, and have extensive facilities for furnishing railroad and locomotive materials promptly from the leading rolling mills in Pennsylvania. Also armor and gunboat plates of all dimensions.

☞ We invite attention to the advertisement of Messrs. Cooper & Sheridan, Stationers and Blank Book Manufacturers, 26 Exchange Place. These gentlemen has been for the past fifteen years in the largest and oldest established stationery houses in this city, and have now laid in a selected stock of Foreign and Domestic Stationery, and are prepared to execute all orders for Engraving, Lithographing and Printing in the best manner.

Old Colony and Newport and Dighton and Somerset Railroads.

At a recent meeting of the stockholders of the Old Colony and Newport Railroad, it was voted to unite and form one corporation with the Dighton and Somerset Company, and that the capital stock of the company should be increased by ten thousand shares, eight thousand five hundred of which should be delivered to the stockholders of the Dighton and Somerset Company, the remaining fifteen hundred shares to be disposed of in such a manner as the Directors should deem expedient for the best interests of the company.

At a meeting of the stockholders of the Dighton and Somerset Railroad, held immediately after the adjournment of the above meeting, it was voted to unite with the Old Colony and Newport Railroad according to the terms proposed by the latter.

☞ That portion of the Sandusky, Dayton and Cincinnati Railroad, extending from Sandusky City on Lake Erie to Tiffin, a distance of thirty-four miles, is advertised for sale, to satisfy a claim against it by Daniel Miller, trustee of $1,367,742, and one of $1,635,036, brought by Wm. D. Pickering, J. Willard Peele and Wm. B. Howe, trustees. The sale is to take place at Sandusky City on the 5th of January, the minimum for which it can be struck off being $750,000.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the second week in December, 1865, were $123,259 45
Corresponding week of previous year. 115,233 94

Increase $8,025 51

The earnings of the Marietta and Cincinnati Railroad for the 1st week in Dec., 1865, were:

	1865.	1864.
Passengers	$7,695 10	$7,988 11
Freight	17,247 40	10,140 99
Mail, express & telegraph	1,185 00	1,079 58
Total	$26,127 50	$19,208 68
Total for the fiscal year commencing Jan. 1.	$1,143,558 93	$952,572 38

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 7, were:

	1865.	1864.
Passengers	$3,325 54	$2,675 53
Freight	5,710 08	6,048 61
Express	130 22	104 16
Mail	296 58	296 58
Total	$9,462 42	$9,124 88

Receipts from January 1 to Dec. 7:

1865 ..... $661,015 24
1864 ..... 550,008 15

Increase $111,007 09

The traffic of the Great Western Railway for the week ending Dec. 15, 1865, was as follows:

Passengers $29,931 56
Freight and live stock. 30,423 32
Mails and sundries. 2,497 50

Total $62,852 38
Corresponding week of 1864 ..... 61,205 76

Increase. $1,646 61

The earnings of the Grand Trunk Railway for the week ending Dec. 9th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers $46,789 00
Express, freight, mails and sundries. . 7,500 00
Freight and live stock 76,785 00

Total $131,074 00
Corresponding week, 1864 ..... 120,470 00

Increase. $10,604 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Dec., 1865, were $81,311 00
Corresponding week of 1864 ..... 80,365 00

Increase $946 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in December, 1865, were $43,786 00
Corresponding week of previous year.. 75,183 00

Decrease $31,397 00

☞ At an election for directors of the Lewisburg Central and Spruce Creek railroad company, held at Aaronsburg on the 13th inst., the following board was elected: Hon. Geo. F. Miller, Lewisburg, President; T. W. Kennard, New York; George R. Barrett, Clearfield; Gaylord Church, Meadville; W. G. Hamilton, New York; S. Wann, New York; Alexander McAndrew, New York; William C. Duncan, Lewisburg; Pearson Church, Meadville; R. M. Taylor, New York; John Walls, Lewisburg; R. H. Duncan, Spring Mills; Mark Halfpenny, Laurelton.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of Nov., compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$442,042 97	$409,844 81
Passengers	243,592 29	257,553 89
Express matter	10,963 00	8,023 70
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous.	1,965 04	1,225 04
Total	$713,471 63	$691,555 77

Earnings from Jan. 1, to Sept. 30:

1865. ..... $7,821,291 57
1864. ..... 6,206,083 31

Increase $1,615,208 26

The earnings of the Housatonic Railroad for the month of Nov., 1865, were $43,157 29
Corresponding period of previous year. 37,118 82

Increase $6,038 47

The following are the comparative earnings of the Norwich and Worcester Railroad during the month of November:—

1865 ..... $60,098 29
1864 ..... 53,726 92

Increase this year $6,371 37

Earnings for the year ending Nov. 30,

1865. ..... $704,876 49
1864 ..... 626,872 73

Increase $78,003 76

The earnings of the Cleveland and Pittsburg Railroad for the month of November, 1865 were $220,137 81
Corresponding period of prev. year .. 220,062 63

Increase $75 18

Michigan Central Railroad Company.

The financial condition of this company, on the first of December, 1865, is exhibited in the following report:

INCOME ACCOUNT.

July 1, 1865, to dividend of 4 per cent. in cash.	$259,648 00
Do. 6 per cent. in stock.	389,472 00
U. S. tax on dividends	25,321 85
Nov. 30, U. S. tax on receipts	59,926 34
Annual pay'ts towards sinking fund.	84,500 00
Operating acc. exclusive of interest and exchange, from June 1, to Dec. 1, 1865	1,407,938 87
Interest and exchange accs. from June 1 to Dec. 1, 1865	297,410 99
Balance to new account	641,973 77
	$3,166,191 82
By balance of income account per Treasurer's report.	$708,385 50
Receipts of road, from June 1, to Dec. 1, 1865	2,457,806 32
	$3,166,191 82

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducting operating, interest, and exchange accounts but excluding the amount paid to the sinking funds, to be $667,208 27. After deducting the amount paid to sinking funds, the balance is $582,708 27. Adding the balance to credit of this account, June 1st, $708,385 50 less the July dividend, $649,120, the amount to credit of income account is $641,973 77.

The operating expenses include about $40,000 paid to complete new grain house in Detroit; also about $50,000 paid for merchandise consumed at the burning of our freight house, in October last, and about $30,000 expended towards the erection of a new building for freight, which is intended to be fire-proof.

The total loss by the fire, over insurance, is estimated at $200,000, equal to about 3 per cent. of the capital stock.

The sum invested in the sinking funds amount to $836,458 80. The company is free from floating debt.

The balance of income account, 1st Dec., as per above report. $641,973 77
Deduct amount of dividend, payable Jan. 1, 1866, including gov. tax 362,142 10

Leaves a balance to income acc. of .. $279,831 67

Interest and Dividends.

The Michigan Central Railroad Company has declared a dividend of $5 per share, payable Jan. 1, free of tax.

The Old Colony and Newport Railroad Company has declared a dividend of $4 per share, payable Jan. 1.

The Boston and Maine Railroad Company has declared a dividend of 4 per cent., payable Jan. 1.

The Morris Canal Company will pay 10th January, free of tax, a semi-annual dividend of 5 per cent. on the preferred stock, and of 6 per cent. on the consolidated stock.

The Board of Trustees of the Illinois and Michigan Canal have, by a resolution dated Nov. 20, 1865, ordered a dividend of ten per cent. to be paid on the 2d of January, 1866, on account of the principal of "Registered Illinois and Michigan Canal Bonds.

The Boston and Worcester Railroad Company has declared a dividend of 5½ per cent., payable Jan. 1.

The Boston and Providence Railroad Company has declared a dividend of 5 per cent. payable Jan. 1.

The Tunneling of Mount Cenis.

We have already published an account of the progress of the work on the French side in the great Alpine tunnel, usually though incorrectly styled the Mt. Cenis tunnel. The condition of that portion of it on the Italian side is thus stated by the correspondent of the *Herald:*

The system of compressing the air to one-sixth of its natural bulk differs here from that in operation at Fourneaux, and in the manner of applying the motive power. There the water which works the compressers is first pumped up by a water wheel, turned by the river Arc, while here a mountain torrent, the Melzet, which comes pouring down a gorge in the Alps, is applied directly to the wheels. Here there are seven compressers constantly at work, ranged in seven different buildings, commencing at the base and reaching up the mountain side, and the same water which turns one wheel, when it has passed through that, sets another in revolution, and so on till it has passed through the whole seven, when it empties into the Dora. It is utterly impossible without the aid of diagrams to give an understandable explanation in detail of the operation of these compressers. To each one of the wheels set in motion by the descending stream is attached by a crank a piston working in an immense iron tube. As the piston moves up it closes a valve opening inwardly near the top of the tube, and, compressing the air the tube contains, forces it into a strong iron reservoir. Having completed its upward motion the piston, upon returning, permits the valve spoken of to be opened by the pressure of the external air, which immediately fills the tube, and which is, by the ascending motion of the piston, compressed to one-sixth its natural bulk.

I have already stated that whereas the mouth of the tunnel in the Fourneaux side is situated at

a height of 106 metres above the level of the valley, that upon the Bardonneche side, on account of the difference above the level of the sea of the beds of the two valleys themselves, is commenced at the base of the mountain. With this exception and the difference in the character of the rock through which the perforators are now making their way here at the rate of from two to three metres a day, there is no material difference in the appearance of the tunnel or the character of the work here from that upon the other side, and a detailed description of them would therefore, be a mere repetition of what I have already written from Fourneaux.

The work upon this side has always been conducted with greater rapidity and with less difficulty than upon the other. The rock here, so far as the perforators have reached, has been hornblende, mica and calcareous schiste, comparatively easy to pierce. Just at present, however, the machines are working in a "schiste" formation which is infiltrated with veins of quartz, and which, when struck by one of the drills, twists it into a very auger. Still, they are advancing here from two to three metres per day, and by the end of the year expect to have made eight hundred metres. By the old process of working by hand, with a much larger number of men, but two hundred metres a year were made. As an exhibition of the difference between the progress upon this side and the other, particularly since the quartz ledge was struck there, I may state that in the month of September of the present year, while an advance of sixty-eight metres and ninety centimetres was made here, but nineteen metres and a half were made at Fourneaux. At the latter place, however, in the months of May and June last, advances of ninety-one and fifty metres were respectively made. In July the quartz vein was struck, and the progress was diminished in that month to sixteen metres and a tenth, and in the month of August last it amounted to but little more than thirteen metres.

By the end of the present year the engineers calculate that at the present rate of progress the tunnel upon this side will have reached a distance of 3,110 metres, or about 3,370 yards, into the bowels of the Alps. As the whole tunnel is to be 12,220 metres, or about 13,238 yards, in length, it will be seen that upon this side more than one-half the distance from the entrance to the centre of the tunnel will have been completed. Upon the other side it is calculated that if no greater obstacles than those already encountered are met with between now and the 1st of January at that time on that side, 2,200 metres, or about 2,383 yards, will have been completed. This will make a total of 5,310 metres, or 5,753 yards, then finished, leaving 6.910 metres, or about 7,485 yards, still to be bored, and this, unless some unforeseen obstacles present themselves, M. Sommelier and the engineers are confident can be accomplished by the 1st of January, 1870, when the Alpine tunnel, four times larger than any other in existence, will, it is hoped, echo through its length and breadth and depth with the shrill music of the steam whistle as the first train of cars goes tearing through the Alps.

Pittsburg and Connellsville R. R.

The following gentlemen have been elected Directors of this company for the ensuing year: Wm. Oden Hughart, John Fleming, G. L. B. Fetman, Wm. Baldwin and Joseph Pennock, of Pittsburg; Cyrus Myers, of Somerset; Benjamin Deford, John A. Thompson, Johns Hopkins, Joseph R. Marston and W. W. Taylor of Baltimore. The officers are: President, Wm. O. Hughart; Chief Engineer, Benjamin H. Latrobe; Secretary and Treasurer, John H. Page, Jr.

☞ The Delaware Railroad has extended its line to within two miles of Princess Anne, Somerset county, Maryland. It is expected that the trains can run to that town by New Year's.

Important Railroad Case.

Philadelphia, December 13.—To-day, in the Supreme Court of this State, Chief Justice Woodward, presiding, in the case of the Philadelphia and Erie Railroad and Pennsylvania Railroad Companies *vs.* the Catawissa Railroad, the Western Central Railroad, of Pennsylvania, and the Atlantic and Great Western Railroad Companies, of Ohio, New York and Pennsylvania, delivered a decision, granting a special injunction restraining the defendants, and declaring null and void the lease of the Catawissa Railroad, dated 1st of November, and also the contract dated 31st of October, between the Philadelphia and Erie and Catawissa Companies, and that said contract be delivered up to be cancelled.

Richmond and Danville Railroad.

The receipts of the Richmond and Danville Railroad from the 17th of June, when the road was restored by the military authorities, to the 30th of September, were $183,136 31; the working expenses for the same period were $101,243 41—leaving net earnings $81,892 41. Since the 30th of September, which is the close of the fiscal year, the receipts have steadily increased.

Chesapeake and Ohio Canal.

Business on this canal for the season has ceased. During the year 3,163 boats have passed over it, carrying 343,954 tons of coal according to a statement in the Cumberland Alleganian, more by at least 50,000 than in any one year since its completion. The increase over last year is 86,312 tons.

The Pacific Railroad.

OMAHA, Nebraska, Dec. 19.—The first forty miles of the Union Pacific Railroad, from Omaha west, was finished yesterday. The track to Fremont, eight miles further west, will be finished at the end of this week.

☞ The railroad from Augusta to Savannah will probably be repaired and in running order about the 1st of January. A much longer period will be required to repair the road from Augusta to Charleston, about fifty miles of which are now totally destroyed. This will not be closed before next summer.

☞ The annual election of twenty-one Directors of the Atlantic and Great Western Railway and of a Stockholders' Board of Control in Europe consisting of nine members will be held in Meadville on the 2d of January. The transfer books close on the 22d inst.

☞ The Manassas Gap Railroad will shortly be put in operation between Strasburg and Harrisonburg, Va.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

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BROKERS,
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Late with Messrs. Henry Clews & Co.
ALBERT R. EDEY,
Late with Messrs. J. V. Onativia & Co.
6m12-

RICHARD W. TYSON & CO.,
Baltimore Rivet & Spike Works,
BALTIMORE, MD.
MANUFACTURERS OF
HOOK AND FLAT HEAD
RAILROAD SPIKES,
BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,
All of Best Quality Iron.

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ARCHITECT AND CIVIL ENGINEER,
Late with the Erie Railway.
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JOHN HOUSTON, Esq., Chief Engineer Erie R. R.
M LANE, Esq., Chief Engineer Nassau Water Works Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York. 3m50

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Seven per Cent. per Annum in Gold,
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The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.
1m50 FISK & HATCH, Bankers.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trustle work, or loading trains with material for gravelling.
Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1865.
AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was
Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.
8t50 THOMAS E. WALKER, Treasurer.

COUPONS OF THE CENTRAL PACIFIC Railroad Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO.,
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(Late with United States Trust Co.)

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Messrs. VERMILYE & Co.

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1 of 16½x22 Cylinders, 5 foot Drivers.
1 of 16½x22 Cylinders, 5½ foot Drivers.
1 of 16½x24 Cylinders, 5½ foot Drivers.

And will take orders for April delivery for either Freight or Passenger Engines, either for Coal or Wood.

1m49

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11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

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A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

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A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

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F. W. G. BELLOWS, Agent.

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SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

OFFICE OF

Toledo, Peoria and Wabash

RAILWAY COMPANY,

SCRANTON BUILDINGS,

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IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

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POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the Fair of the American Institute, 1865, **IS SIMPLE IN CONSTRUCTION,** and is easily attached **at small cost** to boilers in use, **OR TO LOCOMOTIVES,** greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

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HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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New York, Saturday, December 30, 1865.

Chicago and Great Eastern Railway.

The last twelve months have witnessed no improvements on any road out of Chicago so great in themselves, or so important in their relations to this city and the west, as upon this railway, known to the traveling public under the late and more familiar title of the "Cincinnati Air Line." Into every department new energy has been infused, its road and route largely improved, its equipment increased, and its cars furnished with the most substantial and luxurious accommodations.

It is but a few months since the track of this road was relaid from the New Albany crossing, 68 miles, upon a new and favorable route by Crown Point, crossing the roads running south and west from the city, and skirting its western limits to enter over the Galena Branch of the Northwestern. It has a Union Passenger Depot with the Milwaukee Railway, and is only the breadth of a street from the Northwestern. Besides the usual facilities for connecting with all the roads centering at Chicago, it will have commodious houses at the various crossings of the southern and western roads for the transfer of passengers when trains are behind time.

The greatest activity has been shown in ballasting, fencing and otherwise perfecting the new portion of the line which is now in a highly safe and excellent condition. A double track is laid from its junction with the Galena road to the new Union Stock Yards, for the perfect accommodation of this branch of its business. New ties and iron are being rapidly put in on the older portion of the road, new side tracks added, and station buildings erected. Twenty-three new engines from the best shops have been purchased and mainly delivered, while six passenger and three hundred freight cars are being built to meet the increasing demands of its business. The new passenger cars will be furnished with Ruttan's Patent Ventilating Apparatus which will also be placed upon all those now in use as fast as possible.

At the eastern terminus of the road improvements of equal importance in its lines of connection have been made, so that it now take its place as a fourth GREAT ROUTE from the metropolis of the West to the Eastern cities—exceeding in distance only *one* of those heretofore in operation. It is not, however, confined to one outlet East, but has connections with *three* distinct trunk lines. From Richmond, Ind., the terminus of the Great Eastern Railway proper, the route is either *via* the Columbus and Indianapolis Railroad, through Piqua and Urbana, or by the Little Miami Railroad and branches, *via* Dayton and Xenia, to Columbus, thence by the Central Ohio Railroad to Bellaire, four miles below Wheeling, and the point of transfer with the Baltimore and Ohio Railroad. A great bridge is being built by this company over the Ohio River at this place, which, when completed, will permit the passage of cars from Chicago to Baltimore, Philadelphia and Jersey City without change, over this route. This is the great through rail route of the Baltimore and Ohio road, which has been for months in successful operation, notwithstanding the assertion of a late number of a leading city paper that this road has as yet *no* outlet to Chicago and the Northwest. A line of steamers is owned by this company, plying between Baltimore and New York and Boston, affording an additional cheap and speedy means of forwarding their freights to those cities. They are also owners of a semi-monthly line of ocean steamers to Liverpool. Eighty new locomotives, fifty-five coaches, and two hundred freight cars have lately been added to the equipment of this road. All their bridges have been rebuilt of iron and twenty miles of double track laid.

From Columbus again, the Great Eastern finds its way over the Steubenville and the newly opened Panhandle road to Pittsburgh, making a competing route for the travel and immense manufacturing interests of that city, and connecting with the Pennsylvania Railroad for all the great Eastern markets. This must prove a favorite route, being one of the shortest between Chicago, and the greatest Eastern cities, and passing, as it does, through many large intermediate towns upon its line.

A third route East *via* this line, is to Cincinnati without change of cars, thence by the Marietta Road, now in good hands and in fine condition, to Parkersburgh, where it connects with the Northwestern Virginia, or Parkersburgh branch of the Baltimore and Ohio Railroad, to Grafton, where it unites with the main line before described. A bridge over the Ohio river is also being built at this point by the B. & O. Road. This is a very desirable route for the merchant desirous of studying all the markets before purchasing, as it takes in all the leading cities upon one ticket, and is the only route selling through tickets East *via* Cincinnati. It has also great attractions for the tourist, passing, as it does, through so many large towns, and the location of many events of historical and national interest during the war, and the wildest and most romantic of American scenery.

The fourth connection of this road for New York and Boston, is *via* the Atlantic and Great Western Railway, which is reached both *via* Dayton and Urbana, on either of which routes there is but one change of cars for freight, and two for passengers to New York.

We have said nothing of the local advantages of this road, but by no means intend to overlook the fact that it opens to the trade of Chicago the whole interior portion of Indiana, which has hitherto had but small means of communication with this city—and that it is the shortest route between Chicago and Cincinnati, Dayton, Columbus, Indianapolis, Louisville and other leading points in Central and Southern Ohio, Indiana, Kentucky, and the Southern States, including Nashville, Atlanta, Macon, Montgomery, &c., the routes to which are fully re-opened. It is also the shortest *all rail* route to Memphis, Vicksburg, Mobile and New Orleans. Arrangements will doubtless be made at an early day to run passenger cars through from Chicago to Louisville without change.

The accommodations of this line for doing its business to the highest public satisfaction will be as ample as its connections are numerous and complete. It is the aim of its officers to carry it up to every other competing line in point of speed, safety and comfort for passengers, and of punctuality and economy for freights. Nor is this their only ambition. Their main line to Cincinnati, thirty-two miles the shortest, they are determined to make so much the *best*, that presently no other line can afford to compete with it. Our citizens may justly feel a proud interest in this young road

which has thus early assumed so much importance among our leading tributaries, and which promises to make good in the future its title as the Great Eastern Line.—*Western R. R. Gazette.*

Dubuque and Sioux City Railroad.

The earnings of the first division of this road for the year ending December 31st, 1864, were:

From passengers and mails		$136,296 89
" freight and express		275,653 82
" rents		205 00
		$412,155 71
Expenses, viz:		
Repairs of road	$56,476 12	
" buildings	7,195 30	
" engines	15,229 41	
" cars	22,263 07	
" tools, etc	3,820 15	
Fuel	20,775 14	
Handling freight	23,291 24	
Agents and clerks	13,061 83	
Watchmen, etc	1,708 94	
Conductors, etc	20,751 64	
Wood and water station attendance	738 63	
Oil and waste	4,106 52	
Loss and damage	757 03	
Office expenses & station'y	4,828 88	
Telegraph	2,276 79	
Miscellaneous	10,620 52	
	$207,901 21	
Company expenses, salaries, etc	9,530 64	
Insurance and taxes	12,551 22	
Excess of permanent improvements over proceeds of bonds	19,904 78	
		249,887 85
Net earnings		$162,267 86
Required to pay interest on $2,000,000 of preferred stock, and $300,000 of bonds at 7 per cent		161,000 00
Excess		$1,267 86

The following table shows the gross earnings of the road for each year since it was opened:

Year.	Length of road.	Earnings.	Increase over previous year.
1858	37 miles.	$62,519 68	$
1859	37 "	58,620 19	
1860	80 "	121,025 95	62,405 76
1861	100 "	199,410 11	78,384 16
1862	100 "	228,559 53	29,149 42
1863	100 "	276,197 40	47,637 87
1864	100 "	412,155 71	135,958 31

The total mileage of freight and passenger trains on the road during the year, was 181,827 miles, at a total cost of $229,983 07, or $1.26 per mile. The gross earnings per train mile run, were $2.27. The cost of running 2,305 miles of wood trains, and 16,681 miles of construction trains carrying iron, wood and other material for the second division, is included in the total cost, and causes the cost of traffic mileage to appear more than it really was.

The total number of passengers carried during the year was 67,241; of which 34,722 traveled west; 32,519 east; of these, 12,305 were through, and 54,936 way. The total number of tons of freight carried was 160,073.

The equipment of the road consists of 11 locomotives; 7 passenger, 2 baggage, 2 express and mail, 80 house, 20 stock, 37 platform, 5 way, 19 hand cars and 22 hand trucks.

The track is in good condition excepting some badly worn iron on the first twenty miles. Fifty tons of new iron have been laid during the year where most needed, replacing iron much worn. The number of ties used was 13,139. No bridging has been done on account of disappointment in procuring timber. A new freight house has been built at Dubuque. An engine house at Waterloo, with stalls for six engines, has been commenced. Three water stations have been rebuilt, one at Dyersville, Manchester and Independence.

Work upon the second division was commenced in October, 1863. In reference to the progress made upon this division, the report says:

The grading is done to Ackley, a distance of thirty-two miles from Cedar Falls, except about 77,000 yards, which can be finished up early in the spring. The contractors are rapidly getting out ties and timber. We expect to lay the track through the bad cuts a short distance beyond Cedar Fall this winter, and have it ballasted before the frost comes out in the spring. It is believed that the track can be completed to Ackley by the first of July, and to Iowa Falls by the first of September, 1865.

An injunction was sued out to enjoin the financial plan adopted by the board of directors last spring, which also had a tendency to materially delay the progress of the work as well as the prompt raising of money to go forward with the work. The company have already been compelled to pay the contractors for the work and iron over twenty thousand dollars damage sustained in consequence of said injunction. After considerable vexation and delay the injunction was finally dissolved. There has been great difficulty experienced in getting men to carry on the work. The extraordinary advance in the price of gold from 167, when the contract was let, to 250 and upwards, tended still further to embarrass the progress of construction and enhance the cost of the road.

The interest during construction on the six hundred and sixty thousand dollars of bonds issued for the purpose of constructing the road to Iowa Falls, with the damages and losses occasioned, will increase the cost of the road to Iowa Falls, beyond the original expectation of the company.

By the completion of the road to Iowa Falls the company will acquire 153,600 acres of land. The company authorized the sale of these lands for not less than one dollar an acre, the proceeds to be used in the completion of the road. These lands constituted a portion of the means on which the company originally relied for the completion of the road to Iowa Falls. As soon as twenty miles of track is laid it is recommended that the lands be offered to the stockholders pro rata at one dollar or one dollar twenty-five cents per acre, and all that is not taken by the stockholders shall be sold to such other parties as will pay the above price. No movement has yet been made to dispose of the lands for the reason that no part of the road has been completed. The lands are well worth the money; and with the track laid twenty miles beyond Cedar Falls and still progressing westwardly purchasers can and will be found.

LAND GRANT.

The quantity of land yet to be acquired by the company by the construction of the road, is 761,539.68 acres. The company are required to build at least twenty miles a year, counting from the first day of July last, as provided by section 8 of the act of Congress of June 2, 1864, amending the land grant act, and which section is as follows: "That no lands hereby granted shall be certified to either of said companies until the Governor of the State of Iowa shall certify to the Secretary of the Interior that the said company has completed, ready for the rolling stock, within one year from the first day of July next, a section of not less than twenty miles from the present terminus of the completed portion of said railroad, and in each year thereafter an additional section of twenty miles; but the number of sections per mile originally authorized shall be certified to each company, upon proof as aforesaid of the completion of the additional sections of the road as aforesaid; and upon the failure of either company to complete either section as aforesaid, to be annually built, the portion of the land remaining uncertified shall become subject to the control and disposition of the Legislature of the State of Iowa, to aid in the completion of such road."

Two important suits in the Supreme Court of the United States, involving the title of what is known as the Desmoines river lands, were finally disposed of in the year 1864. The Circuit Court of the United States for the district of Iowa, were ordered by the Supreme Court to enter up judgment in favor of the railroad company and against the claimants under the Desmoines river grant, and the judgment was entered accordingly by the Circuit Court at the October Term. It is believed that the question of title to these lands may be now considered as finally settled quite to the satisfaction of the railroad companies interested.

A claim has been set up by purchasers from several counties on the line of the road, to a portion of the land grant claimed as swamp lands. Suits will be instituted to settle these cases; it is believed that the company will be successful. The quantity claimed to be swamp is some sixty-two thousand acres.

THIRD DIVISION.

On the 17th of March, 1864, the directors appointed a committee to procure legislation authorizing the company to make a change in the route between Fort Dodge and Sioux City. Congress on the 2d of June passed an act, containing a section as follows: "That the Dubuque and Sioux City Railroad Company may so far change their line between Fort Dodge and Sioux City as to secure the best route between these points; said change shall not impair the right to, nor change the location of, their present land grant. A map of the change shall be filed with the commissioner of the general land office within one year after the passage of this act." A survey has been made and a much better route than the old one has been found, and as soon as the engineer can complete the profile and estimates, it will be presented to the board of directors for their action.

During the months of August and September, 1864, an examination of the country was made between Fort Dodge and Sioux City, with a view to changing the line from the old survey, making all necessary detours from a direct line between those two points, south instead of north. A survey of a line was made in October, November and December, going down the valley of the Maple River to Onawa, in Monona County, and thence to Sioux City. Some of the advantages of this line over the old survey, are these: The country is better settled and better timbered; after leaving the Des Moines River, structures will have to be built entirely of wood, there being no stone between Fort Dodge and Sioux City. The distance on this survey from Fort Dodge to Onawa, is 112½ miles, and to Sioux City 149 miles.

TAXES.

By section 16 of the Revenue Act of April 8, 1862, the company are required to make by the first of February, a return to the State Treasurer, of the amount of the gross receipts of the road for the year previous, without reduction for expenses. "And the Treasurer of the State shall levy on said gross receipts a tax of one per cent.," to be paid on or before the 15th of February. "The tax to be in lieu of all taxes for any and all purposes on the road bed, track rolling stock and necessary buildings for operating their road."

In the case of the Dubuque and Sioux City Railroad Company *vs.* the City of Dubuque, at the October term, 1864, of the Supreme Court, of Iowa, it was decided that the above tax of one per cent. was also in lieu of city taxes. The principle laid down in that case will save the company many thousands of dollars.

GENERAL BALANCE SHEET, JANUARY 2, 1865.

Dubuque and Pacific Railroad Obligations	$2,968,035 28
Construction and equipment 1st Division	439,941 39
Construction 2d Division	1,329,097 30
Amounts due by individuals	4,200 81
Trustees 2d Division	56,308 51
Supplies on hand	12,758 07
Right of way, 1st Division	9,251 87
Engineering "	2,484 95
Uncollected earnings	29,620 89
Cash on hand	40,150 20
	$4,891,849 27
Capital stock preferred	$1,975,865 72
" common	1,673,530 72
1st mortgage bonds, 1st Division	300,000 00
Construction bonds, 2d Division	660,000 00
Floating debt	27,364 00
Dividend scrip	107,711 15
Profit and loss	32,745 86
Unpaid operating expenses	12,317 14
Balance from income account	102,314 68
	$3,891,849 27

President.—JAMES ROBB.

Directors.—Allan Campbell, Morris K. Jesup, D. Willis James, Isaac H. Knox, Platt Smith, James Robb, Fred. Schuchardt, Charles L. Frost and H. L. Stout.

Vice President.—PLATT SMITH.

Secretary and Treasurer.—LOUIS BOISOT.

Northern Illinois Railroad.

At a meeting of the stockholders of this company, held at Freeport, Illinois, on the 11th of October last, for the election of directors for the ensuing year, in accordance with the articles of consolidation as embodied in agreement entered into on the 13th of June last, upon which the Northern Illinois Railroad Company was organized, the president submitted the following report of the business transacted for the company to that date:

The books of the consolidating companies, the Northern Illinois Railroad Company and the Mississippi Railroad Company, were balanced to the 13th day of June, and all the accounts were transferred to the new books opened for the new company, the Northern Illinois Railroad Company.

The following balance sheet represents the position of the new Company at June 13th, 1865:

Capital stock $1,000,000, 25 per cent. paid	$250,000 00
Mortgage on 28½ miles of road	500,000 00
Revenue, interest and dividend (credit from old company)	30,056 84
Bills payable	226,635 14
Open accounts payable	148,810 45
	$1,155,502 43
Construction and general expense, to date	$1,073,806 88
Real estate to be disposed of	7,869 80
Personal property	724 15
Supplies of material	4,924 95
Bills receivable	6,644 52
Open accounts receivable	18,090 25
Cash	43,441 88
	$1,155,502 43

The property of the company consists of the following:

	miles.
R. R. in operation from Freeport to Savanna	38½
" " Savanna to Fulton	17½
	56
R. R. graded, and now having track put down, from Fulton to Port Byron	20
	76

The company own chartered rights from Port Byron to Rock Island, 17 miles, and from Savanna to Galena, 30 miles.

The Road is well constructed throughout, and has extensive depot accommodations. At Savanna, buildings have been erected and tracks laid down to provide for business on the most extensive scale. In addition to stationary passenger and freight houses, engine house and car building shop, there are two extensive floating freight houses and a floating elevator. A stationary elevator, on solid stone foundation and with the most approved machinery and equipments, affords facility in transferring grain with ease and expedition which is not excelled at any point on the Mississippi River.

The company have the right of the ferry between Sabula and Savanna, and own an equipment of two good steam ferry boats and two barges for ferry business, with nine large barges for river business generally.

The road is operated in connection with the Racine and Mississippi Railroad, by which rolling stock is supplied, with the exception of 4 engines and 11 freight cars, which have been put on the road as the first installment of equipment being provided.

The work of extending the line down the Mississippi has been carried on steadily. The line was opened for business to Fulton on the 10th of August. The track is being put down below Fulton, and with favorable weather will be completed to Port Byron before the close of the working season; so that a continuous line will be made, in connection with the Chicago and Rock Island Company, from Racine to Rock Island, a distance of 194 miles. This line will form the shortest route for all Northern travel from the Iowa and Nebraska and Missouri and Mississippi Railroads.

In accordance with the resolutions of the meeting of directors of 13th June, I have made a mortgage on the entire line from Freeport to Savanna, and from Galena to Rock Island, to secure $2,000,000 of first mortgage bonds bearing 7 per cent. interest and having thirty years to run. The mortgage has been executed in due form, and recorded in the several counties through which the line passes. The Farmers' Loan and Trust Company, of New York, are appointed the Trustees. Two thousand bonds have been executed and placed in the hands of the Trust Company, to be used as required for the work.

The bonds issued by the old Northern Illinois Railroad Company, amounting to $500,000, with coupons complete, have all been taken up, and the mortgage has been discharged in full.

The iron for the extension of the road to Port Byron, was contracted for in England early in the season, and was shipped direct *via* Quebec to Racine, where it is now arriving, and being forwarded as required on the track. Three additional engines have been put on the road.

The elevator at Savanna has worked most successfully, and enables the company to ship over the line to the Lake ports a very large amount of grain from Minnesota and Iowa, and all points on the Mississippi north of Savanna. There is no detention of barges, and cars can be loaded (with an average quantity of 330 bushels,) at the rate of two in 2½ minutes. The floating elevator hitherto used, which is serviceable for ferry business, will be transferred to advantage to a southerly point on the River line.

The capital stock of the company consists of $1,000,000, of which 25 per cent. has been paid in ($250,000.)

The bonds now being issued will amount to $2,000,000, of which there will be used on completion of the road to Port Byron $1,300,000, leaving $700,000 in reserve. The interest for the coming year will amount to $91,000.

The net earnings for the year ending 30th September, 1865, are $67,135 09. The line was only opened to Fulton on the 10th of August, and arrangements for business at that point are not yet completed. With the addition of the 20 miles to Port Byron, now being completed, the net earnings for the coming year may be estimated at double the amount of the past year—say $134,270 18
Deduct bond interest 91,000 00

Leaving surplus $43,270 18

The traffic shows a large increase upon the previous year. A new running arrangement is about to be entered into with the Racine and Mississippi Railroad, and from the development of business now exhibited there is little doubt that a satisfactory dividend will be earned upon the stock.

In conclusion, I would recommend the future balance of the company's accounts for the year to be made at the end of each year, as more convenient for publication and comparison; and I would prefer to commence by closing the books on 31st December, when a report will be prepared and submitted to a meeting of Stockholders early in the new year.

The report was approved, ordered to be printed, and the old board of directors and officers re-elected for another year, viz.:

President.—GEO. A. THOMSON.

Directors.—Richard Irvin, Elijah Northey, Enoch Chamberlin, L. H. Bowen, H. A. Mills, Duncan Mackay, Edward P. Barton, William Shannon, G. A. Thomson, Robert A. Knapp, S. C. Tuckerman, Henry T. Fuller, D. W. Dame.

Secretary and Treasurer.—W. V. BAKER.

Chief Engineer.—NATHANIEL A. BAILLIE.

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share, free of U. S. tax, payable January 2, at the Union Bank.

A quarterly dividend of 1¼ per cent. on Joliet and Chicago, and Alton and St. Louis Railroad stock will be paid by the U. S. Trust Co., on the 2d January, free of government tax.

The Rome, Watertown and Ogdensburg Railroad Co., have declared a semi-annual dividend of 5 per cent. free of U. S. Tax.

The semi-annual dividend of 3½ per cent. on the preferred stock of the Elmira Railroad Company will be paid after the 1st of January, less State and National tax.

Atlantic and Great Western Railway.

This company have announced in London the terms upon which they invite subscriptions of an issue of consolidated sterling mortgage bonds. The mortgage capital of the undertaking is limited to £6,000,000, and it has been decided to issue bonds to the amount of £2,771,600, the remaining £3,228,400 being renewed for the redemption of mortgage bonds already issued on the several divisions. The present issue is secured on the whole line, with its branches, extensions and equipments. The bonds are issued for a term of twenty-five years, and are offered at £70 and £100 bond, exclusive of the coupon payable in January. The actual price of the bonds is therefore about £78, on which is offered an interest of seven per cent., payable quarterly.

☞ We learn from the Newton, Iowa *Banner*, of 18th ult., that a railroad meeting was held at that place on the 15th, for the purpose of considering a new project in connection with the Pella, Newton, Marshalltown and St. Paul Railroad. It is now proposed to commence at Pella, in Marion Co., and run to Newton, in Jasper Co., and from thence to Marshalltown, from which point strike off in a northeasterly direction to either Cedar Falls or Waterloo, to connect with a road running to St. Paul.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDED JUNE 30TH, 1865.

Gross receipts of the half year, £614,876 3s 3d;* deduct ordinary working expenses, £397,025 12s 6d; net balance over ordinary working expenses, £217,850 10s 9d; deduct total cost of renewals of permanent way over the whole system, £51,535 5s 2d; leaving £166,315 5s 7d; deduct extra amounts for renewals in reduction of suspense account, as per report, £26,712 6s 8d; leaving £139,602 18s 11d; deduct loss on American currency, £35,849 7s 10d; balance, £103,753 11s 1d.

This sum of £103,753 11s 1d, minus the nominal amount of postal, &c., revenue, £9,475 16s 5d, and plus the small balance carried over from the past half-year, or £94,215 11s 5d in all, has been appropriated as follows:—

Interest, &c., paid on lands	£3,144
" on mortgage to Bank of Upper Canada	4,424
Interest on loans, bankers' balances, promissory notes, European exchanges, &c.	6,113
British American Land Company's debentures	616
Montreal Seminary debentures	616
Island Pond debentures	2,706
Half-yearly installments on Portland sinking fund	2,812
Atlantic and St. Lawrence lease (in full)	32,598
Detroit line lease	11,250
Montreal and Champlain Company	10,274
Buffalo and Lake Huron Company	13,788
Equipment Bond interest, half-year	7,335
Third preference, not charged in June, '64.	897
	£95,568
Deduct second preference interest over charged in June, 1864	1,352
	£94,215

In the corresponding half-year of 1864, loss on American currency (which has been £35,849 in this half year) was obviated by the purchase out of United States funds on hand, of £111,500 of Portland Bonds maturing in 1866, an operation which would have been continued to the advantage of the company had the Directors been enabled to provide capital, *pari passu*, with the outlay involved. Again, in the half-year ended June, 1865, the whole of the cost of renewals, or £51,535 5s 2d., has been debited to revenue as against £31,488 17s. 3d., and a small amount to be added for the Buffalo line, in June, 1864. A sum of £26,712 6s. 8d. has also been taken this half-year from suspense account, and debited against the net revenue.

But for the above extra deductions, the net revenue devisable amongst the bondholders on account of the half-year ended 30th June, 1865, would have been over £80,000.

The amount now left at the debit of the permanent way renewal suspense account is only £52,945 7s. 9d., and the Directors propose to write this off against net revenue in the current half-year's accounts.

It may be appropriate here to notice that the length of the Grand Trunk and Atlantic and St. Lawrence lines, renewed with better rails (principally fish-jointed) since 1860 inclusive, has been 516¼ miles, out of a total of mileage of 1,030 miles. In the same period, 1,754,530 new sleepers have been put in, or equal to the renewal of the sleepers (ties) on 800 miles of railway. The cost of the relaying and renewing operations, of which the above form part, has been over £500,000, the whole of which, except the amount now in suspense, viz., £52,945, has been debited to and paid for out of the net revenue earned in working the line.

The debit to capital account in the half-year is £64,523, but this includes £24,219 for discounts, on bonds, &c., leaving £40,304 as the real expenditure for additions to the company's property, of which £21,000 is on account of new engines, cars, and plant.

The bondholders will see at once that in the absence of new capital, net revenue only remains available to meet current requirements, objectionable as the addition to capital of unpaid interest on bonds must be.

The Company's officers estimate that to pay off the existing cash liabilities on capital and revenue accounts, and to secure the freedom of the net revenue from such demands upon it, so that as from and after the 31st December next all net revenue earned may be remitted and divided—a sum of £300,000 should be raised. This is less than 2 per cent. upon the company's gross capital account of £16,600,000. Further capital for additional working stock to meet the rapid [progress of the traffic will also from time to time be needed.

To meet capital requirements the company hold at the date of this report the following securities:—

Atlantic and St. Lawrence Railroad Sterling Mortgage Bonds	£106,000
Equipment mortgage bonds	250,200
Second preference bonds	101,913
" " (deferred)	18,372
Fourth " stock	130,105
	£606,590

Arrangements have been made in Canada, under the instructions of the president of the Company, whereby the larger proportion of the above sum of £300,000 has been provided; and the directors have had before them offers to purchase securities, the proceeds of which would cover the balance. They have, however, considered that the great increase in the company's revenue justified the expectation that higher prices would shortly be realized. The directors are most anxious to relieve the net profit account from the present undue and unexceptional drains upon it, at the earliest period possible. The development of the traffic would now appear to be mainly a question of the quantity of plant applicable to the conveyance of freight and passengers.

The late issue of this report enables the board to state that the net balance on the current half-year's working; up to the 30th September last, was £94,045, as against £57,125 for the corresponding months of 1864—notwithstanding that the total amount of expenditures for renewals, the cost of additional weight of rails, and all other outlay, except two small sums for an improvement at the Richmond station, and for a new engine house at St. John's, one-half of which is to be repaid by the Vermont Central Company, have been all debited to net revenue.

The accounts, including the Buffalo receipts, in each case show an increase of gross revenue (taking the American currency at par in both periods) over the corresponding half-year of 1864 of £31,486; but the charges against revenue have increased by a sum of no less than £36,493. This increase appears mainly in the locomotive and traffic departments.

The increase in the gross receipts from traffic from all sources, including Grand Trunk proper, the leased lines, and the Montreal and Champlain and Buffalo and Lake Huron lines, as compared with the corresponding half year of 1864, is equal to 5.40 per cent. The number of passengers carried of all classes was 596,571 as against 591,418 in 1864, being an increase of 5,153, or 0.87 per cent. The average receipt per passeeger in 1865 was 6s. 3d. per head as against 5s. 10d., and the increase in the receipts from coaching traffic, mails, &c., over the whole of the united lines, as compared with 1865, was equal to 7-65 per cent., the figures being £207,871 against £192,642. The total tonnage of freight carried was 477,837 tons, against 523,385 tons, showing a decrease of 45,548 tons carried, whilst the receipts have been £403,245 against £386,028 in 1864, or an increase of £17,217, equal to 4.46 per cent. The average rate per ton in the half-year ended June 30, 1865, was 16s. 10d., as against 14s. 9d. in 1864. The per centage rate of working expenses was 64.57, as against 61.78, the expenditure being in 1865 £397,025, and in 1864 £360,532, or an increase of £36,493, equal to 10.12 per cent. The following statement shows the percentage rate of ordinary working expenses, exclusive of renewals, since 1861, inclusive:

June half-year.	Dec. half-year.
1865....†64.57 per cent.	
1864....*59.62 per cent.	†59.68 per cent.
1863....*63·59 per cent.	57.11 per cent.
1862.... 77.23 per cent.	59.68 per cent.
1861.... 87.32 per cent.	68.64 per cent.

*Including the Champlain Railway.

†Including the Champlain and Buffalo and Lake Huron Railways.

The Ottawa and Prescott Company have elected to retain the existing gauge of their line, and to work it with their own narrow gauge stock, thus no further proceedings in Parliament have been necessary. A bill for confirming the arrangements between the Grand Trunk and Buffalo and Lake Huron Companies was further proceded with in the recent session of the Canadian Parliament. It passed through a second reading, and was approved by a majority of the railway committee, but the early prorogation of the Parliament compelled the withdrawal of the bill. It will, however, be again introduced next year.

Preliminary arrangements have been made in concert with the Atlantic and Great Western Company, with a view to the early construction of an international bridge to connect the company's system at Fort Erie with the City of Buffalo and the New York Central, Erie, and Atlantic and Great Western Railways, and the proposed agreements connected therewith will be submitted to the meeting.

The following statement shows the net revenue of the Company since 1859:

	Miles open.	Earnings.	Expenses including renewals.	Revenue balance.
		£	£	£
1859, June...	880	223,930	203,062	20,867
1859, Dec....	880	282,939	230,448	52,490
1860, June...	978	314,811	268,810	46,000
1860, Dec....	978	367,847	311,163	55,684
1861, June...	1,090	347,110	300,324	46,785
1861, Dec....	1,090	419,469	323,701	95·707
1862, June...	1,090	382,992	319,556	63,436
1862, Dec....	1,090	439,361	332,563	106,797
1863, June...	*1,174	456,222	322,933	133,289
1863, Dec....	*1,174	510,510	328,833	181,747
1864, June...	*1,174	528,301	346,510	181,791
1864, Dec....	†1,335	618,238	450,542	167,696
1865, June...	‡1,377	614,876	475,274	139,602

*Including the Champlain Railway.

†Including the Champlain and Buffalo and Lake Huron railway from August 1st.

‡Including the Champlain and Buffalo and Arthabaska and Berlin lines.

The Three Rivers branch, 35 miles opened on the 12th of December last, has only contributed since that date £4,000 to the revenue shown in these accounts. The Preston and Berlin line is now opened.

EDWARD W. WATKIN, President.

LONDON, E. C., Nov. 15, 1865.

*In this sum is included the receipts of the Grand Trunk system, and of the Champlain and Buffalo Railways—1,377 miles.

☞ The Rock Island *Union* says: "The Chicago and Rock Island Railroad Company have served an injunction on the Mississippi Railroad Company to stop them from crossing the old Sterling and Rock Island track, near Port Byron. The object is to prevent the Mississippi Company from making connection with the Port Byron road to that city."

☞ Fourteen hundred men are now employed on the Reno, Oil Creek and Pit Hole Railroad. In about two weeks the railroad will be open.

Commerce of Chile.

From a compilation issued from the Custom House office of Valparaiso it appears that the "commercial movement" of Chile, during the year 1864, was as follows:—Imports, $18,867,365; exports, $27,242,853; transit, $4,418,089; coast trade, $28,896,783. The imports from Great Britain alone were $8,201,638; exports, $15,913,-295; and transit trade, $1,807.236. The value of the mercandise deposited in the Custom House stores on the 31st December, 1864, was:

Great Britain	$13,068,358
France	6,850,987
Germany	9,940,381
United States	2,513,672
Spain	653,417
Other countries	6,644,180
Total	$39,670,895

Post Office Statistics.

The annual report of the Post Master General is one of the most satisfactory documents which has ever been presented to the attention of the American people. Mr. Dennison possesses a clear head and fine administrative talent. He wields a great department, and its operations are conducted with unequivocal success.

The receipts have gone up from $2,102,329 58, in 1831, to $14,556,158 70 in 1865—making a grand total of receipts $200,311,894 47; and of expenditures, $244,748,881 59.

It also appears that in the years, 1831-'35-'36-'37-'45-'46-'47-'49-'50-51 and '65, there was an excess of receipts in all to the amount of $3,-427,906 81; but the excess of expenditures up to the present time has been $47,864,893 93.

The number of postage stamps issued during the fiscal year 1864-'65, was:

1 cent	2,120,800
2 cent	49,749,250
3 cent	326,512,950
5 cent	1,207,180
10 cent	4,166,460
12 cent	1,216,625
24 cent	1,808,350
30 cent	571,090
90 cent	66,750

The total length of the United States Mail routes in 1865 in operation, was 142,340, of which 13,038 were operated by steamboats, and 23,401 by railways. The total annual transportation was 57,993,494 miles, and the whole cost of the mail service was $6,246,884.

The foreign postages are thus stated:

Aggregate of postage sea, inland and foreign on mails exchanged with

Great Britain	$865,936 94
Prussia	246,476 89
France	187,927 13
Hamburg	66,447 70
Bremen	69,717 31
Belgium	13,024 79
Total	$1,449,530 76

—an increase over those of last year of $49,925 07.

The tendency of our foreign correspondence is shown by the following figures:

The postages on mails sent to Europe were $770,612 24; received from do., $678,918 52.

The total postages collected in the United States were $930,556 54; collected in Europe, $518,974 22.

The total amount of letters sent from the United States was 3,117,217; and received was 3,596,300.

The correspondence shows an increase of letters from the previous year of 522,354.

The whole number of Post Offices in the United States on the 30th of June, 1865, was 28,882.

There are 46 different cities and towns at which letter carriers are employed for free distribution.

The cost of this distribution by 157 carriers in New York is $126,538 62; in Philadelphia by 129, $91,909 88; in Boston by 49, $31,694 52; in Baltimore by 35, $21,919 40; in Chicago by 38, $21,-980 96.

The smallest service of this kind is at Cambridge, Mass., by 1 carrier, at an expense of $366 66.

The letters *delivered* in New York amounted to 12,030,918; newspapers to 947,475.

In Philadelphia they were respectively, 7,339,-647, and 821,066; in Boston, 3,383,860, and 263,-362; Baltimore, 1,905,940, and 236,832.

It appears that the gross fiscal revenue, June 30th, was $143,798,345 81, and the amount still due the United States, $1,356,219 56, of which in suit there was $483,883 46.

The money order system appears to be popular. The number issued up to June 30th, was 74,277, of the value of $1,360,122 52, the fees on which amounted to $11,534 90, but the expenses of conducting the business were something greater, being $18,584 37. Extensive and radical changes are, however proposed in the system.

Very full tables are attached to the report showing the condition of the mail service at home and abroad, and furnishing valuable material for legislation and comment by the press.

Debt of Cincinnati.

The funded debt of Cincinnati on the 1st of March last was as follows:

	Amount outstanding.	Principal payable.
Funding Loan (1845)	$100,000	1871.
" " (1835)	80,000	1885.
" " (1842-43)	90 000	1865.
Little Miami R. R. Loan (1844).	100,000	1885.
Whitewater Canal (1839 and '41)	320,000	1865.
" " Loan (1847)	38,000	1897.
Funding Loan (1847)	150,000	1898.
Hillsboro & Cin.R.R.Loan(1850)	100,000	1880.
Eaton & Ham. R.R. Loan (1850)	150,000	1881.
Cov. & Lex. R. R. Loan (1851).	100,000	1881.
City Hall Loan (1850)	60,000	1870.
Ohio & Miss. R. R. Loan (1853)	600,000	1882.
Funding Loan (1853)	83,000	1790.
Marietta & Cin. Loan (1854)	133,000	1884.
Wharf Loan (1855)	216,000	1885.
" "	250,000	1890.
Orphan Asylum Loan (1858)	45,000	1888.
" " "	100,000	1908.
Epis. Burying Ground L'n (1860)	36,007	1890.
Water Bonds of 1839	278,000	1865.
" (Extension) of 1847	199,000	1895.
" (Improv'nt) of 1848	100,000	1895.
" " of 1850	100,000	1855.
" (Extension) of 1851	100,000	1890.
" " of 1853	75,000	1900.
School Bonds of 1834	40,000	1885.
" of 1843	3,000	1865.
" of 1837	25,000	1885.
" of 1859	99,000	1890.
Bounty Bonds	100,000	1876.
"	100,000	1872.
Total	$3,840,000	

All the above bear 6 per cent. interest, except the school bonds of 1834, and the funding loans of 1845, 1835, and 1842-'43, bearing 5 per cent. interest.

Commerce of New York.

The New York imports for the ten months from January 1st compare as follows:

	1864.	1865.
Ent'd for consumption	$100,545,269	$97,310,788
Do. for warehousing	94,888,563	64,050,528
Free goods	10,608,184	8,337,652
Specie and bullion	2,150,646	1,759,701
Total entered at port	$208,190,662	$171,458,669
Withd'n from wareh's	62,379,804	72,642,299

The revenue from customs at New York compares as follows:

	1864.	1865.
1st quarter	$21,314,334 49	$14,415,082 [illegible]
2d quarter	21,148,915 49	22,280,494 24
3d quarter	13,907,680 15	34,821,581 79
In October	3,670,188 38	10,973,513 01
Total from Jan. 1	$60,041,118 51	$82,490,671 87

The New York exports for ten months from Jan. 1, compare as follows:

	1864.	1865.
Domestic produce	$170,592,397	$128,921,892
Foreign mdse. free	1,653,313	805,415
Foreign dutiable	15,065,534	2,993,718
Specie and bullion	37,453,782	25,205,342
Total exports	$224,764,026	$157,925,768
Total exports of specie	187,310,244	132,720,741

The exports for the month of October, exclusive of specie, were $21,272,343, against $17,914,668 in 1864. The imports for October were $23,134,675, against $10,088,308 in 1864. The imports of specie during the same month were: in 1865, $77,942; in 1864, $129,775.

Catawissa Railroad.

The Catawissa Railroad is, we are informed by a gentleman who passed over it recently, undergoing extensive repair and improvement. Rails and ties, he said, are strewn along it; and as this is the work of the lessee, the Atlantic and Great Western Railroad Company, every dollar expended on the Catawissa road is so much *security* given, that the rental will be paid, and the conditions of the lease be fulfilled.

Whatever may be thought of this route or that route between the Schuylkill and the Susquehanna, the matter is fixed, irrevocably, that the Catawissa Railroad is to be a link in the Atlantic and Great Western Railroad extension to New York and Philadelphia.—*U. S. R.R. & Mining Reg.*

Pork Packing in the West.

The following, from the Cincinnati *Price Current*, will show the number of hogs packed in the West for the past fifteen years. It is evident that the returns were not as full as they should have been for the first three years, but the idea was then a new one, and a good deal of trouble was experienced in obtaining them:

	No. of Hogs.
1849-'50	1,652,220
1850-'51	1,332,867
1351-'52	1,182,846
1852-'53	3,201,110
1853-'54	2,534,770
1854-'55	2,124,404
1855-'56	2,489,502
1856-'57	2,818,468
1857-'58	2,210,778
1858-'59	1,465,652
1859-'60	2,350,822
1860-'61	2,155,702
1861-'62	2,893,666
1862-'63	4,069,520
1863-'64	3,261,105

☞ A despatch dated Sacramento, Cal., December 21, says: "Frank Pixley has bought for the Yuba Railroad the California Central Railroad and its rolling stock for $78,560."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ..... Ca.	200,000	5	....	10c
Acton Vale ..... Ca	50,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	50	....
Algomah ..... "	20,000	....	2	25c
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	1½
American ..... Ca.	200,000	2½	....	5½
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6¼
Atlas ..... "	20,000	....	1	25
Aztec ..... "	20,000	....	1	3
Balt. and N. C ..... N. C.	2,000	5	....	35c
Bare Hill ..... "	....	....	....	165c
Bay State ..... L. S.	20,000	....	3½	11½
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	50c
Black River ..... "	200,000	2½	....	10c
Bohemian ..... L. S.	20,000	....	7½	12
Bolton ..... Ca.	200,000	5	....	1½
Boston ..... L. S.	20,000	....	5*	75c
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Brome ..... Ca.	100,000	5	....	2
Cabot ..... L. S.	20,000	....	¼	....
Caledonia ..... "	20,000	....	....	6
Cambridge ..... "	20,000	....	5	20c
Canada ..... Vt.	100,000	4	90c	90c
Carp Lake ..... L. S.	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	40
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp ..... "	20,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	1
Clifton ..... "	20,000	....	....	....
Collin ..... "	20,000	....	¼	....
Columbian ..... "	20,000	....	4½	10½
Consolidated ..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	25½	....
Copper Harbor ..... "	20,000	....	1	1
Copper Hill ..... "	200,000	1	....	130c
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah ..... L. S	20,000	....	5	....
Dana ..... "	20,000	....	3½	1½
Deep River ..... N. C.	....	5	....	15c
Delaware ..... L. S.	20,000	....	....	10
Derby ..... "	20,000	....	1½	....
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	3½
Dudley ..... L. S.	20,000	....	¼	75c
Dunham ..... Ca.	200,000	2	....	25c
Durham ..... "	200,000	5	....	25c
Eagle River ..... L. S.	20,000	....	3½	2½
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex ..... "	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	....	5*
Evergreen Bluff ..... "	20,000	....	....	12
Flint Steel ..... "	20,000	....	....	13
Forest City ..... "	20,000	....	3	1
Forest Shepherd ..... "	20,000	....	8	11c
Franklin ..... L. S.	20,000	....	6½	41
French Creek ..... Pa.	100,000	5	....	60c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	50c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	60c
Great Western ..... L. S.	20,000	....	2	50c
Green Mountain ..... Vt.	20,000	10	....	4½
Guilford ..... L. S.	20,000	....	5	40c.
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	15½
Hanover ..... "	20,000	....	....	1½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	3½
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	¼	2
Hudson ..... "	20,000	....	....	4½
Hulbert ..... "	20,000	....	....	4½
Humboldt ..... "	20,000	....	2	4½
Hungarian ..... "	20,000	....	1	62½
Huron ..... "	20,000	....	16	40
Indiana ..... "	20,000	....	....	6
Iuverness	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	16	45

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	6
Knowlton ..... "	20,000	....	1	25c
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	55c
Logan ..... "	100,000	3	....	2½
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	1½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	45c
Manhattan ..... "	20,000	....	2½	5½
Marquette ..... "	20,000	....	....	3½
Maryland ..... Md.	....	5	....	50c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	4
Merrimac ..... "	20,000	....	....	4
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	2½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	....	....	....	55c
Minnesota ..... L. S.	20,000	....	3½	21½
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	18
Native ..... "	20,000	....	3	50c
Naumkeag ..... "	20,000	....	1	2
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver) ... "	20,000	....	....	....
New England ..... "	20,000	....	2	80c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	....
N. Y. & Passaic ... N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	1	1½
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	10c
North Sutton ..... Ca.	100,000	5	....	1
North Western ..... L. S.	20,000	....	7½	32
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	1
Ottawa ..... Ca.	200,000	1	....	25c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	....	2½	5½
Pewabic ..... "	20,000	....	3½	30
Phila. & Boston ... "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	12½
Pittsburg & Boston "	20,000	....	5½	50
Pontiac ..... "	20,000	....	3½	1½
Prince of Wales ... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	1
Quincy ..... "	20,000	....	10	55½
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	3
Roecoe ..... Ca.	200,000	1	....	2
Rudisell	20,000	....	....	50c
St. Clair ..... L. S.	20,000	....	3	2½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	1½	....
Salem ..... "	20,000	....	1	5½
Sharon Consol ..... "	20,000	....	....	....
Sheldon ..... "	20,000	....	3	3
Silver Creek ..... "	20,000	....	1	16
Silver Hill ..... "	20,000	....	....	....
Silver Lake ..... "	20,000	....	....	30c
Silver Valley ..... "	20,000	....	....	10c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	1	1½
Springfield ..... Md.	....	5	....	75c
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	2½
Stark ..... Vt.	100,000	2	....	....
Strafford	50,000	10	....	50c
Superior ..... L. S.	20,000	....	4	2½
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	85
Toltec ..... L. S.	20,000	....	20	1
Tremont ..... "	20,000	....	....	5*
Union (L. & M.) ... "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	....	....
Vulcan ..... "	20,000	....	1½	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota ... "	20,000	....	2½	2½
Wickham ..... Ca.	200,000	5	....	20c
Wickopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	3½	1½
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	....	¼
East River	5,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	5,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	....	....	....	2
Tyson	20,000	10	....	¾
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	....	¾
Bucks County ..... Pa.	....	....	....	¼
Canada ..... Ca.	50,000	5	....	2½
Clute	....	....	....	¼
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	....	....	....	1½
Lancaster	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	45c
Mineral Point	100,000	5	....	1
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston .. N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	....	....	....	¼
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	40c	....
Union	100,000	5	....	57c.
Wallkill ..... N. Y.	....	....	....	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	....	74½
Ashburton ..... "	50,000	50	....	10
Atlantic & G. C. .. Md.	....	....	....	110c
Baltimore ..... "	....	100	....	2
Bear Valley ..... "	40,000	12½	....	14
Beaver Meadow ..... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	9
Big Mountain ..... Pa.	....	....	....	5½
Blackhall ..... N. S.	5,000	25	....	....
Boston & Picton. "	100,000	5	....	....
Bridgeport ..... Pa.	80,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler	....	....	....	11
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	....	....	....	8
Central ..... "	....	....	....	52
Clinton ..... "	....	....	....	1
Coal Brook ..... "	4,000	50	....	....
Continental ..... "	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	68½
Daniel Webster	5,000	100	....	....
East Mahanoy ..... Pa.	....	....	....	....
Everhart	50,000	25	....	....
Franklin ..... Pa.	5,000	100	....	24½
Fulton ..... "	30,000	5	....	5½
Gilbertson	5,000	100	....	41
George's Creek ..... Pa.	10,000	....	....	105
Grand Tunnel	4,000	100	....	50
Green Mountain ... Pa.	....	....	....	3½
Hampton & Balt .. Md.	....	....	....	91
Hazleton ..... Pa.	12,500	50	....	66
Henry Clay	5,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	84
Locust Mountain .. "	....	....	....	41
Lorberry ..... "	4,000	100	....	11
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	8½
Metropolitan ..... "	....	100	....	....
Middle Coal Fields. "	....	....	....	8
Milford	2,500	50	....	....
Mill Creek ..... Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	5,000	10	....	....
New Creek ..... Pa.	....	....	....	1½
North. & Luzerne . "	....	....	....	....
Penn.	100,000	50	....	150
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	50,000	10	....	5½
Powell ..... Pa.	....	....	....	....
Preston ..... "	....	....	....	18
Princess Alex. ... N. S.	5,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	11½
Schuylkill Valley ... "	20,000	10	....	12½
Shawmut	5,000	50	....	....
Short Mountain ... Pa.	16,000	50	....	27
Stafford	....	....	....	....
Suffolk	4,000	100	....	95
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	41
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley ... Pa.	22,760	50	....	55

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	....
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) .. N. M.	....	....	....	....
Am. Pioneer ..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	....
At. & Pac. (G. & S.) Nev.	50,000	10	....	....
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... Col.	100,000	5	....	....
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) ... "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	....
Central (G.) ..... Col.	50,000	20	....	....
Chaudiero (G.) ..... Ca.	100,000	5	....	....
Chebucto ..... N. S.	100,000	5	....	....
Colonial (G.) ..... Ca.	100,000	2½	....	....
Colorado (G.) ..... Col.	50,000	10	....	....
Consol. Gregy (G.) Col.	50,000	100	....	....
Copalinshe (G.) ..... "	200,000	20	....	....
Corisannie (G.) ..... "	100,000	10	....	....
Corydon (G.) ..... "	100,000	25	....	....
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	....
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) ... Nev.	100,000	5	....	....
Empire (S.) ..... "	....	....	....	....
Empress (S.) ..... "	....	....	....	....
Eureka (G.) ..... Cal.	....	....	....	....
Excelsior (G.) ..... Col.	30,000	10	....	....
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) ..... Col.	100,000	5	....	....
Gilbert River (G.) ... Ca.	100,000	5	....	....
Gilpin (G.) ..... Col.	100,000	5	....	....
Gold ..... "	100,000	5	....	....
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	5	....	....
Gould & Curry (G. & S.) N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	....
Halifax (G.) ..... N. S.	200,000	2	....	....
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.) ..... "	80,000	25	10	....
Isaac's Harbor (G.) N. S.	100,000	5	....	....
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex.	....	....	....	....
Manhattan (G.) ..... Col.	160,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	....
Massachusetts (G.) .. Ca.	500,000	5	....	....
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) ... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	....	....
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) ... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	....
New Gregory (G.) "	50,000	10	....	....
New York (S.) ... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	....
Nova Scotia (S.) ... "	100,000	2	....	....
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Pahua (S.) ..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) .. L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) .. Ca.	100,000	2	....	....
Quartz Hill (G.) ... Col.	40,000	25	....	....
Quicksilver ..... Cal.	40,000	25	....	....
Renfrew (G.) ..... Ca.	120,000	2½	....	....
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	....	....	....	....
Sacramento (S.) .. Nev.	....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) ... Cal.	....	....	....	....
Santa Rita ..... Ariz. T.	....	....	....	....
Scottie (S.) ..... Ariz. T.	....	....	....	....
Sherbrooke (G.) ... N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) .... Nev.	....	....	....	....
Sonora (S.) ..... Ariz. T.	....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	....
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	....
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) .. "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,400	6½	—	41
30 Nov. '64	4.62	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	—	45
30 Nov. '64	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	—	87½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,000	(Metro	poll'n)	6	—	16
30 Nov. '64	2.50	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	22,600	11,000	—	(Middl	esex)	—	50	25
30 Nov. '64	11.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,281	6	—	42½
30 Nov. '64	6.84	—	253	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	—	45½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,583	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	—	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	103,316	278,428	—	—	—	85½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Lea	sed)	6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589	—	—	—	—
30 Nov. '64	11.00	—	59	8	—	Worcester	96,657	75,500	—	53,668	25,453	—	—	—	—
						CONNECTICUT.		—							
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,129	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	76,000	92,561	18,965	—	100	59
30 Sep. '64	7.00	2.50	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,327	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	99	Brooklyn City	1,330,717	1,000,000	170,000	15,000	594,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	356,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	9.02	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winf'd.	35,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	—	327,719	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	650,000	201,000	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris's & Ford'm	155,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	—	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	267,889	134,000	91,000	10,000	47,730	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	135
30 Sep. '64	—	—	—	—	—	Tenth Av & 33d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	55,000	844,701	171,567	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	—	50,000	—	—	leased.	—	—	—	—
30 Sep. '64	5.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Rai. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,225	9,956	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,427	100,000	135,000	—	128,761	50,429	40	10	65
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	186,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,750	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,018	200,000	—	27,805	77,533	5,901	7½	—	23
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	400 650	200,000	18,500	251,897	31,029	8	50	45
30 Nov. '64	24.23	—	233	39	0	Germantown	577,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.46	—	129	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	31
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	5,929	—	—	37½
31 Oct. '64	—	—	106	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,329	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'rg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	6
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb, Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,006	—	—	12
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,365	58,006	15,984	4	—	—
31 Oct. '64	8.16	—	129	22	0	Race and Vine (Fairmount)	305,000	160,000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	68,105	—	39,334	8,113	—	—	12
31 Oct. '64	18.46	—	423	65	5	Second & Third st. (Phila.)	478,202	293,757	172,000	—	355,774	98,563	27½	20	85½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,308	120,000	—	—	41,269	9,418	5	—	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'nF.)	175,610	159,312	15,500	—	79,670	21,297	6	—	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,040	192,750	—	—	162,367	51,170	20	20	52
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	176,912	24,851	25	—	32½
31 Oct. '64	9.51	—	516	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	65
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	226,059	21,058	—	.....	20½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.61	—	—	—	—	Passenger (Cinc.)	65,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	50
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	154,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	101
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	—	—
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	—	—	—
Middlesex:					
1st Mortgage	31,000	—	—	—	—
Malden & Melrose bonds	51,762	—	—	—	—
Real Estate	4,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	67,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	16,000	7	J. & J.	1875	—
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City:					
1st Mortgage	65,500	7	—	—	—
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Nov. 30, 1865	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	125
Loan of March 31, 1848 ..... registered	8,909,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	23,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95½
" " " ..... coupon		6	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	254,252,450	6	" "	1881	103
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	100½
Bonds, Central Pacific R. R. Co	1,898,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	940,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	6	Mar. & Sept.	1904	91½
" " " ..... coupon		5	" "	1904	92
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	91½
" " " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	250,500	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	98½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	55,921,000	6	At maturity.	----	----
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,741,398				
Fractional currency	26,105,197				
STATE LOANS.					
Alabama—State bonds ..... coupon	5,422,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) ... coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	33,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	119½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	95
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... Inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,222,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	96
" —Refunded stock ..... coupon	2,187,000	6	" "	'65-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1856	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp. bonds (not adjusted)	891,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	83
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	205,000	7	Jan. & July.	1865	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	98
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,150	6	----------	d'm'd.	80
" — " (R. R. etc.) ... "	3,902,000	6	----------	'87-'99	----
" — " " (banks) ..... "	5,298,533	6	----------	----	----
" — " " (war loan) ... "	879,000	6	----------	----	----
Maine—State bonds ..... coupon	1,000,000	6	Mar. & Sept.	'63-'77	93½
" — " " (war loan) ..... "		6	Jan. & July.	'81-'83	98½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) ... "	200,176	5		1865	----
" — " " (st'l'g) ..... "	5,585,566	5		'89-'90	----
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... Inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	299,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	135,686	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	33,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	415,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1892	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'66-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — ----------	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	5,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	98
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	98
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	597,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1883	----
" — " " "	199,000	6	" "	1863	75
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1963	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	79
" — " " S. W. Branch ... "	4,500,000	6	" "	'67-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri ... "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'72-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1870	91½
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1866	100
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,800,000	6	" "	'68-'78	100
" " — " " " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	85½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	90
" — " " (" ") ..... "	4,095,300	6	" "	1881	98
" — " " (" ") ..... "	2,400,000	6	" "	1886	100
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,300	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,998	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,022	5	Feb. & Aug.	1854	----
" — " " "	1,045,629	5	June & Dec.	1854	----
" — " " "	1,558,673	5	Jan. & July.	1855	----
" — " " "	2,277,785	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	96
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	91½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (interna. impr.)	2,053,608	5	----------	Var.	54
" — " " (railroads) .... "	12,799,000	6	----------	Var.	85
" — " " (capitol) ..... "	608,000	5	----------	1890	87
" — " " (Hermitage) .. "	49,000	6	----------	1890	90
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	53,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'85-'93	70
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	300,000	6	Jan. & July.	1857	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	232,098	406,076	446,044	396,847	881,810	357,566	3,709,976
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	-----	-----
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,425	81,453	103,635	94,928	107,758	73,751	64,937	938,541
1861	81,531	75,621	78,361	65,258	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,894	90,625	95,096	123,191	132,539	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,589	153,394	1,673,706
1864	100,991	154,418	195,503	162,723	178,786	206,090	224,257	312,155	354,554	329,879	307,503	252,015	2,770,484
1865	261,908	252,583	288,159	263,149	312,816	343,955	315,944	391,574	329,602	355,075	294,504	-----	-----
Chicago and Rock Island:													
1860	72,824	66,763	77,468	89,170	104,272	100,463	82,895	122,049	154,500	145,829	92,873	75,457	1,181,005
1861	83,030	63,975	77,007	76,909	102,163	99,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,507	75,676	76,459	102,353	138,274	119,947	117,086	140,268	161,508	138,795	155,896	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,880	324,865	326,617	321,057	3,005,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,234	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,385	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,490	6,114,566
1865	541,005	482,104	499,296	468,258	585,623	747,942	702,681	767,596	946,707	921,886	749,191	-----	-----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,204	55,652	52,785	44,781	61,791	72,389	79,673	76,504	82,220	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,088	50,386	66,573	84,803	94,406	82,457	85,406	886,499
1861	86,239	76,918	85,663	90,324	65,202	63,137	52,209	60,285	84,340	96,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	150,551	159,297	145,536	165,920	1,579,509
1864	154,058	176,105	203,329	158,077	129,000	100,000	113,515	154,245	182,110	183,649	184,514	208,291	1,942,993
1865	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie:													
1859	304,708	319,503	372,206	350,243	349,953	336,657	361,819	359,114	455,235	455,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,400	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,434
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	685,006	626,070	587,416	528,842	506,024	615,982	766,421	885,156	902,906	962,859	8,400,854
1863	845,693	830,949	956,445	948,060	848,783	770,143	731,243	687,092	816,801	985,294	1,024,649	1,033,321	10,459,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,295	1,041,975	994,317	1,106,884	1,301,095	1,222,568	1,234,909	1,234,217	13,429,643
1865	908,341	866,039	1,240,626	1,472,129	1,339,279	1,225,528	1,152,803	1,364,126	1,345,466	1,406,387	1,451,217	-----	-----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	126,308	155,164	156,973	176,157	157,443	223,083	1,935,434
1860	212,714	209,422	161,047	134,606	156,251	129,996	140,800	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	222,157	205,343	167,560	132,751	150 808	122,683	114,804	135,299	146,424	173,201	197,762	246,283	2,023,537
1862	307,330	261,568	308,962	202,345	192,442	151,427	159,789	193,442	212,118	289,911	270,083	403,871	2,921,979
1863	458,963	425,047	566,802	270,676	244,771	202,392	190,364	219,561	288,106	302,174	286,760	484,560	3,726,140
1864	501,231	472,940	656,626	278,840	281,780	253,049	273,726	308,596	361,600	340,900	340,738	507,552	4,576,556
1865	525,986	413,711	424,870	311,540	351,789	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1860	186,257	185,926	209,994	183,758	219,890	183,060	195,931	248,971	259,643	221,059	243,163	235,196	2,564,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	159,280	268,983	289,862	284,020	243,249	229,401	2,899,612
1862	190,130	256,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,527
1863	299,944	271,065	275,643	289,224	324,687	407,992	343,929	411,305	478,576	496,433	457,679	424,831	4,471,028
1864	327,900	416,588	459,762	422,797	456,372	510,100	423,578	540,179	799,236	661,291	647,141	633,402	6,329,447
1865	546,410	522,556	622,276	491,297	454,604	590,061	531,995	661,548	706,740	621,849	624,968	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,354	37,271	56,687	46,452	51,329	55,257	43,544	512,219
1863	56,203	53,775	60,540	64,306	55,326	49,706	58,704	52,864	77,112	83,059	76,784	68,853	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,607	91,809	90,972	98,078	93,546	98,908	90,453	1,068,165
1865	98,112	86,626	96,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	-----	-----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,561	45,811	59,052	45,797	37,429	60,229	139,761	162,515	90,900	44,395	795,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,930	1,143,497
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	156,389	122,272	61,858	1,153,734
1863	67,130	76,132	64,925	83,177	106,967	111,260	71,587	69,353	158,417	205,085	138,342	113,915	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,528	149,099	117,013	1,711,281
1865	96,183	74,283	70,740	106,689	146,942	224,838	217,159	170,554	228,020	310,595	220,840	-----	-----
Michigan Southern & Northern Indiana:													
1859	104,245	106,828	143,626	145,258	138,064	121,796	101,710	151,170	173,870	218,468	196,496	152,172	1,754,619
1860	131,467	119,333	166,454	170,842	175,481	134,088	127,275	196,921	233,851	273,722	203,492	134,972	2,068,996
1861	140,926	116,935	153,170	186,951	170,362	161,391	125,558	178,773	235,090	276,181	231,265	189,077	2,189,077
1862	163,152	133,728	157,600	193,120	200,826	181,983	180,915	229,817	276,109	325,818	305,264	279,539	2,647,823
1863	248,784	250,508	557,227	288,513	284,935	241,256	189,145	238,012	308,106	376,567	332,280	348,048	3,302,841
1864	256,600	304,445	328,494	330,551	297,126	315 258	278,891	338,862	402,219	407,107	448,924	411,806	4,120,183
1865	368,906	366,361	413 322	366,245	363,194	402,122	309,083	434,206	484,173	521,636	498,421	-----	-----
Michigan Central:													
1860	110,712	107,749	160,311	165,741	168,510	128,085	128,293	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,377	144,982	236,848	307,253	242,089	200,194	2,134,314
1862	230,180	160,553	181,902	175,895	156,030	174,002	172,189	216,634	295,958	322,369	307,474	268,634	2,650,702
1863	242,073	245,858	258,432	238,495	236,453	206,221	193,328	215,449	308,188	376,488	339,794	308,186	3,168,065
1864	252,436	278,848	345,802	338,276	271,853	263,780	263,244	346,781	408,445	410,802	496,510	376,470	3,970,946
1865	306,224	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,681	490,694	447,570	-----	-----
New York Central:													
1859	330,349	370,544	509,211	478,583	409,028	447,813	504,217	591,920	743,599	708,671	637,792	626,596	6,308,703
1860	337,123	402,830	561,078	545,141	551,700	496,943	544,494	692,382	868,985	811,448	730,738	623,047	7,154,622
1861	489,065	420,793	627,951	639,685	577,073	558,743	523,128	562,076	696,175	927,038	962,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	616,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,603,344
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	940,450	1,070,551	1,041,522	1,046,491	1,167,818	11,009,553
1864	921,831	936,587	1,069,024	1,105,684	1,004,455	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,257,709
1865	957,860	813,581	958,659	1,048,734	1,265,521	1,137,701	1,162,024	1,498,754	1,524,434	-----	-----	-----	-----
Philadelphia and Reading:													
1859	146,722	155,227	188,609	215,475	235,464	230,377	245,562	241,695	264,622	283,646	238,819	245,977	2,735,395
1860	168,551	171,841	257,410	248,110	256,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,601
1861	161,106	160,558	191,366	232,154	263,917	270,061	259,987	266,288	294,456	320,209	291,763	278,219	2,904,329
1862	192,216	217,161	244,423	258,674	283,998	254,285	288,725	414,707	443,994	483,573	466,567	454,826	4,088,837
1863	385,685	361,884	396,771	429,929	505,617	464,809	451,884	574,456	714,902	815,902	746,955	526,009	6,324,063
1864	436,742	532,796	617,021	689,284	767,178	936,188	711,457	1,170,241	1,125,625	754,551	1,032,149	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	185,796	154,032	203,853	245,925	236,844	221,253	191,126	2,295,264
1861	217,262	202,071	269,726	270,675	216,501	204,778	180,429	265,031	270,086	312,071	302,790	301,968	3,011,787
1862	293,420	274,253	295,778	282,995	277,099	261,210	248,419	277,380	321,525	401,299	364,331	370,983	3,748,219
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	506,514	466,300	487,542	5,152,984
1864	390,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,128,466
1865	684,260	626,735	886,511	758,107	801,258	650,811	612,128	718,016	759,405	807,382	718,472	-----	-----
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	66,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,608	126,310	123,115	113,798	123,949	118,077	130,378	153,470	144,286	143,743	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	254,194	204,785	202,966	204,736	2,054,074
1865	170,078	153,908	202,771	169,229	177,625	173,722	162,571	218,553	216,737	223,924	207,098	-----	-----
Toledo, Wabash and Western:													
1860	43,518	42,054	54,414	72,679	67,946	67,428	54,879	122,785	106,100	125,027	77,500	51,296	926,725
1861	59,630	47,043	62,561	76,274	79,278	80,074	93,464	135,722	142,557	162,854	127,086	92,574	1,172,100
1862	62,285	47,142	56,006	81,582	106,845	118,578	115,214	168,219	170,280	172,570	147,545	129,833	1,476,147
1863	66,821	91,971	108,056	132,111	154,272	152,585	106,554	116,379	159,595	151,082	134,563	111,380	1,439,768
1864	79,735	95,543	132,896	123,987	127,010	138,323	129,939	244,114	241,340	221,570	230,209	208,154	2,000,823
1865	144,084	139,171	186,768	144,001	123,738	194,526	271,799	374,024	379,981	375,534	361,610	-----	-----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1907	
Convert. (guar. by Dir.)	150,000	7			1883	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1901	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	592,500	7	" "	" "	1882	178
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	950,000	7	" "	" "	1892	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage		7	Jan. & July.	" "	1863	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1938	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	100½
" " " 1850.	676,000	6	Jan. & July.	"	1880	102½
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	101½
" " " 1834.	1,960,085	6	Ja. Ap. Ju. Oc.	"	1867	97
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1886	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	599,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,037,713	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	6	"	"	1883	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,650	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	887,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,299,400	6	"	"	1889	91½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,575	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	106
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,300,000	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'87-'90	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	660,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1883	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	584,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	86

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	$2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,000,000	7	" "	" "	1885	83
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	345,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	656,200	8	" "		1870	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,725,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	76
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	5,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1887	101½
Junction 1st Mortgage 2d Div.	150,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,225	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	96,550		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,005,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	282,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	104
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.		1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	667,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1859	
Mortgage Bonds	150,000	7			1861	
Florida:—						
Internal Improvement (State)	1,855,000	7			1861	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$500,000	7			1891	
Free Land. 2d Mortgage	200,000	6			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	180,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	98
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	93
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106½
Redemption bonds	2,086,000	6	" "	" "	1900	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "	" "		117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	108
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	88
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1878	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1885	
Lehigh Valley:						
1st Mortgage	1,455,000	6	May & Nov.	Philadelphia.	1875	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,576	7	Jan. & July.	Philadelphia.	1931	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	70,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1882	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	93
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,000	6	Jan. & July.	New York.	'83-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1566	
Memphis Branch 1st Mortgage	285,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	
1st Mortgage sterling	1,000,000	7	" "	" "	1891	85½
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,480	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,230,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1850	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1865	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	87
Milwaukee and St. Paul:						
1st Mortgage	4,000,000	7	Feb. & Oct.	New York.	1893	
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,546	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		47½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,700	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,550	6				
Alabama State Loan	389,410	6				
Income	1,508,970	5	Jan. & July.	New York.	'61-'67	
Sterling	378,035	6			1882	
Mississippi State Loan	330,970	6				
Montgomery and West Point:						
Alabama State Loan	125,822					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1868	
Morris and Essex:						
1st Mortgage (S. F.)	5,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subs. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	455,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98½
Extension	115,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,800	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	841,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	91½
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,598,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	91
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	84
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96½
5th Mortgage	1,002,500	7	June & Dec.	"	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1921	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	812,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,062,000	6	April & Oct.	"	1875	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	75-'76	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	87
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7	" "	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	350,000	10	" "	"	1857	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1896	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	6	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,814,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	
Pennsylvania:						
1st Mortgage	4,986,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	6	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1850-'70-'75)	265,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	132,500	6			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	91
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	850,000	7	Jan. & July.	" "	1912	96½
" " (series H)	850,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	850,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	850,000	7	April & Oct.	" "	1912	"
" " (series L)	850,000	7	May & Nov.	" "	1912	"
" " (series M)	850,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1878	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1885	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84-'74	
Quincy and Chicago						
1st Mortgage	1,320,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1863	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1500	
3d Mortgage	261,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,230,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
2d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	185,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'79	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	800,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Sinking Fund Bonds	152,355	7				85
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
3d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	195,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1873	
2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	
Salt Works Br. Mort. due '58-'61	205,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	800, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,820	5	April & Oct.	London.	'55-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,333	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	180,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities).	Liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	505,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	.....	35,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	164,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	256,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,270	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,822	23,579	2,582,505	116.9	.....	505,156	200,389	6	.....
								ARKANSAS.														
8 Nov. '58	28.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.														
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,350	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.														
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	122.4	53,325	82,470	40,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,569	—	.....
31 Aug '65	51.6	13.6	60.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	.....	4,454,338	75.2	454,238	1,459,711	413,525	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,429,775	*	28,200	2,000,000	191,000	47,900	2,055,438	124.0	202,329	428,518	180,702	—	.....
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,635	360,167	140,307	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	Loss.	—	117½
30 Nov. '64	84.8	8.9	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,550	—	1,010,000	650,000	.....	816,982	68.0	.....	49,663	197,387	85,946	9½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,356	*	—	558,805	51,000	.....	.....	66.0	211,858	270,672	84,299	8	85
31 Mar. '65	51.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,507	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,599	9	114½
30 Nov. '64	39.4	7.0	8.2	—	16	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	907,000	10,962	3,238,531	86.4	344,463	631,728	244,471	7½	98
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,122	870,000	271,877	1,807,684	84.3	136,631	133,970	41,486	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,253	10,280	9	.....
								FLORIDA.														
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	196,000	75,894	619,112	32.0	.....	7,857	2,535	—	.....
— — '62	99.9	—	5.0	.....	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	50.0	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	56.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,289	*	—	1,250,000	126,000	—	1,597,385	56.7	.....	415,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	.....	.....	53.0	.....	158,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	51.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,458	1,715,026	764,574	10	.....
31 Mar. '65	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	229.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,341	404,618	212,676	10	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,344	162,534	—	669,260	249,000	.....	1,025,838	50.0	.....	202,714	110,016	8	.....
1 May, '58	68.1	—	.....	—	5	4	33	Savannah, Albany and Gulf	1,356,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,353	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,001,497	*	—	built and	own'd by	State.	.....	138.0	.....	827,343	454,541	—	.....
								ILLINOIS.														
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,208,919	*	659,100	4,208,300	4,054,000	—	9,596,568	281.0	1,104,197	2,770,484	1,273,516	7½	104
30 Apr. '65	317.0	83.0	47.0	—	103	45	1,995	Chic., Burlington and Quincy	12,537 020	2,518,238	—	8,376,510	5,924,959	.....	16,464,365	400.0	1,955,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	668.0	.....	—	154	94	3,145	Chicago and North western	37,223,791	*	1,340,728	25,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	85
31 Mar. '65	181.1	—	.....	—	69	69	1,196	Chicago and Rock Island	7,804,923	*	600,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	107
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,127	*Illinois Central*	29,675,410	*	—	20,508,150	15,232,000	—	35,080,110	708.2	2,396,850	6,329,447	2,463,194	8	132
1 Jun. '65	111.0	—	.....	—	15	14	232	Toledo, Peoria & Warsaw	5,880,553	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	459,874	219,980	—	.....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,054,074	893,767	—	42½
								INDIANA.														
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	—	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	.....	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,567,039	274,081	28,641	811,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	98.8	20.2	.....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,539	1,589,900	1,361,284	140,629	3,455,108	110.0	.....	448,858	230,834	0	100
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	18	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,196	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,500,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '64	73.0	—	.....	—	21	23	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,105	73.0	370,555	1,007,979	521,254	18	150
								IOWA.														
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri Rive*	2,603,589	178,787	—	1,497,947	1,542,570	—	2,929,782	75.5	112,434	421,006	155,247	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,961	—	3,649,296	960,000	27,264	4,891,849	100.0	200,813	412,150	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,462,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.														
31 Oct. '59	30.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,575,993	111.8	.....	420,408	227,534	—	.....
30 Jun. '65	29.0	—	5.1	—	}	}	}	Lexington and Frankfort	695,298	52,300	—	514,573	79,000	—	736,512	29.0	236,061	188,462	65,774	7	80
30 Jun. '65	66.1	—	5.4	—	4	13	219	Louisville and Frankfort	1,532,645	125,735	12,200	1,109,594	276,000	—	1,713,324	66.1		419,548	139,817	6	66
30 Jun. '65	135.0	101.0	71.3	47.5	60	42	625	Louisville and Nashville	9,055,964	*	—	5,527,871	3,297,000	32,307	12,878,715	300.0	983,047	4,314,540	2,172,515	8	.....
								LOUISIANA.														
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,564,420	505,260	—	3,242,318	566,000	339,297	5,356,320	80.0	180,204	481,922	228,649	—	.....
31 Mar. '61	200.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	296.0	.....	1,332,524	555 434	—	.....
31 Aug '60	53.7	—	.....	125.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	245,969	108,434	1,710,519	53.7	.....	.....	.....	—	.....
								MICHIGAN.														
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	846,828	.....	—	.....
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,459	.....	14,781,571	329.3	1,682,793	4,121,213	1,715,062	18	169
31 Mar. '65	345.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,544,259	1,698,768	9,720,200	8,564,115	.....	18,284,315	323.8	2,187,124	4,289,666	1,851,113	7	74½
								MINNESOTA.														
31 Dec. '63	14.5	—	—	808.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.														
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	825,992	6,321,599	236.0	.....	884,342	325,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,453	—	.....
31 Dec. '58	53.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,680	—	.....
								MISSOURI.														
31 Aug. '63	66.8	—	18.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,000	—	.....	266.8	579,224	1,047,567	420,026	—	.....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,492	697,768	—	2,489,540	4,250,000	93,278	7,595,870	168.8	480,188	950,499	640,641	—	57
1 Dec. '62	152.0	—	5.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	42	26	566	*Pacific*	10,115,729	1,101,971	—	3,191,923	490,433	649,212	12,580,848	283.0	598,415	1,097,798	211,310	—	.....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	2,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	.....
30 Sep. '64	96.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,457,063	360,029	—	1,971,212	2,931,000	40,558	6,332,109	93.1	280,189	299,291	31,339	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	76	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,351	56.5	76,344	72,761	45,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,754	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	—	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,999,998	109.5	139,993	172,113	91,487	—	—
31 May, '62	99.7	9.5	.....	—	13	20	221	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,964	4,259,302	109.2	186,240	223,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.5	161,056	450,222	236,767	6	93
May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	782,763	*	—	169,200	556,500	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,222,338	3,621,755	5,428,197	16,151,962	10,112,884	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	111¼
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,350,000	*	—	1,650,000	—	—	2,379,841	30.0	—	703,123	423,890	4½	127
31 Dec. '54	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,086,287	11	45
								MASSACHUSETTS.													
30 Nov. '54	—	—	—	—	2	—	7	Boston, Hartford & Erie	9,971,981	249,745	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	11½	
30 Nov. '64	26.7	1.9	16.8	—	24	38	534	Boston and Lowell	2,452,248	185,345	350,758	1,830,000	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	94½
30 Nov. '64	74.3	8.5	51.1	—	36	78	720	Boston and Maine	5,586,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,508	1,272,600	443,332	8	114½
30 Nov. '64	47.0	7.0	32.5	—	28	43	256	Boston and Providence	2,998,000	392,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	125½
30 Nov. '64	44.8	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,981	5,567,910	83.6	638,622	1,471,935	487,864	10	126
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,260	125,805	—	681,566	162,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60
30 Nov. '64	50.0	2.4	9.6	—	12	28	155	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	195,932	6	101½
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,433	6	99½
30 Nov. '64	51.0	42.5	75.5	—	25	35	457	Fitchburg	3,189,851	356,149	—	3,540,000	—	—	3,546,585	93.4	434,622	868,352	309,341	8	108
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	232,853	30,275	—	200,000	75,000	3,374	308,912	(Op	er. by B	oston &	Lowell)	5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	96,684	—	600,000	—	50,485	809,562	71.0	186,647	291,618	62,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,830	43,527	7	107½
30 Nov. '64	53.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	52,850	—	788,047	1,072,900	187,500	2,048,537	56.7	94,743	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	20	66	488	Old Colony and Fall River	3,923,876	324,503	—	3,599,500	452,000	451,350	4,512,950	107.3	510,010	961,030	469,932	8	99½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	283,183	—	1,700,000	—	—	1,700,000	44.4	256,405	470,978	189,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,476	81,543	—	343,306	226,000	727	470,931	(Op	er. by B	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	925,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '64	60.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,543	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	184,585	—	41½
30 Nov. '64	156.1	17.3	126.6	—	75	65	1,149	Western (incl. Alb. & W.S. etc.)	10,175,948	1,095,713	—	5,150,000	6,287,520	—	14,086 959	218.0	1,430,223	2,996,854	1,178,712	10	137
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,033,898	116,000	—	1,141,000	76,000	51,390	1,265,290	45.7	194,712	338,286	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,500,000	1,050,000	—	3,141 091	93.5	.....	405,585	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	18	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	185,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	404	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.5	.....	821,955	136,049	8	61½
31 Mar. '64	22.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,500	29,904	operated	by	Concord	R. R.	90,699	7	105½
31 Mar. '64	22.3	—	2.8	—	2	4	90	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	434	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,513	3,250,118	82.0	.....	210,265	210,265	7	89½
30 Apr. '64	24.7	—	2.2	—	5	2	58	Sullivan	1,480,720	*	—	800,000	750,000	—	.....	24.7	oper. by	Vermo't	Central	—	—
								NEW JERSEY.													
31 Dec. '64	54.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,356,275	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	22.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,254,453	—	.....	124.2	.....	5,799,980	1,140,788	35	125
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	54
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,558	—	6,500,000	2,000,000	—	9,784,509	90.0	945,218	2,537,184	1,305,830	20	120
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,097,275	*	55,000	3,041,950	1,164,580	31,200	4,536,916	53.0	270,000	870,764	171,755	7	94½
31 Dec. '64	13.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,849,022	4,397,800	825,000	145,000	5,969,452	53.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	11.2	—	—	—	2	6	17	Northern New Jersey	452,116	*	—	158,300	260,000	45,072	463,872	11.2	99,757	146,935	29,200	—	—
31 Dec. 64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,506,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1,408,300	800,000	—	2,608,300	18.2	.....	260,022	130,510	6½	40
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588,400	700,000	—	1,288,400	—	—	297,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	92.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,309	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,054	—	—
30 Sep. '64	48.9	—	2.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,039	—	919,153	1,777,500	155,417	3,039,243	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.6	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,269,088	—	—	850,000	2,295,000	1,070	3,269,088	160 8	640,814	1,030,232	loss	—	105½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,572	189,000	2,200,000	1,200,000	—	3,680,000	88.5	645,234	1,945,466	769,025	10	190
31 Dec. '64	460.0	97.0	326.5	—	276	114	4,000	Erie	42,216,853	*	6,104	24,935,500	17,823,400	1,067,085	48,045,284	807.0	6,916,324	15,429,643	4,594,725	8	95
30 Sep. '64	144.0	—	125.3	—	71	164	671	Hudson River	12,053,454	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,867,162	861,312	—	1,852,716	992,000	—	2,928,474	103.5	290,474	497,299	335,287	14	87½
30 Sep. '65	297.8	256.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,805,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	94½
30 Sep '64	130.7	2.1	45.0	—	35	57	563	New York and Harlem	9,610,739	1,105,299	1,022,685	6,585,950	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	8.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	4,671,900	—	—	4,671,900	121.7	468,311	726,343	176,640	—	39
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,054	128,199	—	396,540	311,500	23,708	901,853	35.9	58,498	218,994	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	198,555	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,200	8	—
30 Sep. '64	159.6	43.5	18.2	—	26	54	398	Rome, Water'n & Ogdensb'g.	3,093,871	368,306	—	1,774,176	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	224,723	105,601	—	300,000	250,000	—	320,224	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	5	Staten Island	282,917	54,237	—	228,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,300,130	1,585,257	35,302	2,932,806	81.0	207,290	411,378	240,450	—	—
30 Sep. '64	54.9	—	6.5	—	12	15	195	Troy and Boston	1,659,779	283,459	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	—	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,500	126,200	—	.....	97.0	.....	205,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,800	2,934,500	171.9	.....	489,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,058	102,391	3,114,964	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	356,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	50.6	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,065	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,505	922,670	106,133	1,628,356	5,673,000	1,126,468	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	50.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,241,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	207.0	.....	1,241,857	503,228	10	123
31 Dec. '64	121.9	—	.....	31.0	18	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	5,000,000	491,500	—	5,919,436	191.2	1,082,868	2 499,348	1,235,162	15	125
31 Dec. '63	67.0	—	.....	16.0	12	6	210	Cleveland and Mahoning	2,553,162	298,780	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	575,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,651,990	26	—
30 Nov. '64	101.	102.5	—	—	56	28	1,276	Cleveland and Pittsburg	5 575,955	*	4,125	4,266,988	4,026,551	—	8,776,362	203.5	1,266,812	2,512,316	438,897	8	83
31 May '65	108.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	183.6	2,104,098	1,691,266	834,780	10	114
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,575	575,250	632,486	.....	61.5	75,120	68,125	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,217	35,315	1,092,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami	307,321	20	—
31 Mar. '65	142.0	—	7.5	—	18	6	413	Dayton and Michigan	5,496,811	455,303	—	2,366,705	3,782,450	—	6,214,525	142.0	—	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	550,634	437,103	3,572,438	1,400,000	—	5,111,625	128.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.9	77.0	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,883,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	829,532	119,032	—
31 Aug. '55	117.0	5.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	122.0	.....	.....	.....	—	—
30 Jun. '5	183.9	82.0	.....	—	90	19	388	Sandusky, Dayton and Cinc.	3,584,495	566,400	251,867	3,345,944	1,241,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	19½
31 Dec. '54	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & Now'k	2,428,910	*	—	986,969	1,292,000	144,994	2,810,780	125.0	209,011	382,807	189,488	—	—
31 Dec. 64	242.4	—	.....	—	48	18	936	Toledo & Wabash	10,080 913	*	—	3,427,000	6 653,358	—	10,245,015	250.0	1,244,358	2,060,322	945,492	8½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	5	406	Atlantic and Great Western	5,634,089	*		1,763,506	3,858,000		5,634,089	100.0		360,215	171,296		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		2,250,000	284,000		3,634,000	142.0	316,747	380,489	149,018		25
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,181,037	*		966,900	378,600		1,345,500	74.0	176,963	394,982	103,901	6	53
31 Oct. '64	112.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,400		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,227	1,984,948	721,782	20	178
31 Oct. '64	32.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,100	508,400	8,290	1,210,889	37.7	163,041	333,560	202,000		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	306,770	666,518	43,741	2½	30
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	5	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,586	1,794,386	81.0	71,880	163,507	55,486		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	55
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	60,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,248	*		1,325,992	1,283,427	288,281	2,977,700	58.0	305,743	335,280	148,472		20½
31 Oct. '64	80.0		54.0		119	154	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,575	149,014	3,508,592	80.0	356,571	698,596	201,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,282	1,452,154	20	70
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	980,000	61,152	3,667,252	(oper. by	Reading	R. R.)		6	29
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	)	7½	56
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	348,601		30½
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,804,810	19,860,060	16,694,840		43,520,356	350.0	5,846,775	14,759 697	4,065,113	10	56½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	261,399		1,354,100	315,200		1,673,100	24.0	253,739	423,147	207,898	8	54
31 Oct. '64	237.6		29.1					Phila. and (Sunbury) Erie	15,760,623			5,013 054	9,940,000	10,500	14,963,554	(oper	r. by Pe	nn. R.R.	Co.)		50½
30 Nov. '64	152.0	46.8	206.5		716	81	14,893	Philadelphia and Reading	18,998,276	5,756,450	784,788	20,072,323	7,271,879		27,716,253	509 5	3,328,229	9,269,341	4,208,150	15	124½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404	*	245,695	999,200	250,000		1,249,200	28.2	178,447	324,908	477,658	10	120
31 Oct. '64	95.0		61.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		5,527,300	822,000		9,349,300	197.0	639,288	3,206,560	1,366,200	10	59½
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,722	101,886		9
31 Dec. '64	468.3		106.5		157	99	2,220	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,667,000		22,942,670	468.3	3,940,773	7,120,466	3,019,067	10	105½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to	Northn	Cen.	57,070	226,318	107,490	10	46
31 Oct. '64	28.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,056	1 009,095	162,512	1,855,443	28.4	118,698	273,232	149,817		
31 Oct. '64	22.6		3.5		6	4	362	Tioga	802,253	166,884		391,800	372,000	1,343	965,137	22.6	95,560	298,328	211,317	6	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	10	155	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	587,567	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.0			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,256	197,905	1,099,526	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		263,263	151,596	6	
1 Jan. '59	165.2	21.5						Greenville and Columbia	2,439,789	324,161		1,429,066	1,145,000	245,546		164.5		541,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,742	980,410	105,172	2,067,325	102.0		220,014	98,140		
31 Dec. '60	136.0	106.0			62	50	790	South Carolina					2,643,533					1,499,535	701,942	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	55,183		505,214	514,000	99,110	1,137,707	47.6		29,967	19,157		
1859	90.0		1.8		12	10	171	East Tennessee and Georgia	3,637,267	*		1,289,573	2,020,000	200,000		140.0		518,718	187,466		
1859	140.0		4.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	300,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	867	Memphis and Charleston	5,866,578	878,069	122,364	3,809,949	2,659,000	200,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	15.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.5	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	854,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,716	52,908		317,447	632,500	22,368		47.4	54,178	83,129	44,666		
1859	34.2		7.0		12	2	61	McMinnville and Manchester	535,807	56,819		144,594	406,000	5,000		34.2	30,065	28,866	13,892		
30 Nov. '60	142.7	44.0	7.0		39	17	819	Nashville and Chattanooga	3,632,982	*		2,056,544	1,731,000			139.0		734,115	237,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		526,922	860,000	204,544		45.8	87,960	127,965	97,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32.0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56.0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,550		80.0	31,200	82,670			
1 May '60	70.0		6.0	290.0	7	4	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	116.3		6.6		9	8	220	Connect. & Passumpsic Rivers	2,850 277	*		1,679,600	628,500		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	2,991,706	556,275		2,233,376	3,257,471	295,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,306,683	62.5	136,701	185,474	67,784		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,280	941,045	262,887		
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	1
30 Jun. '63	23.7		0.9		4	6	30	Vermont Valley	1,214,274	89,612		516,164	793,300		1,301,586	23.7	48,906	64,267	26,451		94
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,063,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	55,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,184	42,000		1,403,018	36,188	88,151	1,554,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,580		2,959,881	775,500	118,789		118.7	765,054	136,302	43,662		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,573	122,156		1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,532		
30 Sep. '59	103.5				8			Northwestern Virginia	5,022,150	*		455,505	3,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	65.4	10.0		15	16	175	Orange and Alexandria				2,063,655	2,517,500	560,056		167.7	270,946	450,427	222,214		
30 Sep. '59	123.5	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	574,996		1,205,200	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	111	Petersburg and Roanoke	1,225,528	*		883,200	102,800	5,799	1,486,527	80.6		326,554	213,852	7½	
30 Sep. '60	146.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,961,197	1,200,000	75 903	6,755,666	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	642,960	96,823		78.6	159,961	279,945	145,386	7	
30 Sep. '59	22.2	2.8	3.1		10	7	188	Richmond and Petersburg	1,221,523	*		835,750	204,508	26,858		43.5	1,064,054	165,753	79,555	6	
30 Sep. '59	23.7		0.2	14.6	2		28	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	86.0				15	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,629,845	80.0		340,446	121,665	7	
30 Sep. '60	176.2		21.3	7.0	27	19	328	Virginia Central	4,952,753	541,197	53,945	3,162,784	1,486,592	52,929	4,832,929	195.0	380 968	634,051	280,120	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	538,475	2,400	3,452,813	3,266,000	571,966	10,233,271	214.9	490,193	740,489	247,957		73
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	38	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	505 55		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,823	6,775,773	807,000		8,452,351	234.4	958,183	1,711,281	506,880		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,502,016	*		2,705,720	1,417,000	1,085,328	5,692,471	143.3	466,043	490,597	135,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		226,795	87,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,487,564	*	15,311	1,631,130	911,029	22,964	2,563,376	49.0		242,798	117,842		
30 Jun. '63	1,096	137.0		75.0	234	130	2,399	Grand Trunk	2,10,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,566,510	1,154,558		15
31 July, '63	220.0	115.5	63.0		92	126	1,689	Great Western	22,933,760	*	1,250,000	16,902,748	9,281,432		26,084,180	347.0		4,011,860	1,649,510	3½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,209,980	765,959	5,678,939	96.1	402,570	467,266	191,122		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,453,706			4,453,706	105.0	180,421	107,640	20,000		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,288		1,380,000	13,100	156,000	1,709,232	60 0		132 455	36,670		
								NOVA SCOTIA.													
Dec. '62	51.5	30.5			20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	82.0	155,416	139,107	27,181		
								NEW GRANADA.													
Dec '62	43.7				11	22	120	Panama	9,000,000	*	658	8,000,000	15,000		10,765,758	48.7		257,428	1,128,924	18	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,500	7	---	26
Catawissa (preferred)	1,150,000	7	---	41½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	48
Chicago & Alton (preferred)	2,425,200	7	7	108½
Chicago & Northwestern (pref.)	12,994,720	7	7	61½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	300,000	---	---	43½
Erie (preferred)	5,935,700	7	7	35½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	30
" " " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	2,185,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,775,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	243,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70
Toledo & Wabash (preferred)	984,700	7	7	88
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,348	6	J. & J	1856	90
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	6	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	500,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	800,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,528	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1883	----
2d Mortgage	57,000	6	" "	1885	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	560,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	1,960,670	6	J. & J.	1882	75½
Improvement	568,500	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,276	5	" "	1865	----
Mortgage bonds	995,000	6	" "	1878	46
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,500	6	J. & J.	1878	92½
Wyoming Valley.					
1st Mortgage	550,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,243,563	---	83½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	31
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,026,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,982,457	---	26½
" (preferred)	50	2,722,607	---	32½
Susquehanna and Tide Water	50	2,045,290	---	9½
Union	---	---	---	----
Union (preferred)	50	2,750,000	---	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1.....(cash) per ton	50 — @ 52 —
Pig, American, No. 1	51 — @ 52 —
Bar, Refined, English	110— @115 —
Bar, Swedes, assorted sizes...(in gold)	90 — @ 95 —
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @130 —
Hoop, English	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 40 @ — 45
Sheet, English, Single, Double and Treble.	— 7½ @ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English.....(gold) per ton	57 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast.....(1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring.....1st & 2d qlty.)	— 12 @ — 14
English Blister.....(1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New.....(nails) per lb.	— — @ — 55
Sheathing, Yellow	— — @ — 40
Pig, Chile	— — @ — —
Bolts	— — @ — 55
Braziers'	— — @ — 55
American Ingot.....(cash)	— 41½@ — 43

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— — @ — 10
German Refined	— — @ — 10
English	— — @ — 10
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 28½@ — 29
Straits	— 27½@ — 27½
English	— 28½@ — —
Plates, Charcoal I. C per box.	15 — @ 15 50
Plates, I. C. Coke	12 75 @ 14 —
Terne, Coke	10 50 @ 11 —
Terne, Charcoal	14 — @ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d.....(cash) per 100 lb.	8 — @ 8 25
Clinch.....(cash)	— 9 @ — 10
Copper	— — @ — 60
Ausable Horse, Norway Iron, Forged	— — @ — 41
Zinc Nails.....(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 40½@ — 41
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 83 @ — 84
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@68 gravity)	— 47 @ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th 21	F. 22	Sat 23.	M. 25.	Tu. 26.	W. 27.
Atlantic M. S. S. Co	----	----	----	----	133	132
At. & Gt. W. (O) 1st m't.	96½	----	----	----	96½	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45	45½	----	----	45	45½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	105	----	----	104
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	113½	113	113	----	----	114
" " " 5 p.c.	112½	----	----	----	----	----
Chic. & Northwest'n	35½	35½	35½	----	35½	35½
" " pref.	61½	61½	61½	----	61½	61½
" " 1st M.	83	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	107	106½	107½	----	107	106½
" '1st M. '70-102	103	----	----	----	----	----
Clev., Col. and Cin.	125	125	----	----	----	----
Clev. and Pittsburg	87	85½	84½	----	84½	85½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	114½	114½	113	----	112½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	44½	44½	----	----	----	43
Del. & Hudson Canal	145	----	----	----	----	144
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	102	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	95½	97	96½	----	96½	96
" pref.	86	85½	----	----	----	85½
" 1 M. 7 p.c. '67	99	----	99	----	99½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	97	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	97	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	55	----	----	----	----	50
" " bonds	----	----	----	----	----	----
Hudson River	108½	108½	108½	----	108½	108
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '60	----	----	----	----	----	104
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	123	132	----	----	132½	132
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	50	50	----	----	----	----
" " 2d "	30	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	----	14½	----	15	14½
Michigan Central	110x	110	----	----	109½	109½
" S. F. 8 p.c. '82	----	----	----	----	111	----
" conv. 8 p.c. '69	112	----	----	----	112	112
M. S. and N. I.	75½	75½	----	----	74½	74
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	94	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	94½	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	173½	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	78½	78½	79	----	----	76
" ass. to H. & St. J. R.	80	----	----	----	----	----
" " Pacific	78	----	79	----	----	----
New York Central	95½	95½	95½	----	95½	95½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	91½	----	----	----	----	----
" 6s, S. F. '87	92	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	85½	85	----	----	----	85½
Ohio & Miss. cer.	28½	28½	28½	----	28½	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	220	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	106½x	106½	101½	----	107½	106½
Pitts. Ft. W. & Chicago	105½	106½	106½	----	105½	105½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	45½	45½	44	----	44½	44
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	70
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	90	----	90	----	----	90
Tol., Wab. & Western	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	74½	----	----	----	74½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	68	69	----	----	70	70

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th. 21.	F. 22	Sat. 23.	M. 25.	Tu. 26.	W 27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	----	----	----	----	----
U. S. 5s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s, coup.	93½	----	----	----	92½	92½
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	107½	----	----	----	----	107½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	125	----	----	----	----	----
U. S. 6s, 1868, reg.	119	----	120	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	97½	----	97½	98
U. S. 6s, 5-20s, c. 1862.	103½	103½	----	----	103½	103½
U. S. 6s, 5-20s, c. 1864.	100½	100½	100½	----	----	100½
U. S. 6s, 5-20s, c. 1865.	100½	100½	100½	----	100½	100½
U. S. 6s, " reg.	----	100½	----	----	----	----
7.30 Notes, 1st series.	98	98½	98½	----	98½	98½
" " 2d series.	97½	98	98	----	98	98
" " 3d series.	97½	97½	----	----	97½	98
American Gold	146	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Cattawissa	22	22½	----	24	----	24
" preferred	36	36½	37½	39½	----	41½
Camden & Amboy	125	125	----	----	----	125
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	88½	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '80	91½	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	81	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	54½	55	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	91	----	----	----	----	----
Little Schuylkill R. R.	----	28	----	----	----	29
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	30½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44	44	----	----	----	----
Pennsylvania R. R.	56½	56½	57	----	----	56½
" 1st m.	----	----	----	----	----	----
" 2d m.	94	----	----	----	----	----
Penn. State, 6s	89½	89½	89½	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	85	----	----	----	----	----
" " new	90	90	89½	89½	----	90
Philad., Germ. & Nor.	----	----	----	54	----	----
Phila. & Reading	53½	53½	53	53½	----	53½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	30½	30½	----	30	----	30½
" " 6s	----	----	----	----	----	88
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	26½	----	----	----	----	26½
" " pref.	33	33	33	----	----	32½
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	85	----	----	----	----	85
Susq. Canal	9	9	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	22	----	----	----	21
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	39½	38½	37½	38	----	37½
Chestnut & Wal. "	----	----	----	----	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	85½	----	85½	----	----	----
Spruce & Pine, "	----	85	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Baltimore City 6s, 1875	----	101½	----	----	----	100½
" " 1880	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100½	100	100	----	----	----
Balt. and Ohio	----	111	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	102½	----	----
" " " '85	100½	----	----	----	----	----
Northern Central	----	45	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W 27
Boston and Lowell	----	----	----	----	----	94½
Boston and Maine	114½x	114½	----	----	----	----
Boston and Providence	----	----	123½	----	125½	----
Boston and Worcest.	125x	----	122½	----	----	125
Cheshire, pref.	----	48	----	----	----	----
Concord	60	60	61	----	61½	61½
Connecticut River	----	----	101½	----	----	101½
Eastern, Mass.	100	----	----	----	----	99½
Eastern, N. H.	----	98	----	----	----	99
Fitchburg	108	106	----	105	105	105
Manchester & Lawr'ce.	105	----	----	105	105½	
Michigan Central	----	----	----	111	----	----
Northern, N. H.	----	89½	----	89½	----	----
Old Colony and Fall R.	99	100	100	----	100	99½
Ph., Wil. & Baltimore	59½	59½	59½	----	59½	59½
Portl'd, Saco & Ports.	----	----	91	----	93	----
Vermont & Canada	----	94	----	----	94	94
Vermont & Mass.	44	44	----	----	42½	41½
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	85	----
Metropolitan "	----	----	----	----	45	45
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	28	27½	23½	----	26½	26½
Franklin "	39	39½	41	----	41	41
Huron "	----	38	----	----	40	----
Isle Royale "	----	----	----	----	15	----
National "	----	----	----	----	----	----
Minnesota "	18½	18½	22½	----	21½	21½
Pewabic "	39	----	39½	----	40½	39
Pittsburg "	----	----	56	----	----	----
Quincy "	56½	55	59	----	56½	59
Rockland "	3½	----	----	----	----	3

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	62½	"	63
Virginia State 5s	48	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	76	"	78
Erie shares, $100 (all paid)	57½	"	57½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	80	"	81
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, December 30, 1865.

Stock Exchange and Money Market.

It is now admitted by foreign political economists that the United States, in addition to its other wonderful peculiarities and advantages, is a great gold producing country; and that in this respect, as well as in many others, it is to lead the world. These same persons also express the opinion that the highest results in the past are to be eclipsed by those of the future time, in the production of the precious metals; and no doubt console themselves that, no matter who produces them, the largest share is ever to come to England. Travers' *Circular*, of the 9th of December, indulging in some curious speculations on the subject, says: "Since the discovery of gold in California, £550,000,000 have been obtained from that part of the continent, and about half that sum from Australia. The product of the present year is calculated at $200,000,000, and will be exceeded in future years." It continues, "the public mind can hardly have been prepared for the wide area of the gold and silver field that has been traced within the last two years in the United States and its territories; the deposits being as remarkable for their richness as extent." "Exaggerated as have been the representations, there is every reason to believe that the supplies thus provided will for years to come, rapidly augment the world's store of precious metals." And these supplies are admitted to be unique in character, and without rivalry. It asserts that in the Ural range in Russia, along a distance of 600 miles of the auriferous region, there are scarcely 20 points where the mines are worked at a profit. The silver mines of our country are looked to as promising an enormous increment, and as likely to influence our trade favorably with Asia. The supply from Mexico about $30,000,000 per annum, is not thought to be on the increase; while the explorations for silver in Australia are not popular, being difficult and expensive.

It is considered that though paper money may come into more extensive circulation than formerly, so too with the precious metals, silver keeps up its present relations to gold. The yield of this last for the present year is estimated at $125,000,000.

The conclusion these British writers arrive at is, that the increase of these metals must follow the rule of all other commodities. With a sound basis for commercial transactions, will exist confidence in their character, and the most industrious and enterprising nations will be the final gainers. The mines may be very distant, but the coin will flow into the pockets of the most vigilant. "It is therefore," says the *Circular*, "an object of the first concern that we shall bring home and seek to retain our required portion of the golden fleece."

We have in this remark a key to the whole policy of England. It is the thread of her labyrinth, by which it ever directs her steps. It is gold for which she struggles, diplomatizes, legislates or fights. Of course as our country is thus recognized as the great source of the future flow of the article to her shores, she will seek by every means in her power, that it may be uninterrupted, and she will make great sacrifices to retain a customer that buys largely, pays a handsome profit, and can spare millions of pounds annually from its mines. It then becomes a question of some importance to us, whether we of the Atlantic and Middle States might not manage to do some of this profitable business at home, and for ourselves. Can we not exchange for this gold our own products, as well as bring similar ones from abroad? Can we not also "retain our portion of the golden fleece?"

That there has been a constant and regular increase of the supply of the precious metals in this country, remaining with us for some years past, there is no doubt. The tables show it conclusively. How much we ought to retain is not so clear. As paper money is the medium of our home exchange, we do with less of the precious metals than we otherwise would, but with the disadvantage of frequent suspensions, large inflations, and great irregularity of prices. All this is

bad in trade and in morals. The correction of the evil, we may speculate about; but to effect it, will be difficult in the last degree. With an enormous production of gold, thousands of millions since the discovery of our gold fields, circumstances have been such as to cause a continuous drain to foreign countries, and an enormous expansion of paper money at home. None of this exported gold ever comes back to us. It is lost forever, and seems to disappear from civilization. Even England can scarcely manage with all her wealth to retain a reserve in the National Bank, to meet the frequently recurring exigencies of her commerce. Her wealth is not in her ingots or sovereigns after all, but in other things less movable. With all our mineral wealth are we also to meet the fate of mining countries, to be the slaves of other and distant people who are more vigilant and enterprising? On the contrary may we not hope ere long to be possessed of such complete home markets, that our gold may be exchanged here rather than be sent abroad. And is this not a condition of things for which we may properly exert ourselves, and to bring which about, our manufacturers, bankers, legislatures and people generally, should in some way cooperate. It is certainly a poor state of things which asserts a nominal and not a real independence.

We had the pleasure of an interview with the Secretary of the Treasury during his recent visit to this city. It was a visit of relaxation rather than business. He is very frank and outspoken as to his financial policy, and desires an early return to the specie basis, though not disposed to bring it about by violent measures, though they are within his reach. Mr. McCulloch has immense faith in the people, in their spirit, resources and patriotism, as well as in the superior moral government of the world, which while it has carried us through our recent great and trying difficulties will not desert us now. There seems to be in his mind, no apprehensions whatever as to the future, but a confidence that we shall be able to get on without any further financial embarrassments of any moment.

We perceive from our last foreign files that the probable cotton supply continues to agitate the manufacturers in England. Numerous estimates are continually put forth, all differing considerably in amount, yet they all agree in this, that the total will be so moderate as not to affect present prices to any degree, and this opinion appears to prevail among our merchants and manufacturers here, who confidently expect an advance by spring. We may console ourselves even in this aspect of affairs by the reflection that if cotton does go up, the price will nevertheless tell favorably on our exchanges and thus act upon the financial affairs of the country.

In the meantime the merchants of Boston are bestirring themselves vigorously to excite an increased cultivation of cotton the coming year, an effort no less far seeing than patriotic, which we hope will be successful. It is well enough to notice in connection with this subject that exchange the last week considerably under par for good bills.

The money market remains well supplied and easy. The fears of any tightness in this respect appear to have vanished. The truth is, the supply is in excess of the demand, and many persons effect their loans at 6 per cent. The Associated Bank returns are also favorable in their character. On the 23d their loans had increased $757,678; their circulation, $904,400; their deposits, $2,-108,117; their legal tenders, $5,003,964; while their specie had fallen off from $10,981,435, the previous week, to $10,055,037.

The Sub-Treasury continues strong. Between the 16th and 23d of December inclusive the payments were $17,302,808 15, and the receipts $15,-660,224 25 yet, notwithstanding, the actual balance remaining was $77,416,949 04 making a slight decrease from the balance of the former week of $1,042,383 90.

Governments continue steady and state bonds are also firm and stand at full previous prices.

Railway securities and shares are reported steady, but dull. There seems to be a feeling of insecurity as to the management of many of the leading companies, an idea abroad that they are controlled for the street rather than the benefit of the property itself; and yet it is to be remarked that our railways stand very well abroad and attention is directed to them as being largely remunerative.

The gold market has lost its tone, yet many persons confidently predict its rise very shortly to 150 in consequence of the increase of the circulation of the National Banks. On Wednesday it stood at 145½.

The total exports of specie from this port for the week ending Dec. 24, were but $463,389, and the total for the year to that date was $29,689,842 a very favorable change from previous years, and explained by the circumstance of the export of cotton the last few months.

We notice the continuous arrival of specie in small parcels at this port the last week—from Curacoa 3 packages, and Nassau 5.

The exports, exclusive of specie, from the port of New York for the week ending Dec. 25th, were $3,076,073, against $1,619,706 in 1864, and $3,-424,351 in 1863. Total since Jan. 1, $179,759,-594; same time in 1864, $212,680,025; in 1863, $169,324,807.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 98½; Connecticut 6s, 95; Ohio 6s 1875, 90; Louisiana 6s, 80; Sixth Avenue R. R. 135; N. J. Central, 120; Morris and Essex, 100; Chicago and Milwaukee, 55; Milwaukee, and St. Paul pref., 81½; Mariposa pref., 19½; Central Coal Co., 52; Ashburton Coal, 16; Schuylkill Coal, 13½; Lehigh and Susq. Coal, 8½; Copake Iron, ¾; Brunswick Land, 8; Rutland Marble, 18; Western Union Tel., 51¾; Am. Ex. Bank, 109; 4th National Bank, 101; 9th National Bank, 101; Metropolitan Bank, 120; Central Bank, 106.

Philadelphia.—Allegheny County coupon 5s, 75; Swatara Falls Coal, 2; N. Y. and Middle Coal Fields, 8½; Fulton, 8¾; Big Mt., 5¼; St. Nicholas, 7; Butler, 11; Keystone Zinc, 1¼; Consolidation Bank, 39¼; 7th National Bank, 96; Girard Bank, 52; Union Bank, 50; Bank of North America, 204; Mechanics Bank, 28½; Commonwealth Bank, 55; Caldwell Oil, 1; Corn Planter, ¾; Dalzell, 2⅛; Egbert, ⅞; Eldorado, ⅜; Era, 8½; Franklin, 2½; Feeder Dam, ⅞; Junction, 1¼; Keystone, ⅞; Mingo, 2½; McElrath, 1¾; Maple Shade, 5½; Miller, ⅞; McClintock, 1¾; Ocean, 18½; Oil Creek and C. R., ⅛; St. Nicholas, ⅝; Story Farm, ⅜; Sugar Creek, 2; Sugar Valley, 8; Sugar Dale, ¾; Wm. Penn., 1⅛. The latest quotations are: City 6s, 85@85; do., new, 89¾@90; State 5s, 89@90; do., coupon, 90@91½; do., 6s, W. L., 100 @100½; Phila., Wil. and Balt., 59¼; Reading, 53¼@53¾; do., 6s, 1870, 92@93; do., bonds, 85 @90; do., con., 105@107; Camden and Amboy, 125¼@125; Penn. R. R., 56⅞@56⅞; do., 1st mort., 101¾@102½; do., 2d mort., 93@94; Little Schuylkill R. R., 28@29; Morris Canal, 83@87; do., pref., 115@116; do., bonds, 90@95; Wyoming Valley Canal, 56@59½; do., 6s, 87@88; Susquehanna Canal, 8@9; do., 6s, 44@48; Sch. Nav., 25 @27; do., pref., 31¾@32; do., 6s, 1882, 75@76; Union Canal bonds, 21@21; Delaware Div. Canal 31@32½; do., bonds, 80@86; Elmira and Williamsport, 26@28; do., pref., 41@43½; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 90½@91½; North Pennsylvania, 30½@31; do., 6s, 86@86½; Philadelphia and Erie, 30¼@30⅝; do., 6s, 87@88; Minehill, 56½@56½; Catawissa, 25@25⅜; do., pref., 40½@40¾; Lehigh Valley, 68½@70; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 82@84; West Philadelphia, 68@69; Spruce and Pine, 34@40; Green and Coates, 31@31; Chestnut and Walnut, 52@53; Thirteenth and Fifteenth, 32½@33½; Girard College, 26@27; Tenth and Eleventh, 52@ 53; Norristown, 53¼@53½; Union, 21@23; Hestonville, 37¼@37¾.

Boston.—Northern (Ogdensburg) 2d mort., 37¾; Vermont Central 1st mort., 79; do., 2d mort., 25½; Michigan Central 8s, 1882, 112; Rutland and Burlington 2d mort., 26. Western R. R. 6s, 1875, 96½; Boston, Concord and Montreal 7s, 1870, 95½; New York and Boston R. R. 6s, 35; Ogdensburg and Lake Champlain R. R., 38⅝; Conn. and Pass. Riv. pref., 74¾; New Hampshire 6s, 1873, 91¾; Massachusetts 5s, 1894, 92¾; do., 6s, 1873, 107; Bath 6s, 1891, 11; Bangor 6s, 1877, 88¼; Chicago 7s, 1881, municipal, 93¼; Boston 5s, gold, 1868, 120; do., 1883, 95; Boston Water Power Co., 26½; Union S. S. Co., 86¾; Waverly Co., 4; Essex Co., 98¼; Cary Imp. Co., 9; East Boston Co., 10; Short Mt. Coal, 27; Mammoth Vein Coal, 9½; Glenville Coal, 9¾; Boston and Nova Scotia Gold, 180c.; Chelsea Gas, 92; Cambridge Gas, 99; Boston Gas, 745; Market Bank, 102; Hamilton Bank, 116; 1st National Bank, 130; 2d National Bank, 133¼; Continental Bank, 102¼; Hide and Leather Bank, 127; Bank of Republic, 111; Bank of Commerce, 111½; Merchants Bank, 109; Revere Bank, 119¼; Shawmut Bank, 104¼; Blackstone Bank, 114½; Boston Bank, 103; Maverick Bank, 100¼; Bank of North America, 97; Atlas Bank, 102¼; Exchange Bank, 128¾; Mt. Vernon Bank, 100; Suffolk Bank, 116½; Webster Bank, 103; Atlantic Bank, 102½; 3d National Bank, 97½; Albany and Boston Mining Co., 18; Algomah, 25c.; Bay State, 11¾; Boston, 75c.; Canada, 90c.; Dana, 1⅛; Dudley, 75c.; Eagle River, 2½; French Creek, 60c.; Hancock, 15¼; Humbolt, 4½; Hungarian, 62½; Manhattan, 2½; Petherick, 8½; St. Clair, 2½; South Side, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 86

Maryland Mining Co., 0.60; Bare Hill, 1.55; Copper Hill, 1.30; Mineral Hill, 0.65; Santa Clara, 11⅛; Penn. Oil, 0.60; Baltimore Chrome, 1.00; Bankers' and Brokers' Tel., 9¾; Franklin Bank, 11¾; Bank of Baltimore, 108. The latest quotations are: Balt. and Ohio, 111½@112; do., 6s, 1867, 95@97; do., 1875, 100½@104¾; do., 1880, 102@102; do., 1885, 100@100⅝; Northern Central, 44@44¾; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 1873, 98@99; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 85@86; Central Ohio 1st mort., 83½@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34⅛@37¾; Western Md. bonds, 77@79; do., guar., 98@100; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101½; do., 1890, 100½@101; Baltimore 6s, 1870, 96@96¼; do., 1873, 98⅛@100; do., 1875, 101@101¾; do. 1880, 97@97¼; do., 1890, 100@101⅜; do., coupon, 100@100⅜; do., 5s, 1838-'70, 81@85; City Passenger R. R., 20¾@21½; Canton Co. 45¼@46; Gardner, 0.55@0.90; Gas Coal, 0.60@0.70; Maryland, 0.45@0.60; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 110@124; Santa Clara, 11@11⅛; Balt. Chrome, 1.00@1.05; Bare Hill, 1.50@1.60; Atlantic Coal, 1.05@1.20; Mineral Hill, 0.60@0.70; Baltimore Coal, 142@200; Laurel Cannel Coal and Oil Co., 2.00@2.50.

Underground Railway.

We perceive that the scheme of an underground railway is again revived, and that a combination of interests is at work to procure its adoption. That we want all the means of transit across this island which ingenuity can devise and capital construct there is no doubt; and yet it is worthy of consideration whether the proposition if carried out will be of the value to the public, many suppose. It is true that in London railways of this description have begun to be constructed, and a short line is said to be a complete success; but even there serious objections are already made to the system. The cars which pass through the pneumatic underground tubes have to traverse in the dark, and are destitute of all ventilation except such as attends the motion by the pressure of the air upon them. The cars in fact are in an air-tight tube, secured with valves, for otherwise the plan would not work. The motion is produced by atmospheric pressure at one end against a vacuum at another. If any accident to the working of the machinery should take place, and the cars be detained in the tube, the passengers might all be suffocated before relief could be afforded them.

Then again the plan will require a large number of dangerous openings and stairways along the route, which will be constantly crowded with people in each other's way, exposing them to the assaults of thieves and robbers, and many inconveniences of a perplexing character. And if the plan of driving steam engines through ordinary tunnels is resorted to for the hauling of the cars, it is plain to be seen that ventilation will be still more difficult, and the atmosphere more intolerable. It is said that by ingenious devices the smoke, steam and hot air are guarded against. Our experience of tunnel transit is against all this. Many medical writers have asserted that even a few minutes' transit of a tunnel is injurious to health, how much more so where there is a continous exposure, and where persons use them frequently. In short, there will be an occurrence of danger to health and limb, which few people will care to encounter, when they can take the street cars above ground, see where they are, and where they are going. These two objections seem sufficient to throw considerable doubt over the plan. On the other hand, a railway in Broadway, properly constructed and managed for the good of the public, their transit, and to increase the city revenue would be a far better plan, answer all the purpose of the underground, and be a far safer and more comfortable arrangement.

The "Lake Shore Line."

A writer in *Herapath's Railway Journal*, of December 2, says that—"the price of shares, dividends, etc., of this line we never see quoted in the AMERICAN RAILWAY JOURNAL." For the information of this writer it may be as well to state that the "Lake Shore Line" is composed of the Buffalo and State Line Railroad, 68.34 miles in length; the Erie and Northeast, 18.50 miles; and the Cleveland, Painesville and Ashtabula, 95.40 miles. These roads make up the "Lake Shore Line," as it is commonly called, extending from Buffalo, N. Y., to Cleveland, O. To this may be added the Cleveland and Toledo, 112.50 miles and the Michigan Southern and Northern Indiana Railroad, 246 miles—making a total length of "Line" from Buffalo to Chicago of 540.74 miles. All these roads may be found in their appropriate places in both our Share and Bond Lists.

The St. Lawrence and Hudson Ship Canal.

At a lecture delivered a few evenings since, before the Geographical Society in this city, Mr. Derby of Boston, among other things connected with the subject of the trade with Canada, made a considerable point on the advantage of a ship canal by the way of Chamblee and Champlain between the St. Lawrence and the Hudson which has been frequently discussed in this JOURNAL. The Hon. John Young, of Montreal, who was present, stated that the project was in contemplation, and we learn that it is his intention to push it forward as one of the most desirable schemes of the day, and one which will be of immense benefit to the producers of cereals in the far west.

Tax on Building Stone.

By a decision of the Commissioner of Internal Revenue, all stones used in the outward structure of buildings, bridges, aqueducts, reservoirs, wharfs, piers, monuments, fences, &c., if hewn or dressed, are subject to a duty of 3 3-5 per cent., as building stone. The decision was made in accordance with the amended act of March 3, 1865. It does not apply to or include rough walls or walls built of roughly dressed stones.

☞ Among the passengers by the *Java* on Wednesday, was Mr. George E. Gray, Engineer-in-Chief of the Central Pacific Railway, California Division. His object abroad, after a thorough examination of the surveys of his own great work, is to review the practical operations of the French and English railways, in order to profit by their experience in the working of the line on the Pacific.

☞ The Pacific Railroad Land Grant Bill passed the California Senate on the 21st inst.

Finances of Chicago.

The financial condition of Chicago on the 1st of April, 1865, is shown in the annexed statement:

Floating debt	$14,294 20
Bills payable	15,512 88
Funded municipal debt—old issues.	371,000 00
" " " new issues.	961,000 00
Sewerage debt	1,087,000 00
Water bonds	1,282,000 00
Total	$3,730,807 08

The following is a description of the bonds, and the amount of each issue:

MUNICIPAL DEBT.

7 per cent, due July, 1866	$10,000
7 per cent, due January, 1871	60,000
10 per cent, due January, 1868	1,000
6 per cent, due January, 1867	10,000
6 per cent, due July, 1873	50,000
6 per cent, due July, 1874	40,000
6 per cent, due July, 1875	100,000
6 per cent, due July, 1876	100,000
Total old issues	$371,000
7 per cent, due April, 1881	907,000
7 per cent, due Dec., 1872	54,000
Total new issues	$961,000
Total old and new issues	$1,332,000

SEWERAGE DEBT.

7 per cent, 1st loan	$87,000
6 per cent, 1st loan	413,000
7 per cent, 2d and 3d loans	687,000
Total	$1,187,000
Less purchased and cancelled	100,000
Total outstanding	$1,083,000

WATER DEBT.

6 per cent bonds	$1,030,000
7 per cent bonds	252,000
Total outstanding	$1,282,000

The progress of the city since 1840, is exhibited in the annexed statement:

	Population of city.	Real Estate.	Personal Property.	Total.
1840..	4,479	$94,437	$.....	$94,437
1845..	12,088	2,273,171	791,851	3,065,022
1850..	29,963	5,685,965	1,534,284	7,220,249
1855..	80,000	12,637,500	5,355,393	26,992,893
1860..	109,260	31,198,135	5,855,377	37,053,512
1865..	178,539	37,148,023	11,584,759	48,732,782

☞ The Titusville and Pithole Railroad, the Oil Creek Lake and Titusville Mining and Transportation Company, and the Westfield Railroad Company have been consolidated into one company to be called the Westfield, Titusville and Pithole Railroad Company. This line will include the proposed railroad from Titusville to Union.

☞ It is reported that a company of capitalists have agreed to construct the Indianapolis and Vincennes Railroad, if the citizens along the line will donate $3,000 per mile, payable when the road is completed.

☞ The work on the reconstruction of the Savannah, Albany and Gulf Railroad is progressing rapidly, and by the 1st of February cars will be running from Savannah to Thomasville, a distance of two hundred miles.

☞ In the case of the New York and New Haven Railroad Company against Robert Schuyler and others, the Court of Appeals, at Albany, have rendered judgments in all cases against plaintiffs affirmed with costs, and general judgments in favor of plaintiffs affirmed with costs.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the third week in December, 1865, were.....$122,398 00
Corresponding week of previous year. 132,729 00

Decrease.....$10,331 00

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Dec., 1865, were:

	1865.	1864.
Passengers	$9,667 90	$8,095 08
Freight	14,806 85	13,157 71
Mail, express & telegraph	1,185 00	1,079 58
Total	$25,659 75	$22,332 37
Total for the fiscal year commencing Jan. 1.	$1,169,217 68	$974,904 75

The earnings of the Grand Trunk Railway for the week ending Dec. 16th, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers.....$44,310 00
Express, freight, mails and sundries.. 7,500 00
Freight and live stock.....76,904 00
Total.....$128,714 00
Corresponding week, 1864.....113,298 00
Increase.....$15,416 00

The earnings of the Michigan Central Railroad for the 2d week in Dec., 1865, were...$76,407 85
Corresponding week of previous year.. 76,344 63
Increase.....$63 22

The traffic of the Great Western Railway for the week ending Dec. 22, 1865, was as follows:

Passengers.....$30,430 63
Freight and live stock.....31,409 71
Mails and sundries.....2,705 21
Total.....$64,545 55
Corresponding week of 1864.....64,045 50
Increase.....$500 05

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Dec., 1865, were.....$78,967 00
Corresponding week of 1864.....92,639 00
Decrease.....$13,672 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in December, 1865, were.....$49,348 00
Corresponding week of previous year.. 88,572 00
Decrease.....$39,224 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 14, were:

	1865.	1864.
Passengers	$3,269 00	$2,278 84
Freight	4,609 34	5,540 44
Express	130 22	104 16
Mail	296 58	296 58
Total	$8,303 14	$8,220 02

Receipts from January 1 to Dec. 14:
1865.....$669,318 38
1864.....558,228 17
Increase.....$111,090 21

☞ The grading on the Western Pacific Railroad, California, has been suspended, it is said, in consequence of the work being far in advance of the reception of the iron. A contract has been made with Eastern manufactures for eight thousand tons. One locomotive and sixteen cars have been received.

Railroad Earnings--Monthly.

The earnings of the Pacific Railroad of Missouri for the three months ending November 30, have been as follows:

	1864.	1865.
September	$118,135	$143,634
October	33,489	200,893
November	99,028	236,664
Totals	$250,652	$581,191

The earnings of the Ohio and Mississippi Railroad line from Cincinnati to St. Louis for Nov., were:

	1865.	1864.
Eastern division	$242,581 35	$203,590 35
Western "	169,971 98	142,652 60
Total	$412,553 33	$346,242 95
Increase of 1865 over 1864		66,310 38

Comparative earnings from Jan. 1, to Nov. 30:

	1865.	1864.
Eastern division	$2,063,107 69	$1,787,368 63
Western "	1,445,579 09	1,247,751 98
Total.	$3,508,686 78	$3,035,120 61
Increase of 1865 over 1864		$473,566 17

Journal of Railroad Law.

THE QUESTION OF NEGLIGENCE; THE CONSTRUCTION OF A "RUNNING SWITCH" OVER A CROSSING IN A VILLAGE, POSITIVE PROOF OF NEGLIGENCE.

The case of Brown *vs.* N. Y. Central Railroad possesses the interesting feature of deciding substantially that it is an act of gross and criminal negligence for a railroad company to make a "running switch" over the crossing of the track of a public road, in the populous part of a village.

The question submitted to the jury was whether the company exercised its right of making a "running switch" at a proper place, and with the use of due care.

In this particular case, a stage coach approached the track, and the driver seeing some cars pass down the track, supposed the whole train had passed, and neglected to look in the opposite direction. When his horses were on the track, the other part of the train, which had been "switched off" came down the track, colliding with the coach, and severely injuring the plaintiff who was a passenger.

The Court decided that the act of the company in placing the switch where it did, was gross negligence for which it might be held to a criminal responsibility. The Judge also remarks: it is also claimed to be error not to have non-suited for the alleged negligence of the driver of the stage, and to have submitted the question of his negligence to the jury. The Court charged the jury that the negligence of the driver must be regarded as the negligence of the plaintiff; that he represented her, and she could not recover in this action if his negligence contributed to produce the injury. Since the trial of this action, the decision of this Court in Chipinaw *vs.* The New Haven Railroad Company, (19 N. Y., 341,) and Colegrave *vs.* N. Y. and N. H. R. R. Co., (20 N. Y., 492,) have been published. In the former of these cases, this Court held that a passenger by railroad is not so identified with the proprietors of the train conveying him or their servants, as to be responsible for negligence on their part, and could recover for personal injuries from a collision through negligence of the defendant, although there was such negligence contributing to the collision on the part of the train conveying him as would have defeated an action by its owners; and in the latter case, it was held that the injured passenger could not maintain his action against the proprietors of both on the ground of their concurrent negligence. I do not perceive why these cases do not dispose of the question as to the negligence of the driver in this case. The plaintiff was a passenger in a public stage. She had no control of its management or direction; and occupied no relation to the driver different from that which passengers occupy to any public carrier of persons. In principle there is no difference whatever between her relation to the carrier and that of a passenger on a train of railroad cars. The difference is one of fact merely, growing out of the difference of motive power and the corresponding necessity for more stringent rules and greater vigilance in one case than in the other. But the majority of the judges are of opinion that the true rule, in a case of this kind, was laid down at the Circuit. It becomes necessary therefore, to consider the question in the aspect in which it was presented at the trial. It is not pretended that there was any fault or want of care on the part of the plaintiff herself; and it seems to me there was no error in submitting the question of the driver's negligence to the jury. As he approached the crossing and heard the train, he stopped and waited. He started on when danger from it had passed, and had got very near the track when the first detached car came by; he stopped again, and when that had passed, suspecting no further danger he drove on. His horses were on the track, and were trotting when he saw the danger; it was within two rods of him, and he quickly whipped up his horses to escape. Could he have more safely drawn back and stopped? It is impossible to tell. He was placed where there was no time to decide the question. His peril called into action his instincts, and not his reasoning faculties; and under such circumstances, the party who had put him in jeopardy is responsible, and not he, if he mistook the safest means of escape. (Stokes *vs.* Saltonstall, 13 Pat., 181.)

It was no error therefore to leave it to the jury to say, whether under all the circumstances, the driver was negligent in attempting to escape by crossing the track. But was it negligence not to have seen the cars by which his carriage was hit in time to have stopped? They gave him no warning. He had seen a train pass and had stopped for it, a single car following at a distance from it, and had waited for that. These had attracted his attention, his eye naturally following them. Was he bound to suspect that more were coming, and be on the look out for them? I think it is asking too much to say that it was negligence, as matter of law, not to have anticipated that detached cars were following in the rear of the train that had passed. The signals of the train had told him where the danger was, but gave no warning of unsignaled danger to follow.

It was not error to submit to the jury the question whether the injury to the plaintiff's sight was permanent or not. There was slight evidence on the question, and the Court gave the jury a caution on the subject, which the amount of the verdict shows they did not fail to heed.

There was no error in allowing proof that plaintiff complained of suffering from headache

and defective sight. The fact of making complaint in such cases is admissible. (Caldwell *vs.* Murphy, 1 Duer., 233; S. C., 1 Kern., 416, 419, per Denio, J.; 1 Greenl. Ev., §102; Aveson *vs.* Kinnard, 6 East, 188; Bacon *vs.* Charlton, 6 Cush., 581.)

But as the fact of plaintiff's suffering from those causes was distinctly proved and not controverted, no harm could have resulted from the evidence, if not strictly admissible.

Judgment affirmed.

Cincinnati Street Railroads.

There are four Horse Railroads in Cincinnati, viz.: "Cincinnati Street Railroad Co.;" "City Passenger Railroad Co.;" "Passenger Railroad Co.;" and "Pendleton and Fifth Street Railroad Co." The earnings of each of these roads from September 1st 1862, to November 1st, 1865, were as follows:

	Cin. Co.	City Pass.	Pass. Co.	Pen. Co.
1862	$16,573	$14,602	$13,874	$7,967
1863	70,647	74,803	47,797	34,917
1864	94,389	98,191	59,247	74,243
1885	95,744	103,245	51,400	79,901
	$277,353	290,841	172,318	117,058

Debt of Virginia.

The governor, in his recent Message to the Legislature, calls attention to the public debt, showing an aggregate of $41,000,000 against $22,000,000 available assets, and says the State has several millions in unproductive internal improvements. The interest due on the 1st of January exceeds $6,000,000. The question of taxation is considered at length, and it is stated that a levy of sixty per cent. on real estate will be required, and a tax or license for taking oysters in the waters of Virginia recommended. The Governor also suggests the sale of the State investments in railroad stocks and bonds, which would relieve the State of $15,000,000 of debt and promote the efficiency of the railroads. He advises that the $3,000,000 heretofore invested in the Covington and Ohio Railroad be given to any company that will complete the road. The repeal of the usury laws is recommended.

Lumber Trade of Chicago.

The following table shows the aggregate amount of lumber, shingles and lath forwarded from Chicago since 1860:

	Lumber.	Shingles.	Lath.
1861 ..	189,379,445	94,431,186	31,282,725
1862 ..	189,277,679	55,761,630	16,966,600
1863 ..	221,789,330	102,684,447	30,293,247
1864 ..	269,406,579	138,497,256	36,242,010
1865 ..	345,390,089	239,738,057	60,744,520

☞ The Island City *Times* says that "a meeting of the citizens of Neenah and Menasha will soon be held for the purpose of appointing a committee to confer with the leading men of Milwaukee with a view to aiding the extension of the Ripon Railroad to this point. The road now runs to Omro and is to be completed to Winneconne next spring. The latter place is only 14 miles from this, the heaviest manufacturing city in Wisconsin."

☞ A party of engineers are now engaged in surveying a railroad between New Lisbon and Marietta, Ohio. A good deal of grading has been already done on the proposed line of route, and it will open up, if completed, one of the richest mineral regions in the State.

Debt of Alabama.

The following is an extract from the Inaugural Address of Gov. Patton:

In the year 1845 the bonded liabilities of Alabama amounted to over $10,000,000. This heavy indebtedness was created, in part at least, by a system of banking, the general operations of which were detrimental to the public interests. But, by a wise and judicious policy, this large debt has been so far reduced that our liabilities on account of State bonds of the present time amount to only $3,445,000. These bonds are payable as follows: $2,109,000 payable in the City of New York and bearing only 5 per cent. interest; $600,000 payable in London and bearing also 5 per cent. interest; and the remaining $688,000, payable likewise in London, bearing an interest of 6 per cent. per annum. This is comparatively a small debt, which comes completely within the financial control and management of the State.

Manassas Gap Railroad.

We learn from the Alexandria (Va.) *Gazette*, that preparations have been made by which this road will be put into immediate operation between Strasburg and Harrisonburg. As soon as orders can be obtained from the Government for the return of the iron, which it is hoped will be soon, the whole line will be relaid, and trade and travel at once be resumed.

☞ The trouble between the Central Pacific and California Central Railroad Companies having been settled, trains from Folsom to Lincoln, Cal., will soon be running. The laying of the track from Lincoln to Marysville, will be immediately resumed.

Tennessee Railroad Relief Bill.

The Railroad Relief Bill, now before the Legislature of Tennessee, appropriates bonds to the amount of $1,622,000 to eight railroads in that State, viz:

Memphis and Charleston	$300,000
Memphis and Clarksville	400,000
Manchester and McMinnville	100,000
Nashville and Northwestern	300,000
Knoxville and Kentucky	250,000
Winchester and Alabama	372,000
East Tennessee and Virginia	150,000
Mississippi and Tennessee	50,000
Total	$1,622,000

☞ The Western (Mass.) Railroad will commence building their second track from Springfield westward next week. It is to extend as far as Washington, Berkshire County, and when completed there will be a double track through from Boston to Albany.

☞ The surveys for a railroad between Poughkeepsie and Copake, are complete, and the work will be commenced in the Spring.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

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The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.
1m50 **FISK & HATCH, Bankers.**

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THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trestle work, or loading trains with material for gravelling.
Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was
Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.
8t50 THOMAS E. WALKER, Treasurer.

COUPONS OF THE CENTRAL PACIFIC RAILroad Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by
EUGENE KELLY & CO.,
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HENRY B. SMITH,

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Usual length and width (Body 15 feet by 7.

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HAVE for sale and ready for delivery, the following First-Class Passenger Locomotives and Tenders, built of the best material, and guaranteed in every particular.

1 of 16½x22 Cylinders, 5 foot Drivers.
1 of 16½x22 Cylinders, 5½ foot Drivers.
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LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers	$350	$250	$125

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

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An experienced Surgeon on board. Medicines and attendance free.

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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

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NEW YORK, September 16, 1865.

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